



**WHEELING PLAN COMMISSION
THURSDAY, JULY 26, 2018 5:30 P.M.**

**AGENDA FOR A SPECIAL MEETING OF THE PLAN COMMISSION
Board Room - 2 Community Boulevard, Wheeling, Illinois**

- 1. CALL TO ORDER**
- 2. PLEDGE OF ALLEGIANCE**
- 3. ROLL CALL**
- 4. CHANGES TO THE AGENDA**
- 5. CITIZEN CONCERNS AND COMMENTS**

*Municipal Code 2.03.060 Subjects of Orders of Business:

Citizen Concerns and Comments. Members of the public may address the Plan Commission with comments regarding only those issues that are relevant to the Plan Commission's agenda or topics that the Plan Commission has the authority, pursuant to the Village Code, to address. The chairperson or his or her designee shall strictly restrain comments to matters that are relevant to the Plan Commission business and shall not permit repetitious comments or arguments. Members of the general public who wish to address the Plan Commission must sign the request to speak form prior to the commencement of the public meeting. The persons submitting a petition, concern or other comment shall be allocated five minutes to present their points.

6. CONSENT ITEMS

- A)** [Docket No. SCBA 18-28](#)
Willow Glen Manor
264 12th Street
Appearance Approval of a Freestanding Sign
- B)** [Docket No. SCBA 18-33](#)
Chris Industries
290 Larkin Drive
Appearance Approval of a Wall Sign

7. ITEMS FOR REVIEW

- A)** [Docket No. 2018-13A,B&C](#) (hearing continued from July 12, 2018)
JV Global Services
Multiple addresses (see full property description in hearing information below)
(2018-13A) Text Amendment to Add 'Transportation Center' as a Special Use in
 the I-3 General Industrial District
(2018-13B) Rezoning from I-1 Light Industrial and Office District and R-1A
 Single-Family Residential District to I-3 General Industrial District
(2018-13C) Special Use-Site Plan Approval of a Transportation Center

- B) [Docket No. 2018-14](#)
Dolly's Bistro
747 W. Dundee Road
Special Use-Site Plan Approval of a Sit-Down Restaurant
 - C) [Docket No. 2018-15](#)
June's Wheeling
755 W. Dundee Road
Special Use-Site Plan Approval of a Sit-Down Restaurant
 - D) [Docket No. 2018-16](#)
Mia's Cantina
373 W. Dundee Road
Special Use-Site Plan Approval of a Sit-Down Restaurant
 - E) [Docket No. 2018-17](#)
Inland Bank
337 W. Dundee Road
Special Use-Site Plan Approval of a Bank with Drive-Through Facilities
8. **APPROVAL OF MINUTES** – [June 28, 2018](#) (including Findings for Docket No. 2018-11) and [July 12, 2018](#) (including partial Findings for Docket No. 2018-13)
9. **OTHER BUSINESS**
10. **ADJOURNMENT**

THIS MEETING WILL STREAM LIVE AND TELEVISED ON WHEELING'S CABLE CHANNELS 17 & 99.
IF YOU WOULD LIKE TO ATTEND A VILLAGE MEETING BUT REQUIRE AUXILIARY AID SUCH AS A SIGN
LANGUAGE INTERPRETER, PLEASE CALL (847) 499-9085 AT LEAST 72 HOURS PRIOR TO THE MEETING.

**Public Hearing Information
Wheeling Plan Commission Meeting
July 26, 2018
(Attachment to Agenda)**

2018-13 JV Global Services, LLC, contract property owner, is seeking the following actions for Lots 1 through 8 of the Wolf Road Estates, the adjacent vacant lots north of Debra Lane and east of Wolf Road, and the existing Carol Avenue right-of-way:

2018-13 (A) A text amendment to Title 19 Zoning, of the Wheeling Municipal Code, to add 'Transportation Center' as a Special Use in the I-3 General Industrial District (Under Appendix A, Use Table); and

2018-13 (B) Rezoning the property from I-1 Light Industrial and Office District and R-1A Single-Family Residential District entirely to I-3 General Industrial District; and

2018-13 (C) Special Use-Site Plan Approval as required under Chapter 19-07 Industrial Districts, Chapter 19-10 Use Regulations, and Chapter 19-12 Site Plan Approval Requirements, and associated sections, in order to establish a Transportation Center in the I-3 General Industrial District.

2018-14 Dolly's Bistro LLC, contract tenant, is seeking Special Use-Site Plan Approval as required under Title 19, Zoning, of the Wheeling Municipal Code, Chapter 19-05 Mixed Use Districts, Chapter 19-10 Use Regulations, Chapter 19-12 Site Plan Approval Requirements, and associated sections, in order to establish a sit-down restaurant at 747 W. Dundee Road, Wheeling, Illinois, which is zoned MXT Transit Oriented Mixed Use District.

2018-15 June's Wheeling, LLC, contract tenant, is seeking Special Use-Site Plan Approval as required under Title 19, Zoning, of the Wheeling Municipal Code, Chapter 19-05 Mixed Use Districts, Chapter 19-10 Use Regulations, Chapter 19-12 Site Plan Approval Requirements, and associated sections, in order to establish a sit-down restaurant at 755 W. Dundee Road, Wheeling, Illinois, which is zoned MXT Transit Oriented Mixed Use District.

2018-16 Wheeling Commercial Development LLC, property owner, is seeking Special Use-Site Plan Approval as required under Title 19, Zoning, of the Wheeling Municipal Code, Chapter 19-05 Mixed Use Districts, Chapter 19-10 Use Regulations, Chapter 19-12 Site Plan Approval Requirements, and associated sections, in order to establish a sit-down restaurant at 373 W. Dundee Road, Wheeling, Illinois, which is zoned MXT Transit Oriented Mixed Use District.

2018-17 Wheeling Commercial Development LLC, property owner, is seeking Special Use-Site Plan Approval as required under Title 19, Zoning, of the Wheeling Municipal Code, Chapter 19-05 Mixed Use Districts, Chapter 19-10 Use Regulations, Chapter 19-12 Site Plan Approval Requirements, and associated sections, in order to establish a bank with drive-through facilities at 337 W. Dundee Road, Wheeling, Illinois, which is zoned MXT Transit Oriented Mixed Use District.

REQUEST FOR PLAN COMMISSION ACTION
STAFF PROJECT REVIEW

TO: Chairperson Ruffatto and Members of the
Wheeling Plan Commission

FROM: Andrew C. Jennings, Director of Community Development
Brooke A. Casolari, Senior Planner

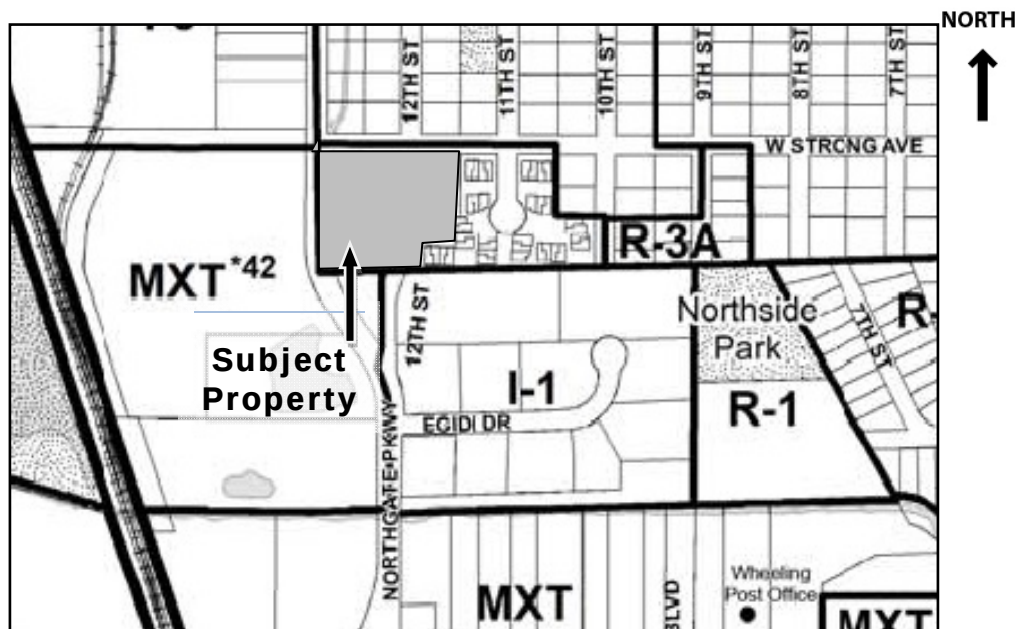
RE: **Docket No. SCBA 18-28**
Willow Glen Manor
264 12th Street
Appearance Approval of a Freestanding Sign

DATE OF REPORT: July 11, 2018

DATE OF MEETING: July 26, 2018

PROJECT OVERVIEW: The petitioner is requesting appearance approval of a new freestanding sign for an existing multi-family residential development.

LOCATION MAP:



GENERAL PROPERTY INFORMATION

Applicant Name: Signarama

Property Owner Name: Willow Glen Manor Condominium Association

Common Location: Located at the southeast corner of Northgate Parkway and Strong Avenue

Neighboring Property Land Use(s): North: Single-Family Residential & Open Space
West: Multi-Family Residential
South: Multi-Family Residential
East: Multi-Family Residential

Existing Use of Property: Multi-Family Residential
Existing Property Zoning: R-4 Multi-Family Residential
Previous Relevant Zoning Action on Property:
None.

DESCRIPTION OF PROPOSAL

The petitioner is requesting appearance approval to replace a freestanding sign for an existing condominium association, Willow Glen Manor.

SIGN REVIEW

Sign Location: A new sign will replace the existing sign in the same general location, which is at the southeast corner of Northgate Parkway and Strong Avenue. The sign will have a 15 foot setback.

Sign Type, Materials and Size: The petitioner is proposing to install a two-pole freestanding sign. The sign will be made of cedar, single-sided and will include the name of the condominium association and a graphic logo. The text and logo will be sandblasted and painted. The sign panel will be tan in color. The text will be brown and the logo will be green and brown. The 6 inch cedar posts will be painted brown. The sign face is 24 sq. ft. in area. The overall height of the sign is 6'2". The sign will be non-illuminated. The proposed sign meets the size requirements of the Sign Code.

Landscaping: A landscape plan is proposed for the freestanding sign. The proposed landscaped area is approximately 100 square feet, which is about twice the size of the required landscaped area. The proposed landscape plan meets the species mix requirements of the Sign Code. It includes dwarf evergreens (Juniperus Seagreen), winter interest (Juniperus Seagreen, Karl Foerster), perennial flowers (Phlox, Sedum, Allium, Coreopsis) and ornamental grasses (Karl Foerster).

STAFF REVIEW

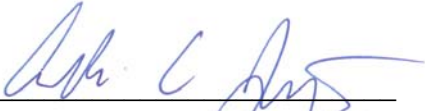
Impact on adjacent uses: No impact on adjacent uses is expected.

Staff Recommended Action: Staff recommends approval of the freestanding sign.

PROPOSED MOTION

If the Plan Commission approves of the requested freestanding sign, an appropriate motion would be to:

Approve Docket No. SCBA 18-28 to grant appearance approval for the freestanding sign in accordance with the sign plans (2 sheets) submitted June 15, 2018 and landscape plan submitted July 2, 2018, for Willow Glen Manor, located at 264 12th Street, Wheeling, Illinois.



Andrew C. Jennings, AICP
Director of Community Development



Brooke A. Casolari
Senior Planner

Attachments: [Photo of existing conditions \(staff\)](#)

 [Sign plans](#)

 [Landscape plan](#)

Willow Glen Manor – 264 N. 12th Street

Docket No. SCBA 18- 28 (Appearance Approval of a Freestanding Sign)



Existing conditions of sign (looking south)

Single Sided Routed & sand blasted natural cedar sign. Painted in 3 colors
installed on two 6" cedar posts
Mounted 36" from grade to bottom of sign, 74" to top



15' Setback

Colors

Face SW 6141 Softer Tan
Post SW 6060 Moroccan Brown
Logo SW 6924 Green

Willow Glen Manor Condominiums
264 N. 12th Street Wheeling, IL 60090

APPROVED BY:

SCALE:

NTS

DATE:

May 31, 2018

DRAWING #:

2540A

 **Signarama**
The way to grow your business.

350 LEXINGTON DR, BUFFALO GROVE, ILLINOIS 60089
PHONE: 847-215-1535 FAX: 847-215-1574

Exhibit received June 15, 2018



Single Sided Routed & sand blasted
natural cedar sign.
Painted in 3 colors
installed on two 6" cedar posts
Mounted 36" from grade to bottom of sign,
74" to top

Colors

Face SW 6141 Softer Tan
Post SW 6060 Moroccan Brown
Logo SW 6924 Green

Willow Glen Manor Condominiums
264 N. 12th Street Wheeling, IL 60090

APPROVED BY:

SCALE:

NTS

DATE:

May 31, 2018

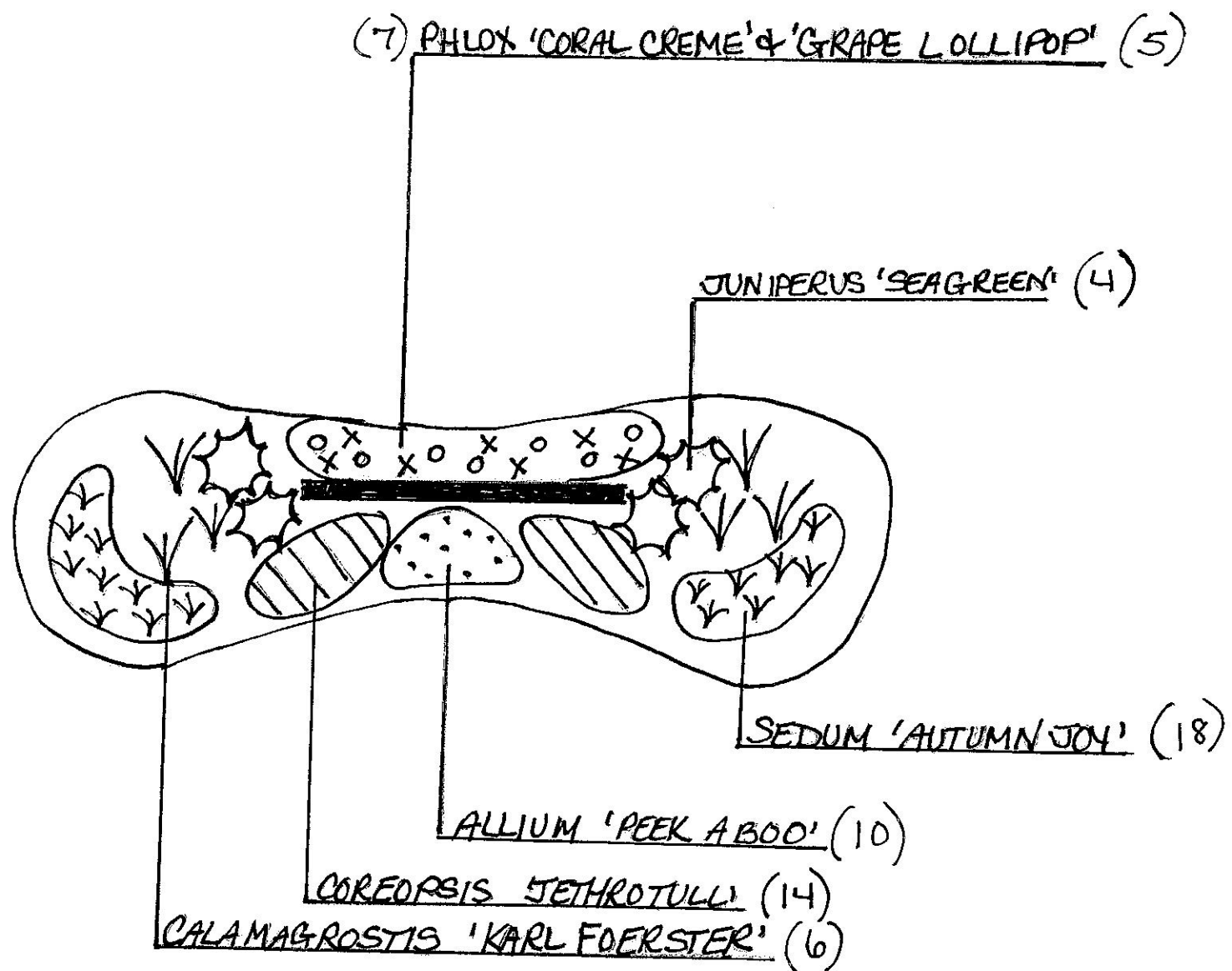
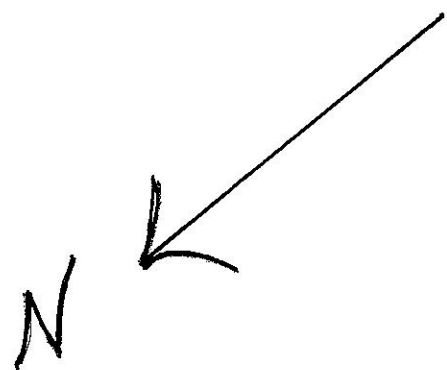
DRAWING #:

2540B

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PHONE: 847-215-1535 FAX: 847-215-1574

Exhibit received June 15, 2018



1/4" = 1'-0" SCALE
REDS GARDEN
CENTER

REQUEST FOR PLAN COMMISSION ACTION
STAFF PROJECT REVIEW

TO: Chairperson Ruffatto and Members of the
Wheeling Plan Commission

FROM: Andrew C. Jennings, Director of Community Development
Brooke A. Casolari, Senior Planner

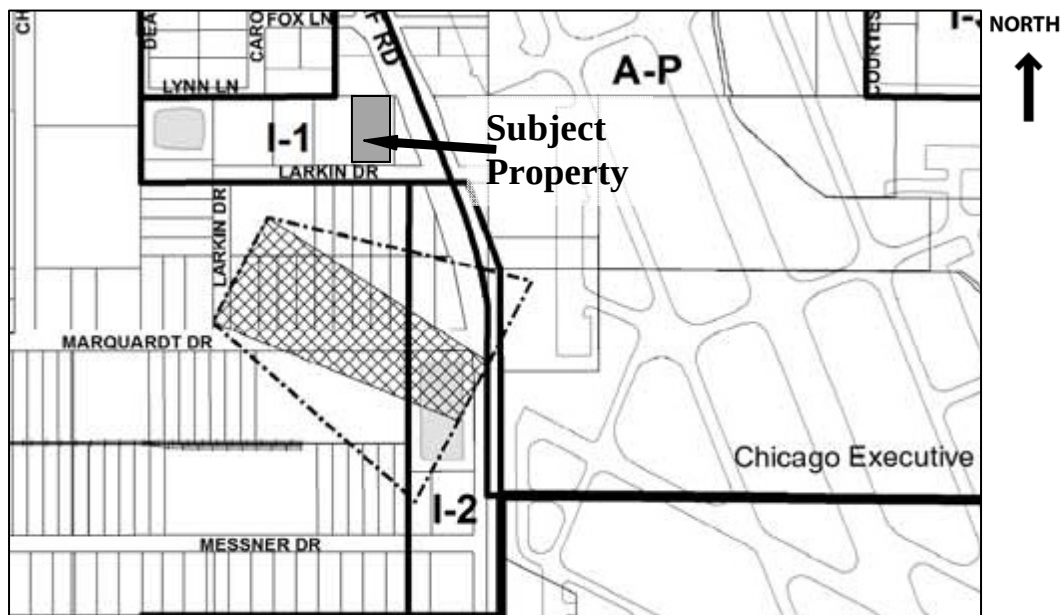
RE: **Docket No. SCBA 18-33**
Chris Industries
290 Larkin Drive
Appearance Approval of a Wall Sign

DATE OF REPORT: July 11, 2018

DATE OF MEETING: July 26, 2018

PROJECT OVERVIEW: The petitioner is seeking appearance approval of a wall sign for an existing industrial business.

LOCATION MAP:



GENERAL PROPERTY INFORMATION

<u>Applicant Name:</u>	Chris Industries
<u>Property Owner Name:</u>	MaryChristy LLC
<u>Common Location:</u>	Located in Center Plaza.
<u>Neighboring Property Land Use(s):</u>	North: Vacant West: Industrial South: Industrial East: Airport

Comprehensive Plan Designation: Industrial
Existing Use of Property: Light Manufacturing
Existing Property Zoning: I-1 Light Industrial & Office District
Previous Relevant Zoning Action on Property:
None

PROJECT DESCRIPTION

The petitioner is requesting appearance approval to install a business identification wall sign for an existing industrial user that manufactures custom architectural metal roofing products.

SIGNAGE PLAN REVIEW

Sign Location: The proposed sign will be located on the south facade of the building, facing Larkin Drive.

Sign Type, Material and Size: The sign includes non-illuminated individual brass letters displaying the business name and a tagline displayed on stainless steel metal. The sign is directly anchored into the wall. The proposed sign is a total of 20.31 sq. ft. in size, of which the tagline is 3.54 sq. ft. The building has a street frontage width of 145 feet. The building address is exempt from permits. The proposed sign meets the requirements of the Sign Code.

STAFF REVIEW

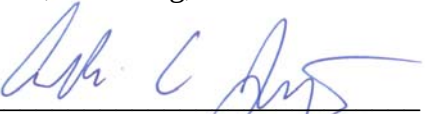
Impact on Adjacent Uses: No impact on adjacent uses is expected.

Staff Recommended Action: Staff recommends approval of the proposed wall sign.

PROPOSED MOTION

If the Plan Commission finds that the petitioner has satisfied the requirements for appearance approval of the wall sign, an appropriate motion would be to:

Approve Docket No. SCBA 18-33 to permit installation of the wall sign in accordance with the sign drawings (3 sheets) submitted June 29, 2018 for Chris Industries, located at 290 Larkin Drive, Wheeling, Illinois.



Andrew C. Jennings, AICP
Director of Community Development



Brooke A. Casolari
Senior Planner

Attachment: [Photo of existing conditions \(staff\)](#)

 [Wall sign plans](#)

Chris Industries – 290 Larkin Drive
Docket No. SCBA 18-33 (Appearance Approval of a Wall Sign)



Existing conditions of subject property (looking north)



Exhibit received June 29, 2018

Existing Light Fixture

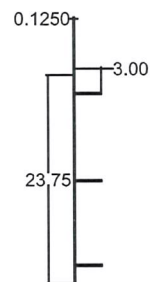
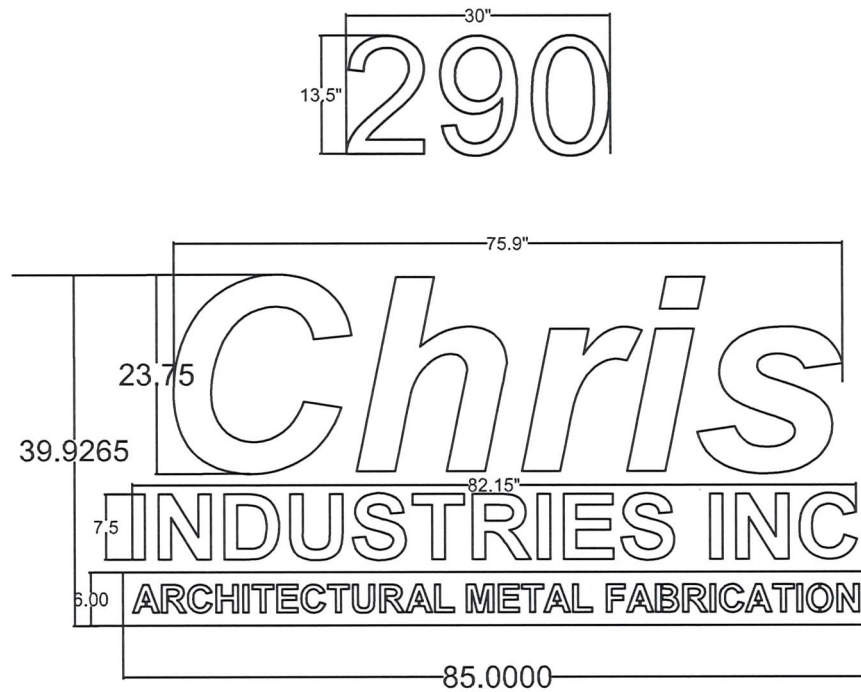
290

Chris
INDUSTRIES INC
ARCHITECTURAL METAL FABRICATION

202"

264"

Exhibit received June 29, 2018



EACH LETTER
ANCHORED A
MINIMUM OF 3
POINTS INTO WALL
USING 3" STAINLESS
STEEL .1875" RODS
SOLDERED TO
LETTERS AND
EPOXY'ED INTO
BRICKS. SPACE
BETWEEN BRICKS
AND LETTERS - 1.00"

Material

Chris Industries Inc - 260 Brass .125" Thick

Architectural Metal Fabrication - 304 Stainless Steel .125" Thick

REQUEST FOR PLAN COMMISSION ACTION
STAFF PROJECT REVIEW

TO: Chairperson Ruffatto and Members of the
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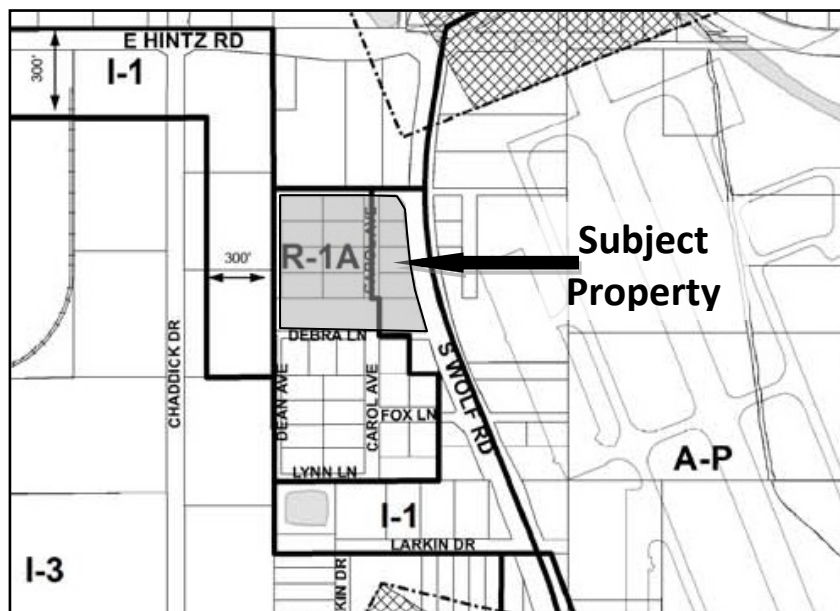
RE: **Docket No. 2018-13A,B&C**
JV Global Services
Southwest corner of Wolf Road and Kerry Lane: (Lots 1 through 8 of the Wolf Road Estates, the adjacent vacant lots north of Debra Lane and east of Wolf Road, and the existing Carol Avenue right-of-way)
(2018-13A) Text Amendment to Add 'Transportation Center' as a Special Use in the I-3 General Industrial District
(2018-13B) Rezoning from I-1 Light Industrial District and R-1A Single-Family Residential to I-3
(2018-13C) Special Use-Site Plan Approval of a Transportation Center

DATE OF REPORT: July 3, 2018

DATE OF MEETING: July 12, 2018

PROJECT OVERVIEW: The petitioner is seeking multiple zoning actions for the property which includes Lots 1 through 8 of the Wolf Road Estates, the adjacent vacant lots north of Debra Lane and east of Wolf Road, and the existing Carol Avenue right-of-way. First, the petitioner is seeking a text amendment to define a new use, Transportation Center, and to add it as a special use in the I-3 District. Second, the petitioner seeks to rezone the property, which is currently R-1A Single-Family Residential and I-1 Light Industrial and Office entirely to I-3 General Industrial District. Lastly, the petitioner is requesting special use-site plan approval of a transportation center.

LOCATION MAP:



GENERAL PROPERTY INFORMATION

<u>Applicant Name:</u>	Jerome Starr, JV Global Services, LLC
<u>Property Owners:</u>	Curtis Latzke (1030 Carol Ave.) Henry Joern (7 lots on Carol Ave.) Chicago Executive Airport (5 lots west of Wolf Rd. and and north of Debra Ln.)
<u>Common Location:</u>	The lots generally west of Wolf Rd., north of Debra Ln., east of Dean Ave., and south of Kerry Ln.
<u>Neighboring Property Land Use(s):</u>	North: Industrial South: Single-Family Residential West: Industrial East: Airport
<u>Comprehensive Plan Designation:</u>	Industrial
<u>Property size:</u>	8.45 acres (total assemblage of properties) 13,450 sq. ft. (building area)
<u>Existing Use of Property:</u>	Industrial / Single-Family Residential / Open space
<u>Proposed Use of Property:</u>	Transportation Center
<u>Existing Property Zoning:</u>	R-1A Single-Family Residential District & I-1 Light Industrial and Office District
<u>Proposed Property Zoning:</u>	I-3 General Industrial District
<u>Previous Zoning Action on Property:</u>	None.

DESCRIPTION OF PROPOSAL

The applicant is requesting the following three zoning actions:

1. Text amendment to create a new use called 'Transportation Center' and add it as a special use in the I-3 General Industrial District;
2. Rezoning of the subject property from R-1A Single-Family Residential and I-1 Light Industrial and Office District entirely to I-3 General Industrial District; and
3. Special use-site plan approval of a Transportation Center.

A detailed two-page [project description](#) is provided by the applicant.

SITE PLAN REVIEW

Scale of Site Plan: 1" = 20'

Proposed General Site Layout: Sole access to the site is via Kerry Lane, which is located at the northeast corner of the site. There are two double-loaded drive aisles for truck parking. A single-

story building with a depressed loading dock is located near the southeast corner of the site. A stormwater detention basin is located along the Wolf Road frontage.

Proposed Floor Plan: The proposed 13,450 sq. ft. building will include 8,000 sq. ft. of warehouse space, 4,000 sq. ft. of heavy motor vehicle repair space, and 1,540 sq. ft. of office space.

Total Number of Parking Spaces: The proposed use, Transportation Center, does not have a defined parking requirement. Therefore, the requirement should be determined by the Plan Commission. The plan calls for a total of 17 light motor vehicle stalls and 118 heavy motor vehicle parking stalls. The Plan Commission may wish to ask the petitioner how this parking is sufficient for the proposed uses.

Ownership: JV Global Services, LLC is under contract to purchase all the private properties in the project area. The Village will be required to vacate the Carol Avenue right-of-way prior to permit issuance. A condition of approval has been added to the motion for special use approval to address the vacation of Carol Avenue.

Site Lighting: A photometrics plan has been provided. 12 pole-mounted lights are proposed throughout the site. It appears that the mounting height of the poles is 40 feet. The petitioner may need FAA approval for such height, due to their proximity to the airport. The Plan Commission may wish to ask the applicant if they submitted for FAA approval.

Sidewalks: There is an existing public walk along Wolf Road.

Bicycle Parking: No bicycle parking has been provided. The Plan Commission may wish to ask the petitioner if bicycle parking for employees will be allowed indoors.

Minimum Green Space: The minimum required green space is 25%. The proposed amount of green space is 27%.

Landscape Irrigation: Irrigation is not discussed in the submittal. The Plan Commission may wish to discuss how this should be addressed. A landscape irrigation plan may be requested.

APPEARANCE REVIEW

Elevation Plan Review: A one-story building, with a very low-pitched roof, is proposed. The warehouse portion of the building will be 23-feet high. The east elevation includes 14-foot high offices. The loading dock is found on the west side of the building and includes nine overhead garage doors.

Exterior Building Materials: The warehouse portion of the building will be comprised of a Thermalclad Tuff-Wall textured insulated wall panel system. Product details for the wall system has been provided. It does not appear that this material is listed as an acceptable wall material in the Design Guidelines. The Plan Commission may wish to discuss the use of this material. The office portion of the building is clad in a brick veneer. Windows are located on the east, north, and south

facades of the office portion of the building, which include clear glazing and stone sills. The building has a low pitched roof made of a metal roof panel system.

Material Samples Provided: Material and color samples will be provided at the meeting. The Plan Commission should review the samples at the hearing.

Landscaping Plan Review: Heavy landscape screening is proposed for the east and south property lines. Screening will be accomplished by a mix of deciduous (Sour Gum, Swamp White Oak) and coniferous trees (Eastern Red Cedar, Colorado Spruce). Ornamental trees, such as Speckled Alder, Autumn Brilliance Serviceberry and River birch, are also proposed. A prairie mix of ground cover is proposed for the detention basin. No flowering perennials are proposed in the landscape plan. Foundation plantings are not proposed for the building. The Plan Commission may wish to discuss other opportunities to add colors and flowers to the site.

Trash enclosure: A gated trash enclosure is noted on the site plan. No details regarding the appearance are provided. The Plan Commission may wish to request details.

Fencing: An 8-foot board fence is proposed for the south property line, which abuts the R-1A Single-Family Residential District. No further details are provided about the material or style of the fence. The Plan Commission may wish to request details.

PROPOSED ZONING CODE TEXT AMENDMENT

The following is the petitioner's proposal for an amendment to the Zoning Code to establish a new use classification for "Transportation Center":

1. Proposed text amendment to Section 19.01.010 – Definitions. Add a definition for "Transportation Center":

"Transportation center" means a facility primarily used for providing outdoor storage of delivery vehicles related to long haul and local deliveries. Such facilities will include accessory services related to delivery vehicles including vehicle maintenance, dispatch operations, and limited freight transfer between vehicles. This term does not include a long term truck storage facility, truck freight terminal, or truck stop.

2. Proposed text amendment to the Appendix A – Use Table:

Add "Transportation Center" as a Special Use in the I-3 Zoning District.

STANDARDS FOR TEXT AMENDMENT

The standards for amendments to the Zoning Code (a text amendment) are the same as the standards for amendments to the Zoning Map (rezoning). In the section below, Staff has replaced the word "rezoning" with the phrases such as "text amendment" to avoid confusion. Following are standards for a text amendment along with the petitioner's responses. **(Staff comments are in bold.)**

1. Will the proposed text amendment comply with the intent and purpose of Title 19, Zoning? (Explain how the proposed uses allowed by the text amendment will conform to the zoning code.)

“The proposed text amendment is consistent with the intent of the Zoning Ordinance as it defines Transportation Center as a new type of business for companies' logistical needs, and can be considered as a Special Use. This is fitting as the ordinance defines Special Uses as activities meriting consideration "because of their unique characteristics.”

The intentions of the Zoning Code regarding businesses with heavy motor vehicles and parking lots are clearly expressed in the definition of “Motor Vehicle (Heavy) Parking Lot, Accessory Use” and “Parking Lot, Principal Use”. Commercial parking lots for heavy motor vehicles are clearly and intentionally excluded from these definitions and are a prohibited use. The intentions are further emphasized in the Use Table, as Heavy Motor Vehicle Parking Lots are expressly allowed only as accessory to businesses located on the same property.

The following are the staff responses to specific statements made in the application:

- **“A Transportation Center is a business location for companies to temporarily park delivery vehicles between distribution trips.” Staff note: This statement identifies the intended use as a commercial parking lot for heavy motor vehicles. The vehicles are owned and/or utilized by companies that operate their primary business functions at a separate location.**
- **“Most companies must park vehicles at one site and operate at a different location.” Staff note: In this statement, the petitioner is explaining the demand for a Transportation Center. Staff’s concern with the proposed use is that it does not appear to address the issue. The space dedicated to dispatch/management functions is limited to three small offices.**
- **“Moving product between trucks is not its principal function.” Staff note: With this statement, the petitioner is distinguishing the proposed use from the definition of truck freight terminal.**
- **“While it includes some services for companies, it is not intended to fully fill those roles.” Staff note: The primary functions of the tenants, in terms of fleet management (dispatch, maintenance), are located elsewhere. The stated purpose of the proposed use classification is not distinguishable from the prohibited use of a commercial parking lot for heavy motor vehicles.**

It is staff’s position that the current zoning code’s intent is to prohibit this type of use. Therefore, the petitioner needs to explain how the intent of the zoning code has been made obsolete, which is addressed in the response to Standard 3.

2. Will the proposed text amendment comply with the Comprehensive Plan, Official Map and all other plans and policies adopted by the Village? If not, explain why the proposed use is in the best interest of the Village. (Explain in detail how the uses allowed by the text

amendment follow the Comprehensive Plan or how a text amendment contrary to the Comprehensive Plan is appropriate.)

“The proposed text amendments comply with the Comprehensive Plan by defining the proposed use, establishing it as a Special Use, and facilitating case by case review of this business type.”

To meet this standard, as it applies to the text amendment, the petitioner must demonstrate that the new use classification complies with the comprehensive plan and all other plans and policies adopted by the Village. The Comprehensive Plan includes general goals for Wheeling’s Industrial areas:

- **Maintain the role of Wheeling’s industrial areas as regional employment centers.**
- **Recruit and retain industrial uses that contribute to the economic strength of the community.**
- **Maintain attractive industrial areas.**

The 2014 Redevelopment Plan document for the establishment of the Southeast II TIF District further defines the Village intention for the area. The introduction states “the Village intends that the Redevelopment Project Area will redevelop with airport, industrial, commercial, office, residential, and recreational uses, including mixed uses.” The plan goes on to list anticipated benefits, including the following:

- **Strengthened property tax base for all affected taxing districts.**
- **Increased sales tax.**
- **Increased job opportunities.**
- **Increased commercial and business opportunities, including those for airport, industrial, retail, office, and mixed-uses.**

It is Staff’s position that the text amendment facilitates the creation of a new land use that is inherently in conflict with several of the intentions and goals identified in the Village’s planning documents. Staff bases this position on the following:

- A. Creating a use which will be added to the code as a Special Use carries with it the implication that the use is deemed to be appropriate in the given district, subject to a review of the configuration in a specific location per the special use standards. The use is essentially a large-scale remote parking/staging lot for manufacturers and freight companies located elsewhere. The text amendment does not include reasonable restrictions on the use (overall size, ratio of parking area to office/management area or warehouse area, etc.) that could be used to distinguish it from a commercial parking lot.**
- B. The general goals for the Village’s industrial areas are stated in the Comprehensive Plan. The goals are arguably undermined by the proposed new use classification. The proposed new land use would, by its nature, occupy an extremely large site with little positive impact on employment or production. Taking the related special use petition, for example, the impact would be a that 8.3 acres of land in a TIF district would be redeveloped to produce a total of**

1,500 square feet of office space, a small number of jobs (most are existing jobs), and no demonstrated impact on production or sales tax.

- C. As the intention of the Southeast II TIF District is stated in the Redevelopment Plan, the petitioner also needs to establish that adding the proposed land use to the code would facilitate the proposed development at a location in the Southeast II TIF District. The proposed use does not appear to strengthen the property tax base, increase sales tax, increase job opportunities, or increase commercial/business opportunities.

3. How have the physical or economic conditions pertaining to the subject area changed, making the existing zoning inappropriate and the proposed text amendment appropriate? (Explain why the current zoning code is inappropriate. What specific physical or economic conditions indicate that a change in the zoning code is required?)

“The proposed text amendments reflect a transition to industrial use in the area, and by designating the proposed business as a Special Use, provides for Village review and approval of such uses to address potential impacts.

The application materials do not adequately explain the physical or economic conditions that justify the need to establish the Transportation Center land use. The extent of the explanation in the application is as follows: “Increased corporate focus on supply chain efficiencies has companies working to more effectively handle product deliveries, and having separate locations to store their vehicles is part of that approach.” The support for the concept seems to relate more to the convenience of individual drivers than the companies. If that is the case, then an argument could be made that they would be best served if existing warehousing facilities could rent surplus truck parking to local drivers.

In order for the application materials to fully support the request for the new use, the petitioner would need to address questions such as the following:

1. What are the economic forces causing companies to require satellite parking/staging?
2. Is the creation of the new use classification necessary to address the industry-wide change in operations?
3. What are the size and location parameters associated with this new type of land use? In other words, should it be 10 acres or 5 acres? Should it be within X feet of a major interstate highway? Should it have a minimum building size to accommodate office space and occasional freight transfer?
4. Is there any location in the Village of Wheeling that meets the location requirements of this type of facility?

Staff researched the topic briefly to try to find answers to these questions and found two studies on the topic of “logistics sprawl” and the impacts of decentralization of freight transfer. The studies discuss new types of facilities, such as shared use hubs in the urban core so that small vehicles can make the final mile deliveries. However,

neither study specifically addresses the need for satellite parking and staging locations that are not otherwise associated with warehousing or transfer of goods.

4. How is the proposed text amendment desirable and needed in the Village? (Why is the new use classification district needed? What does the text amendment accomplish? How will it benefit the Village?)

“The proposed text amendments are needed to address this new type of business function and formalize regulation of the business to limit otherwise ad hoc vehicle storage that occurs in industrial areas. Creation of the "Transportation Center" definition also reflects the growth in this business as a support service to companies with logistics needs.

Staff agrees that, in general, resolving an apparent use conflict within the code is best addressed by defining the use as a distinct classification. However, the proposed use as described appears to be most similar to a commercial parking facility for heavy motor vehicles, which the Zoning Code identifies as prohibited. Thus, to justify the amendment, the petitioner would need to make a clear argument for essentially removing the current restriction. The current proposal and response does not provide strong or clear rationale why this use is now necessary. As noted above, if a parking/staging area for multiple third-party logistics companies is emerging as a new trend, there should be some research or analysis to demonstrate the appropriate size, and ideal locations (i.e., distance from facility to work force, highways, or manufacturing area).

5. How will the proposed text amendment be compatible with and not unduly depreciate the use and value of the surrounding property? (Consider the types of uses that could be permitted by the text amendment. Are these uses compatible with existing neighboring land uses? Will the potential uses have a negative impact on surrounding property values?)

“The proposed text amendment designates Transportation Centers as Special Use and specifically defines their operation. In this way, approval of the proposed operation and any like it in other I-3 Districts can be evaluated on a case by case basis to address possible impacts on adjacent properties.”

The use as described is not distinguishable from a commercial heavy motor vehicle parking lot (a prohibited use). The parking of heavy motor vehicles is consistent with uses in the I-3 district, but as accessory to another principal use. The definition notes that the principal use is outdoor storage of delivery vehicles but not long term truck storage.

6. How will the proposed text amendment contribute to a rational pattern of land uses which is beneficial to the Village? (Is the proposed amendment sensible? Are intense uses that create traffic, noise, odor, light, or smoke going to be permitted along a narrow residential street?)

“The proposed text amendment designates Transportation Centers as Special Use and specifically defines their operation. In this way, approval of the proposed operation and any like it in other I-3 Districts can be evaluated on a case by case basis to address possible impacts on adjacent properties.”

The use of Transportation Center as defined and described in the petition is not distinguishable from a commercial parking lot for heavy motor vehicles. In terms of the Zoning Code standard for creating the new use classification, Staff does not believe that the use as defined contributes to a rational pattern of land use which is beneficial to the Village. While the demand for storage yards for various commercial vehicles has been observed, the proposed definition is too vague and does not propose reasonable limitations on use that is prohibited by the current code (i.e., total acreage or a proportion of the zoning lot as compared to another permitted land use).

STANDARDS FOR REZONING

Following are standards for rezoning with the petitioner's responses. **(Staff comments are in bold.)**

1. Will the proposed rezoning comply with the intent and purpose of Title 19, Zoning? (Explain how the proposed uses allowed by the rezoning will conform to the zoning code.)

“Rezoning to the I-3 District is in keeping with the Zoning Ordinance intent of implementing the Village's Comprehensive Plan, which shows this site as industrial. It also reflects the Statement of Intent of the I-3 District as being appropriate for uses generating auto and truck traffic.”

Rezoning to I-3 is consistent with the Comprehensive Plan (future land use plan).

2. Will the proposed rezoning comply with the Comprehensive Plan, Official Map and all other plans and policies adopted by the Village? If not, explain why the proposed use is in the best interest of the Village. (Explain in detail how the uses allowed by the rezoning follow the Comprehensive Plan or how a rezoning contrary to the Comprehensive Plan is appropriate.)

“The proposed rezoning to an industrial district conforms with Comprehensive Plan, which designates this property for industrial. The Comprehensive Plan also show the site's eastern frontage as a buffer along Wolf Road. The landscape plan prepared for the development incorporates such a buffer. The proposed development is incorporated into the existing Village roadway network.”

The subject site is shown as “Industrial” on the Comprehensive Plan. The proposed rezoning to the I-3 General Industrial District is consistent with the Comprehensive Plan.

3. How have the physical or economic conditions pertaining to the subject area changed, making the existing zoning inappropriate and the proposed rezoning appropriate? (Explain why the current zoning designation is inappropriate. What specific physical or economic conditions indicate that a change in zoning is required?)

“The current residential zoning and use of the properties is long standing but inconsistent with the surrounding land use pattern, which but for a small residential area is highly industrial. The area also includes landscaping and contractor businesses at the north end, which indicates a trend away from residential use of the area. These factors, along with the industrial designation in the Comprehensive Plan, make rezoning to reflect the surrounding industrial character a logical evolution for the area.”

No additional comments.

4. How is the proposed rezoning desirable and needed in the Village? (Why is the new zoning district needed? What does the rezoning accomplish? How will it benefit the Village?)

“The proposed rezoning reflects Village desires and needs by being consistent with the Comprehensive Plan regarding industrial use of the property and a buffer along Wolf Road. The proposed rezoning to industrial will create a more consistent pattern of development and a site reflective of the overwhelmingly industrial surrounding area.”

No additional comments.

5. How will the proposed rezoning be compatible with and not unduly depreciate the use and value of the surrounding property? (Consider the types of uses that could be permitted by the rezoning. Are these uses compatible with existing neighboring land uses? Will the potential uses have a negative impact on surrounding property values?)

“The proposed rezoning is consistent with the generally industrial character and zoning of the surrounding properties. The site (once zoned as I-3) will be part of a large, primarily industrial zoned area, with a large I-3 District located to the west. The zoning pattern resulting from the proposed change is reflective of the variety of Industrial Districts in the area.”

No additional comments.

6. How will the proposed rezoning contribute to a rational pattern of land uses which is beneficial to the Village? (Is the proposed rezoning sensible? Are intense uses that create traffic, noise, odor, light, or smoke going to be permitted along a narrow residential street?)

“The proposed rezoning is a rational continuation of the industrial zoning pattern in the area and provides for increased business development in the Village. The appropriateness of the rezoning is indicated by its consistency with the Village's Comprehensive Plan.”

Staff concurs that the rezoning is consistent with the Comprehensive Plan.

STANDARDS FOR SPECIAL USE

Following are standards for special use with the petitioner's responses. **(Staff comments are in bold.)**

1. State why the Special Use is necessary for the public convenience at the proposed location. (Explain how the proposed use will benefit residents, the neighborhood or the community-at-large.)

“The proposed Transportation Center will provide support services for logistical needs of other nearby businesses. Two Wheeling businesses are anticipated to use facility to meet fleet management needs for their growing businesses. The facility has capacity for a third company to lease space. The proposed Transportation Center is located in the Village's industrial area and supports the growth needs of local industrial businesses, in this way it benefits the community at large.”

Staff's concern with the proposed Transportation Center is that it concentrates the truck parking and staging activities of freight transporters and manufacturing companies. The oversight of the activity is not required to be physically on the property, and the facility could be utilized by an unknown quantity / type of other businesses that operate from unknown locations. While production facilities and warehousing/distribution facilities have large trucks utilizing the road network, the roadway use is more clearly related to delivery/shipment of goods. The facilities have a clearer positive impact on employment and production in the local economy, and these positive impacts offset the negative impact of truck traffic and road deterioration.

It is not clear from the information provided that the proposed Transportation Center would be ideally located at the subject property (3.0 miles to the nearest major highway). The Plan Commission may wish to ask the petitioner to provide additional information regarding the ideal location for this type of use.

2. State how the special use will not alter the essential character of the area in which it is to be located. (Explain how the proposed special use is appropriate for the neighborhood or shopping center and how the overall character will not be affected by the special use.)

"The area around the proposed Special Use is primarily industrial in character and zoning. The logistical and transportation support aspect of the Transportation Center is in keeping with the nearby uses. Many of those businesses include distribution functions and trucks are a common part of area businesses (located in the adjacent industrial park)."

The subject property is surrounded by industrial, airport, and existing single-family residential uses. An eight-foot solid fence and heavy landscape screening are proposed for the south property line to provide a buffer from the existing single-family residences south of Debra Lane.

3. State how the location and size of the Special Use, the nature and intensity of the operation involved in or conducted in connection with it, the size of the site in relation to it, and the location of the site with respect to streets giving access to it, will be in harmony with and will not impede the normal, appropriate, and orderly development of the district in which it is to be located and the development of surrounding properties. (Explain how the proposed use will allow the surrounding area to develop appropriately. Is the use too large for the site? Will it be in a location on the lot that will cause conflicts with adjacent properties? Does the use create noise, odor, smoke, or light that will affect other properties?)

"Development of the site as a Transportation Center will not impede normal and orderly development of surrounding properties as it is similar in character to other industrial uses. The use is similar in nature to surrounding, planned industrial activity in that many of the businesses involve truck deliveries. Ready access to Wolf Road indicates that traffic to and from the site need not pass through the internal portions of the industrial district and add to any traffic concerns that may exist there. For these reasons, the proposed use would not likely discourage and / or adversely impact further industrial uses for which the surrounding area is planned and zoned."

The parking of heavy motor vehicles is consistent with the uses in the I-3 District, but only as accessory to another principal use. This use is not distinguishable from a

commercial heavy motor vehicle parking lot, which is a prohibited use in the I-3 District. The size and intensity of the proposed special use is not consistent with uses in the I-3 General Industrial District. The proposed use is essentially a large-scale remote parking/staging lot for manufacturers and freight companies located elsewhere.

4. State how the location, nature and height of buildings, walls and fences, and the nature and extent of the landscaping on the site shall be such that the use will not hinder or discourage the appropriate development and use of adjacent land and buildings, or will not impair the value thereof. (Explain how the proposed use will not prevent development on adjacent properties. Will the proposed use have a negative impact on existing adjacent land uses?)

“The site as proposed has relatively small scale structures that would not be expected to hinder or discourage other development in the area or be of an imposing nature to adjacent residential uses, the sites of which are designated as industrial by the Village’s Comprehensive Plan. The character of the proposed Transportation Center is in keeping with the industrial nature of the area as planned and zoned by the Village. Trucks on site do not idle and the limited maintenance is conducted indoors. Further, the Transportation Center is not a first destination for delivery of products; the primary function is drivers transferring between already loaded vehicles. The occasional transfer of goods is only to maximize delivery loads and will be conducted indoors. In this way, the proposed use also has limited impact on nearby uses. Fences and landscaping on site also will support other development as they are proposed with the intent of screening the property from an adjacent residential area (8’ fence and dense landscaping) and Wolf Road (dense landscaping located at the same elevation as Wolf Road to maximize screening effect).”

The building is small as the petitioner has stated.

5. State how the parking areas will be of adequate size for the particular use, properly located, and suitably screened from adjoining residential uses, entrance and exit drives shall be laid out so as to prevent traffic hazards and nuisances, and the development will not cause traffic congestion. (Is adequate parking provided? Is parking area visible from adjacent homes? Are the entrance and exit drives designed for safe access to the site? Will the special use generate so much traffic as to cause congestion? Will visitors to the special use access the site through residential streets?)

“Parking on site is to serve semi trucks between delivery trips. The spaces for trucks will be leased to companies based on the total number of available spaces and so cannot exceed need. Part of this parking on the site will be for personal cars of truckers while they are on deliveries and, therefore, that number of cars will fit within the total number of spaces. Additional standards parking spaces will be provided on site for regular employees. Not every truck parked on site comes and goes from the property on a daily basis, so the impact of traffic is less than the full number of vehicles that will be on site. The parking area will be screen from homes to the south by a fence. Access to and from the site will be to Wolf Road and not need to travel through the industrial park or the residential area to the south.”

The site is primarily utilized as a parking area for heavy motor vehicles.

The petitioner has submitted a traffic study to address the question of the impact that the proposed Transportation Center operation would have at the subject location. The

Plan Commission may wish to request a more detailed explanation as to why an extension of the northbound left turn queue into the site is not needed.

Dense screening is planned for Wolf Road and along the south property line, which is adjacent to existing single-family residences. A section plan demonstrates the visibility of the truck parking from Wolf Road, which is very limited.

The Fire Department memo describes turning radius conflicts at the ends of the drive aisles. A condition of approval has been added to the motion that the turning radius layout for the entire site must be verified by AutoTurn that the configuration meets the Fire Department's requirements. If modifications are necessary, it may result in a loss of several truck parking stalls. In addition, there is no parking requirement for the proposed use. Per the zoning code, the requirement would be as determined by the Plan Commission. The Plan Commission may wish to discuss whether the proposed 17 employee/visitor spaces will be adequate.

6. State how the property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulation in that zone. (Other than the special use listed in this application, the proposal must meet all other requirements of the Zoning Code. Note any other exceptions.)

"The Special Use application for this site is part of a rezoning application from residential to industrial use (as designated by the Village's Comprehensive Plan). As a residential use, the site is not consistent with long term development plans for the area and would not yield an optimal residential redevelopment. For consolidation and development, the property has extraordinary development costs due to multiple properties assembled and installation of infrastructure necessary to successfully redevelop this and surrounding property for industrial uses. However, the proposed use is one that presents a viable use of the properties.

As proposed, the development will require limited zoning variations that will be addressed through a separate application to the Village."

The proposed special use requires a text amendment for the creation of the Transportation Center use and a rezoning to the I-3 General Industrial District. The petitioner believed that a variation would be needed for minimum green space when the application was submitted.

STAFF REVIEW

Fire Department Review: The Fire Department has submitted comments dated June 25, 2018. Most comments can be addressed at permit. Specifically, the memo notes turning radius conflicts, which may result in the loss of parking stalls. The following condition of approval has been added to the special use motion, "the turning radius layout for the entire site must be verified by AutoTurn so that the configuration meets the Fire Department's requirements."

Engineering Division Review: The Engineering Division has provided a comment memo dated July 2, 2018. The comments can be addressed at permit.

Impact on Adjacent Uses: It does not appear that that the proposal will negatively impact the adjacent industrial properties. The assembly of the residential property and a rezoning to facilitate an industrial land use are both consistent with the Comprehensive Plan for the Village. The impact on the remaining residential uses to the south is addressed through dense landscaping and fencing, as well as locating the main access drive at the north end of the property. The impact on development of the area in general should also be considered, as the proposed use would occupy a very large tract of land for surface parking in support of businesses that are not necessarily in Wheeling or surrounding communities.

Staff Recommended Action: Please see the Staff comments regarding the responses to the standards for a text amendment and special use. The use as described in the application for a text amendment is not distinguishable from a commercial parking lot for heavy motor vehicles. The burden to allow a prohibited use to be inserted as a special use is high, and Staff does not believe that the petitioner has provided adequate support to demonstrate that the text amendment meets the standards established in the Zoning Code. Prior to making motions, Staff suggests the Plan Commission discuss the following issues with the petitioner:

Text Amendment

1. Is there additional information to explain the location requirements of this new type of facility in terms of proximity to a major highway?
2. Is there an ideal size in terms of the acreage, the number of trucks, or number of companies?
3. What is causing the need for this new type of facility?
4. Is this type of facility the most appropriate way to address the demand that has been identified, or would the rental of scattered surplus stalls at existing warehouse/distribution facilities be more appropriate?
5. In what way is the use distinguishable from a commercial parking lot for trucks?

Special Use, Site Plan and Appearance:

1. Discuss the traffic study (specifically, whether the left turn lane is long enough, and whether the assumptions regarding peak hours
2. Discuss whether the building is an adequate size to support growth
3. Determine if the proposed parking count is sufficient for the proposed uses;
4. Determine if FAA approval is being sought for the light poles;
5. Discuss if bicycle parking is required;
6. Discuss how landscape irrigation should be addressed;
7. Discuss the use of the Thermalclad Tuff-Wall textured insulated wall panel system;
8. Review all building material samples;
9. Determine if additional flowering landscape material should be added to the site and if building foundation plantings are required;
10. Determine if additional trash enclosure details are required;
11. Determine if additional fencing details are required.

PROPOSED MOTIONS

If the Plan Commission finds that the petitioner has satisfied the requirements for the granting of the requested text amendment, rezoning, and special use, appropriate motions would be to:

Recommend approval of Docket No. 2018-13A, approving a text amendment to Title 19, Zoning of the Wheeling Municipal Code, to add 'Transportation Center' as a Special Use in the I-3 General Industrial District.

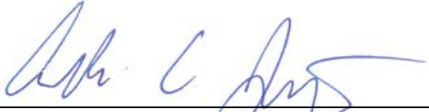
And recommend approval of Docket No. 2018-13B, granting a Rezoning from R-1A Single-Family Residential District and I-1 Light Industrial and Office District to I-3 General Industrial District, as illustrated on the staff exhibit "Existing vs. Proposed Zoning" dated July 12, 2018, southwest corner of Wolf Road and Kerry Lane, Wheeling, Illinois.

And Recommend approval of Docket No. 2018-13C to grant Special Use-Site Plan Approval as required under Title 19, Zoning, of the Wheeling Municipal Code, Chapter 19-07 Industrial Districts, Chapter 19-10 Use Regulations, Chapter 19-12 Site Plan Approval Requirements, in order to establish a Transportation Center, in accordance with the following exhibits submitted June 22, 2018 (except as noted) for JV Global Services at the southwest corner of Wolf Road and Kerry Lane, Wheeling, Illinois:

- Business description (2 sheets), 6.25.2018
- Land use map exhibit,
- Zoning map exhibit,
- Site plan,
- Building elevations,
- Thermalclad material specs (2 sheets),
- Floor plan,
- Landscape plan,
- Site section plan, 6.27.2018
- Lighting plan,
- Hydrant locations plan,
- Topographical survey, and
- Traffic impact study (85 sheets), 6.27.2018

And with the following conditions:

1. Prior to permit issuance, a plat of vacation for Carol Avenue shall be executed by the Village.
2. The turning radius layout for the entire site must be verified by AutoTurn so that the configuration meets the Fire Department's requirements;
3. *And others to be determined at the hearing.*



Andrew C. Jennings, AICP
Director of Community Development



Brooke A. Casolari
Senior Planner

Wheeling Plan Commission
Meeting date: July 12, 2018
RE: Docket Nos. 2018-13ABC

Attachments: [Fire Department comments, dated 7.03.2018](#)

[Engineering Division comments, dated 7.02.2018](#)

[Staff Rezoning Exhibit](#)

[Business description \(2 sheets\)](#)

[Land use map exhibit](#)

[Zoning map exhibit](#)

[Site plan](#)

[Building elevations](#)

[Thermalclad material specs \(2 sheets\)](#)

[Floor plan](#)

[Landscape plan](#)

[Site section plan](#)

[Lighting plan](#)

[Hydrant locations plan](#)

[Topographical survey](#)

[Traffic impact study \(85 sheets\)](#)



Memo

To: Andrew Jennings, Community Development Director
Brooke Casolari, Senior Planner

From: Keith S. MacIsaac KSM

CC: Fire Prevention Bureau

Date: 6/25/2018

Re: Preliminary Site Plan Review – JV Global Transportation Center (Wolf Road & Kerry Lane) –
(Revised Drawings 06/20/2018)

As requested, the following are Fire Department comments regarding the preliminary site plan associated with the above referenced project dated June 20, 2018:

- The site has only one (1) access point on the North end of the property. All vehicles entering and exiting the site will be restricted to using this access point. As currently laid out:
 - o At the South discharge point of the access drive 2 gate posts are shown directly in various points within the paved surface. There is no detail given but as shown, could indicate the installation of “drop-down” posts for security purposes. Additional information is required.
 - o Where the access drive discharges onto the site at the South end of the drive, the layout appears to create a probable collision point between vehicles existing the site and a potential vehicle parked in the first space. This may result in a modified landscape island and the potential loss of the first space at the Northeast corner.
- The layout of the drive aisles at both ends of the site appears to create turning radius conflicts. The turning radius layout for the entire site must be verified by AutoTurn® that the configuration meets the Fire Department's requirements (i.e. use of the ladder truck/straight truck configuration). The program must be run indicating complete 360 degree access throughout the site, as well as travel in both directions. If necessary, modifications may be needed and could result in the loss of several spaces.
- A one (1) story building is shown on the site and appears intended to be used for storage and off-loading/on-loading of commodities. In accordance with the Village's codes, this building is required to be a minimum of Type II construction and equipped with both fire sprinklers and visual notification devices. The owner/occupant has stated that the building will not be used for the storage of hazardous materials or conducting major vehicle repairs. If this changes, additional fire safety features may be required as part of the building permit phase.
- The depressed dock on the Southwest corner of the site building is shown in the current lowest natural site elevation area. Assuming over land storm water drainage to the storm water management area along Wolf Road, there is a risk of this depressed dock area being submerged during heavy rain events. Water, ice, and snow management will need to be addressed during engineering design of the sump pit, etc. associated with this depressed dock.
- Based upon parking and the depressed loading dock, no indication is given as to where the fire department (FDC) for the building will be installed. The location must be on the leading face of the

building and completely unobstructed. The Fire Department's recommendation would be close to or at the Northwest corner of the building.

- A looped water main with fire hydrants within the site is required in accordance with Village standards. The minimum water main diameter required is 8 inches. Depending upon how the site will be operated and if there is hazardous materials storage; fire flow requirements may require upsizing to a minimum diameter of 10 inches. In addition, depending upon the layout of the water main system, various isolation valves will be required to restrict water main isolations for repairs to no more than 2 fire hydrants at time.
- Fire hydrants are indicated on the drawings and their general locations are acceptable to the Fire Department. However, in accordance with both State law and Village ordinance, a minimum clear space of 48 inches must be maintained completely around each fire hydrant. This is particularly an issue with fire hydrants on the West and South ends of the site. Compliance with this requirement will likely result in a reduction in the number of spaces on the site.
- Site fencing is only shown on the South end of the property. Due to the general security needs typical associated with these types of facilities, installation of additional fencing may adversely impact the proposed storm water management areas, as well as the proposed landscape plan. This should be addressed prior to final engineering.
- No site lighting is indicated. Due to the tight design layout of the site, placement of light poles must be coordinated to not conflict with the required site fire hydrants and not situated where they are likely to be damaged by vehicle movement on the site (ex. backing into spaces).

All of the items listed above will need to be addressed during final engineering and prior to any permits being issued.



MEMORANDUM

TO: Brooke Casolari, Senior Planner

FROM: Kyle Goetzelmann, Civil Engineer I

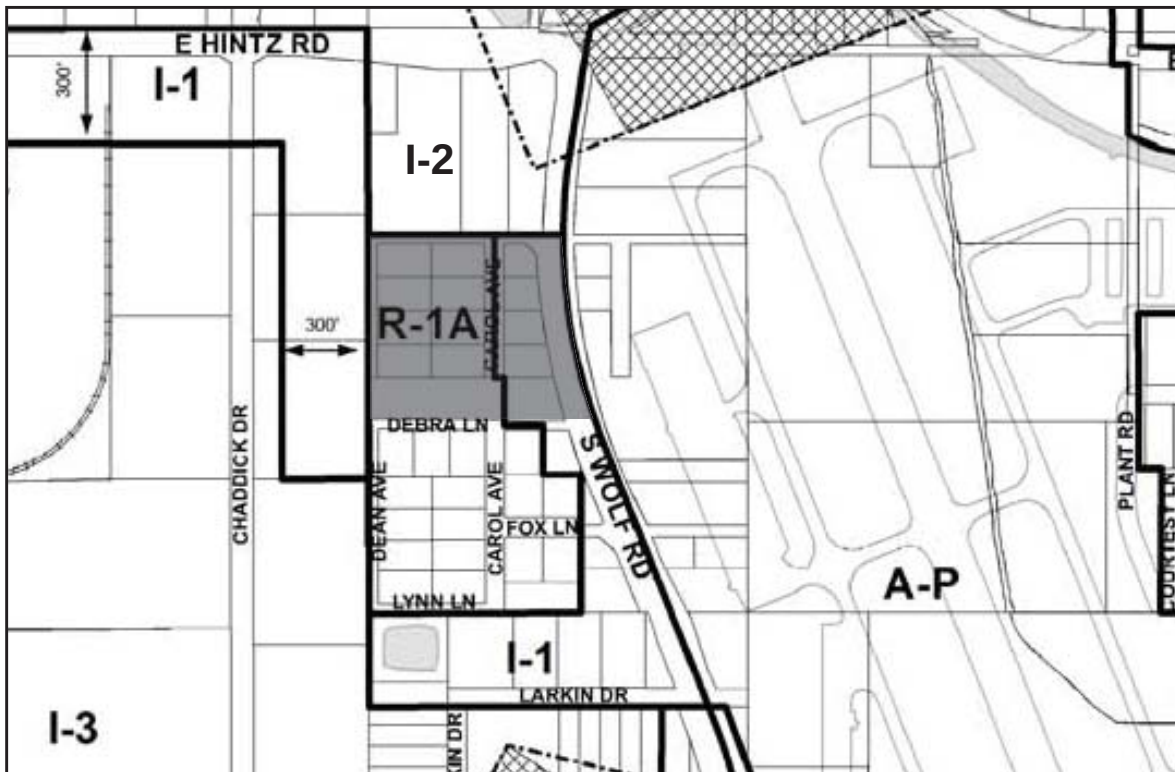
COPY: Jon Tack, Village Engineer

DATE: July 2nd, 2018

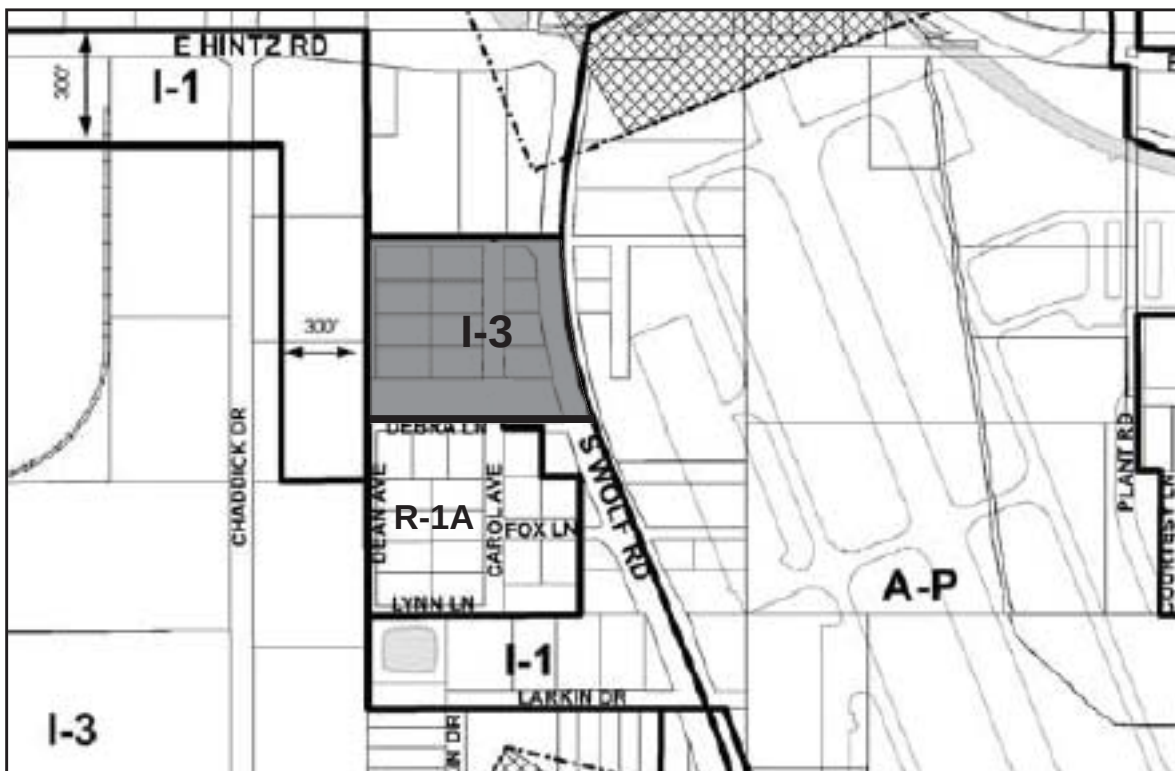
SUBJECT: JV Global – Site Plan Review
S. Wolf Road - Review Comments

The Engineering Division received a Project Description and Preliminary Site Plan for the subject project on June 22nd, 2018. The Engineering Division has completed a review of the above referenced submittal and offers the following comments at this time:

1. Permits from all necessary agencies will be required prior to Village of Wheeling Engineering permit issuance. These agencies include, but aren't limited to: IEPA, IDNR, and MWRD.
2. A letter of credit or performance bond in the amount of 110% of the public and private improvement cost must be provided before permit issuance.
3. Engineer's opinion of probable cost must be provided to support the LOC/Performance bond amount.
4. If looping water main is proposed, a plat of easement must be provided prior to permit issuance. The Village can provide the easement language.
5. SWPPP to be included in Engineering Submittal and IEPA NOI will be required prior to any excavation work.
6. Engineering drawings will need to be provided for site improvements. Included in these drawings are all relevant Village of Wheeling standard details and construction notes.
7. No current sanitary sewer exists in the Wolf Rd. right-of-way. Sanitary sewer connection to Village main must be designed and approved.
8. Address assignment must be handled through the Engineering Division.
9. Storm water report will be required to verify storm water detention basin size.



EXISTING ZONING (I-1 AND R-1A)



PROPOSED ZONING
(REZONE TO I-3)

JV Global Wheeling, IL

To: Village of Wheeling Plan Commission
From: Vladimir Varelzhyan, Owner
Date: June 25, 2018
RE: **Description of Proposed JV Global Services Transportation Center**

Background

A Transportation Center is a business location for companies to temporarily park delivery vehicles between distribution trips. In addition, the center includes facilities for minor truck maintenance, limited transfer of goods, and office space for companies to manage delivery logistics. This allows companies to consolidate fleet operations and staff at a single location. Most companies must park vehicles at one site and operate at a different location. They may even have limited central parking and / or dispersed truck parking over a number of sites. This limits company efficiency and potential for growth.

Increased corporate focus on supply chain efficiencies, has companies working to more effectively handle product deliveries, and having separate locations to store their vehicles is part of that approach. The proposed Transportation Center to serve this need is not a freight terminal or truck stop. While it includes some services for companies, it is not intended to fully fill those roles.

The Transportation Center is not a first destination point for products to be delivered; that is, moving product between trucks is not its principal function. Trucks and trailers are delivered to the Transportation Center with product having been loaded at the producer's place of business. Drivers then take the loaded trucks for delivery runs. Goods are only transferred between vehicles at the Transportation Center to maximizing loads. That is, a truck that is not fully loaded may have goods added from another vehicle that was going in the same direction. In this way the Transportation Center helps users be more efficient with their deliveries.

Other facilities to store trucks are located throughout the Chicago region, but few if any of those facilities are designed to the same standard or provide comparable services to our center proposed in Wheeling. Nearby examples include those Deerfield, Buffalo Grove, Prospect Heights and Schaumburg. These businesses are located in industrial / business areas of those communities and provide space for approximately 90, 123, 140 and 280 trucks respectively. These number of these operations nearby is an indication in the growing demand for this service.

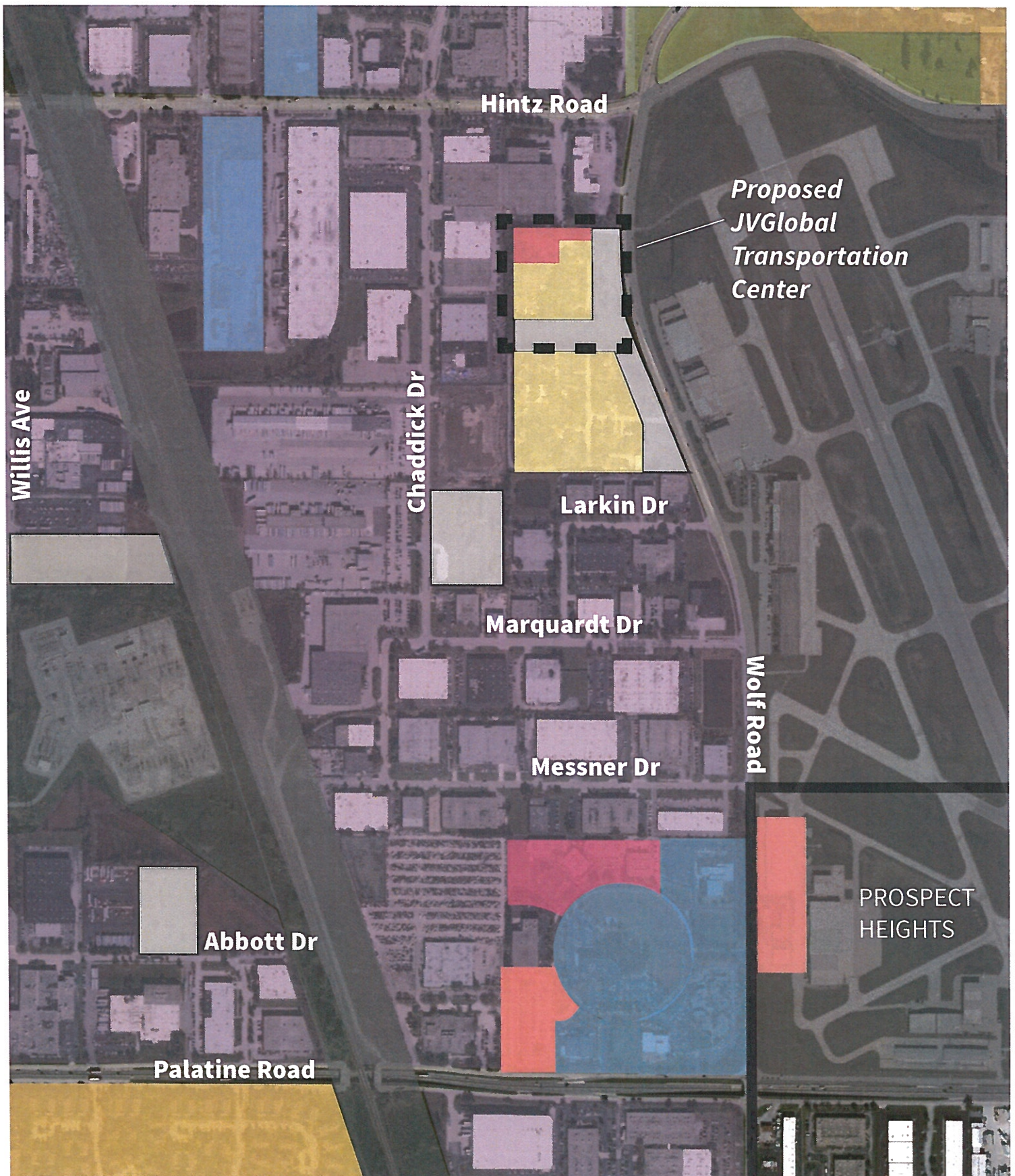
In Wheeling, JV Global Services operates a vehicle storage facility (without support services) and sees increased need. Alex Logistics (a Wheeling business), which has increased their capacity by over 200 percent in the last year, now requires additional transportation space for parking more than 40 trucks. Also, a local food service distributor seeing increased demand from their customers is seeking additional truck parking, and is anticipated to be a client of the proposed Transportation Center.

Business Operations

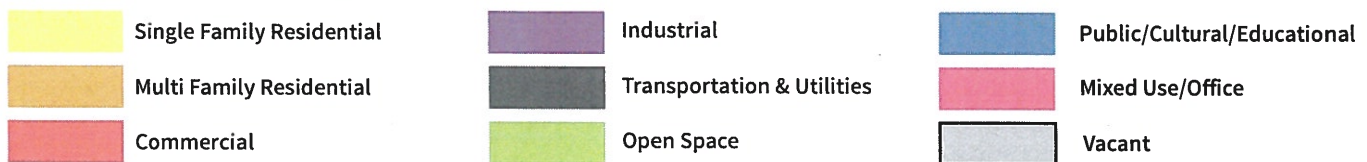
Our proposed facility on Wolf Road will provide parking for 118 trucks and 17 employee / visitor vehicles. Trucks are typically comprised of a 53' trailer and a 15' semi-tractor truck. Coming and going of each truck does not occur daily, most are parked on site for about a week. Traffic matters related to the proposed business has been evaluated through a traffic study and provided separately. The study finds that the proposed use will generate less truck traffic on a daily basis than a typical industrial operation.

Our business plan is to work with and serve three companies who will manage their logistical operations at this location. Working with individual drivers is inefficient and not to be part of the business. The companies will rent parking and office spaces, and JV Global will provide services related to truck maintenance and a limited amount of goods transfer. As provider of these services and owner of the facility, JV Global maintains a close working relationship with the client companies and understands well the companies' operational needs and the work of their drivers. A summary of the proposed business is below:

- Vehicles generally are on site for seven days at time. Typically, drivers leave their personal vehicle at the Transportation Center while making long haul deliveries, and it is available to them when they return. This is an important convenience for the drivers.
- Hours of operation for the office, maintenance and material transfer will be Monday through Friday from 7:00 AM to 6:00 PM, Saturday from 7:00 AM to 12 Noon. Vehicles can access the site at any time for drivers switching between their personal and delivery vehicles. Most common hours for this transfer are expected to be from 4:00 AM to 7:00 AM and 9:00 PM to 11:00 PM.
- Three office spaces (500 square feet each) will be rented to tenant companies for coordinating their fleet operations. These spaces will be leased to companies on a yearly basis.
- The vehicle maintenance / mechanical shop area is approximately 4,000 square feet with three work bays. All maintenance will take place within the maintenance shop and is not allowed in the vehicular parking area. Changed oil and other materials will be disposed of properly. Basic maintenance supplies such as tires, brakes and oil change needs will be stored completely indoors at the site.
- Warehouse space for the material transfer area is 8,000 square feet and has six docks. This space is used for limited transfer of goods (again, the Transportation Center is not a freight transfer terminal) and most loads delivered by trucks from the Transportation Center is loaded or unloaded there. The docks are used for occasional transfer when necessary to accommodate logistical needs for delivery of goods.
- The building is proposed to be constructed with a Thermalclad Tuff-Wall Insulated Panel (additional information provided). The system simulates stucco and presents the appearance of a rough precast panel finish. An interpretation is requested that this material is consistent with the Village Design Guidelines.
- Approximately fourteen employees are expected to work at the site daily. On site employee parking will be provided.
- Drivers are not permitted to sleep in their vehicle on site.
- The site will have 24 / 7 security through 22 video cameras.
- Trucks are not allowed to use their horns or idle on the site.
- No tanker trucks or storage / transfer of hazardous material will be allowed on the site.



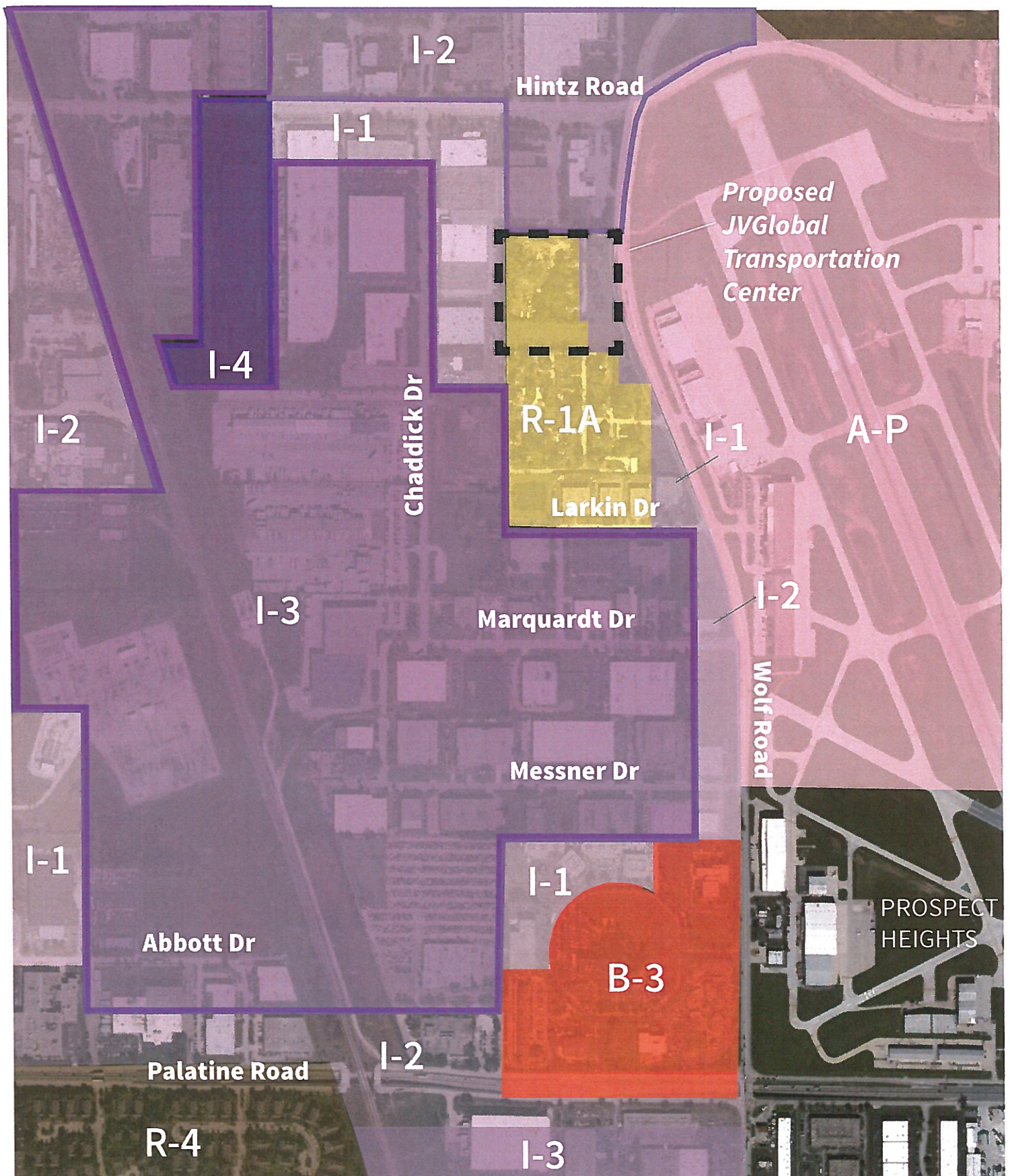
Village of Wheeling Existing Land Use Map



Graphic representation based on Village Land Use Plan & Field Verification Map



Exhibit received June 22, 2018



Village of Wheeling Existing Zoning Map



Graphic representation based on Village Zoning Map

Exhibit received June 22, 2018



SITE DATA

SITE AREA	8.45 AC.
BUILDING AREA	13,450 SQ.FT.
TRUCK/TRAILER PARKING STALLS	118
EMPLOYEE PARKING STALLS	17
GREEN SPACE	27%



GREEN SPACE : 27%

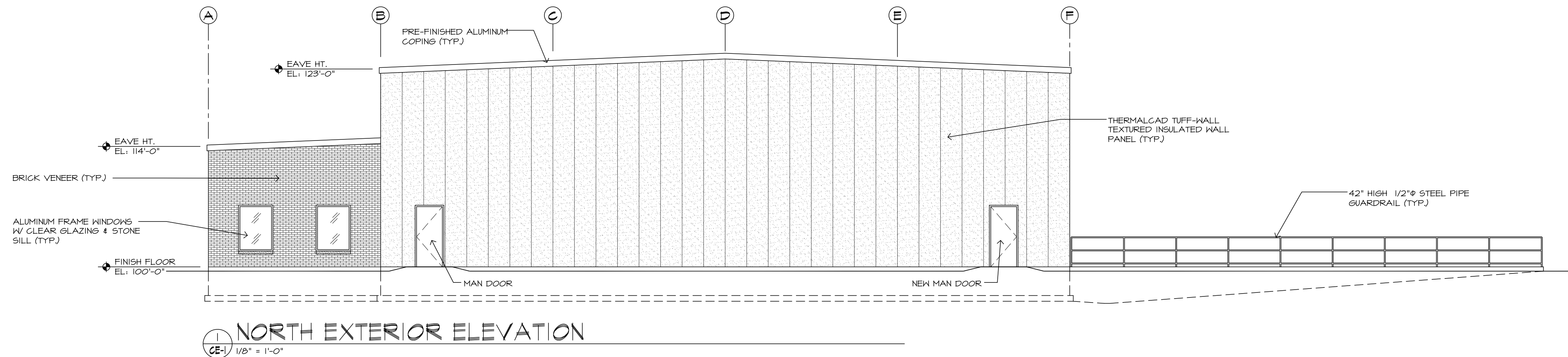
J.V. GLOBAL SERVICES
WOLF ROAD AT KERRY LANE
WHEELING, ILLINOIS

Exhibit received June 22, 2018

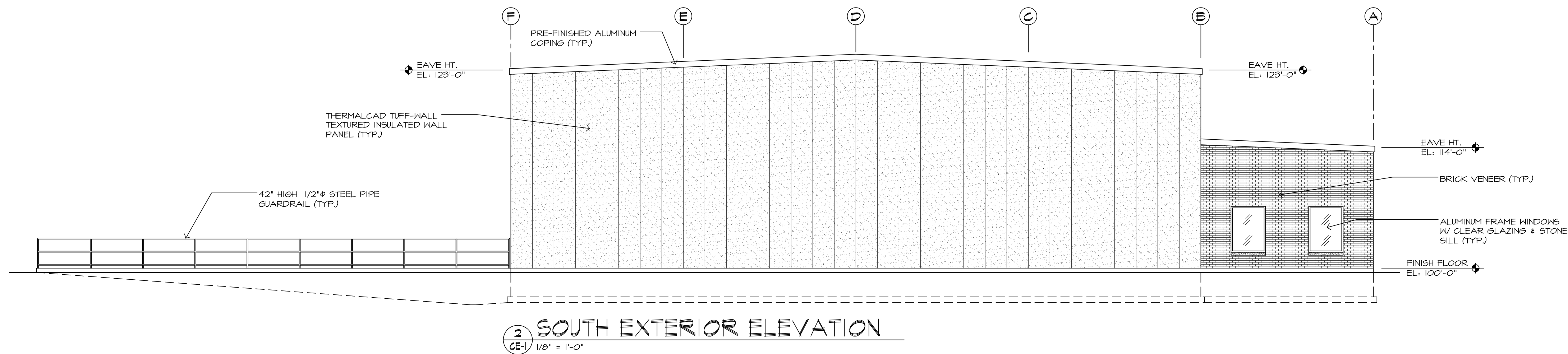
CONCEPT
SITE PLAN

MAY 23, 2018
JUNE 20, 2018

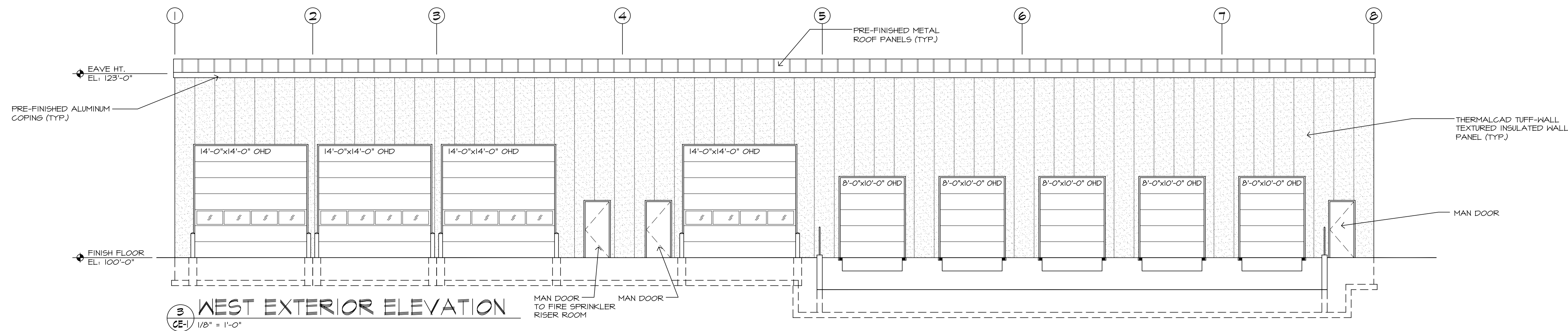




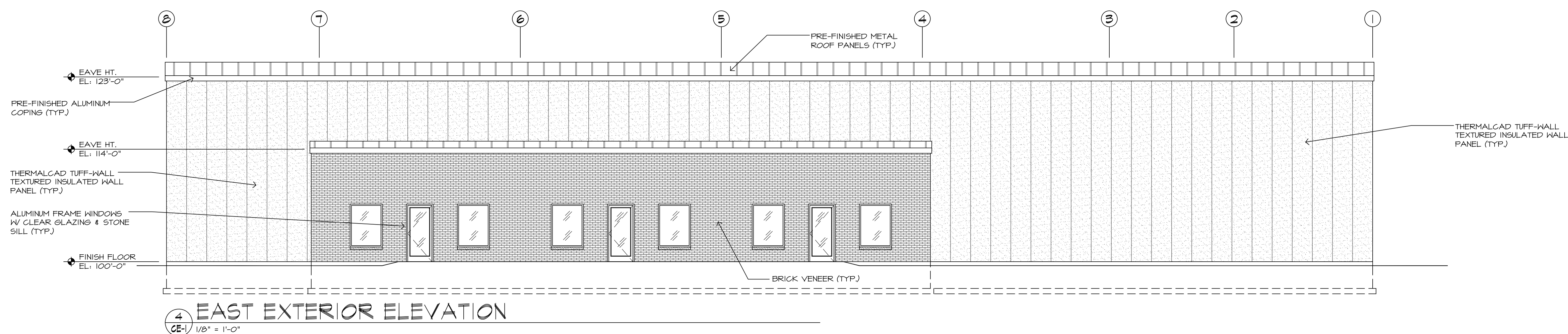
1 NORTH EXTERIOR ELEVATION
1/8" = 1'-0"



2 SOUTH EXTERIOR ELEVATION
1/8" = 1'-0"



3 WEST EXTERIOR ELEVATION
1/8" = 1'-0"



4 EAST EXTERIOR ELEVATION
1/8" = 1'-0"

REVISIONS	BY

CONCEPTUAL EXTERIOR ELEVATIONS

Exhibit received June 22, 2018

NEW TRUCK REPAIR CENTER FOR:
J.V. GLOBAL SERVICES
208 W. JOHNSBURG ROAD
JOHNSBURG, ILLINOIS 60090

R.B. CUSTOM DESIGNS INC.
208 W. JOHNSBURG ROAD
JOHNSBURG, ILLINOIS 60090
Phone: 815-754-9459 Fax: 815-307-8200

Date	6/21/18
Scale	AS NOTED
Drawn	RJB
Job	1807
Sheet	CE-1
Of	1

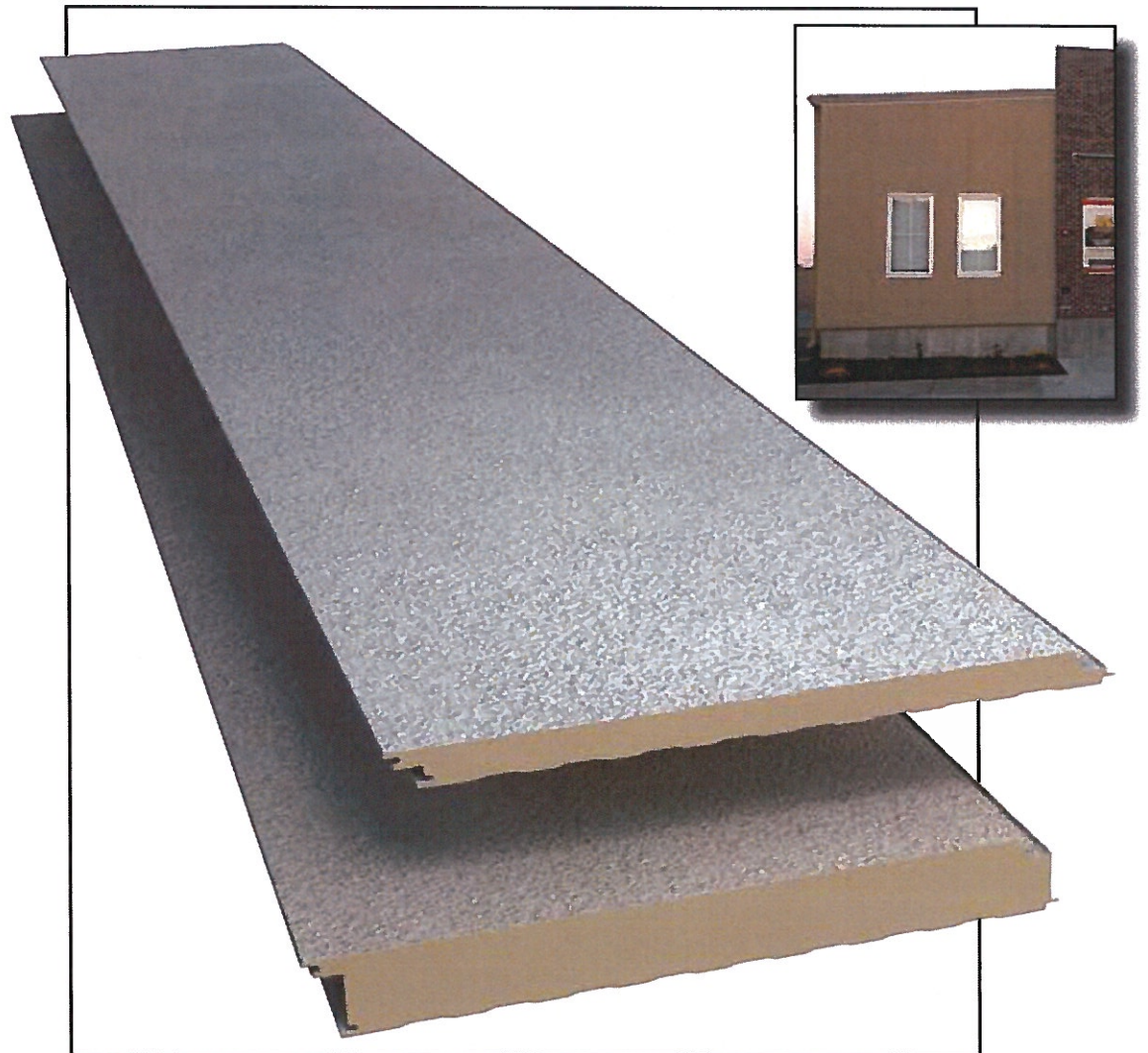
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VARCO PRUDEN BUILDINGS

THERMALCLAD TUFF-WALL™ PANEL

WALL SYSTEMS



FEATURES

- 24 gauge exterior and 26 gauge interior
- 42" wide panel with a durable stucco-like finish
- Available in four thicknesses: 2", 2½", 3" & 4"
- Lengths from 8' to 40'
- Choose from four exterior colors
- Offset tongue-and-groove sidelap joints
- Non-CFC and zero ODP Polyurethane Core

BENEFITS

- Double-walled foam insulated panel for high R performance and exceptional energy efficiency
- Durable textured surface highly resistant to impact and abrasion
- Concealed fastener system provides secure, attractive installation
- Provides the highest available insulating value per inch of any insulating material
- Great alternative when covenants restrict use of metal panel appearance



Exhibit received June 22, 2018

THERMALCLAD TUFF-WALL™ INSULATED PANEL

An attractive and durable sandwich panel ideal for exterior walls or interior partition applications

VP's Tuff-Wall™ is an exceptionally attractive stucco-like insulated wall panel that provides a highly-desired look. The panel's textured surface has a hard aggregated fiber reinforced polymer coating created with the factory applied Tuff-Cote™ finish system. Tuff-Cote finish offers an extremely durable, impact and abrasion resistant coating that withstands severe weather conditions.

Made from G-90 galvanized or AZ-50 aluminum zinc coated 24 gauge steel exterior facing featuring a stucco appearance. Interior facing is a light mesa profile 26 gauge steel (non-embossed), factory coated with a white polyester finish. USDA approved finishes available. For complete color selections, refer to our color card #6024. The panel core is a foamed-in-place non-CFC polyurethane that offers zero ozone depletion potential (ODP), no global warming potential (GWP) and no EPA limits to its usage. With thermal efficiency, recycled steel content and low-VOC material, ThermalClad makes an ideal choice for LEED and sustainable construction.

Panel Width: 42" coverage
 Panel Length: Min. 8' Max. 40'
 Gauges: 24 ga. exterior, 26 ga. interior
 Substrate: G90 or AZ50
 Exterior Coating: Tuff-Cote Stucco
 Interior Coating: White Polyester
 Ext. Coat Warranty: 10 yrs. conditional*
 Finish: Hard aggregated fiber reinforced polymer
 Profile: Flat exterior; light mesa interior.

All insulated sandwich panels are designed and manufactured to provide long-term, low-maintenance performance. For specific warranty information, refer to VP's Warranty Guide. For information about this or any other VP product or service, contact your local authorized VP Builder.

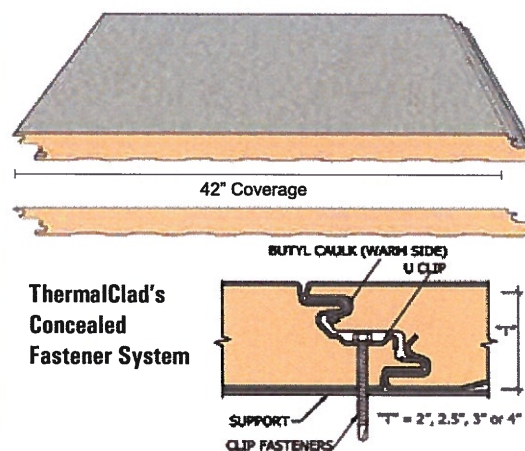
Note: All panels formed from light gauge metal may exhibit waviness, also known as "Oil Canning," commonly occurring in, but not restricted to, flat portions of a panel. This inherent characteristic is not a defect of material or manufacturing and is not cause for rejection.

Note: Tests and approvals include FM 4880 and FM 4881, Dade County Air and Water infiltration tests AAMA 501, ASTM E 283 and E 331.

**Some colors are not recommended for exterior color on cooler and freezer buildings.*



THERMALCLAD TUFF-WALL PROFILE



R-Values with Air Films	
Panel Thickness	75° Mean Temperature
2"	14.95
2.5"	20.00
3"	25.00
4"	32.97

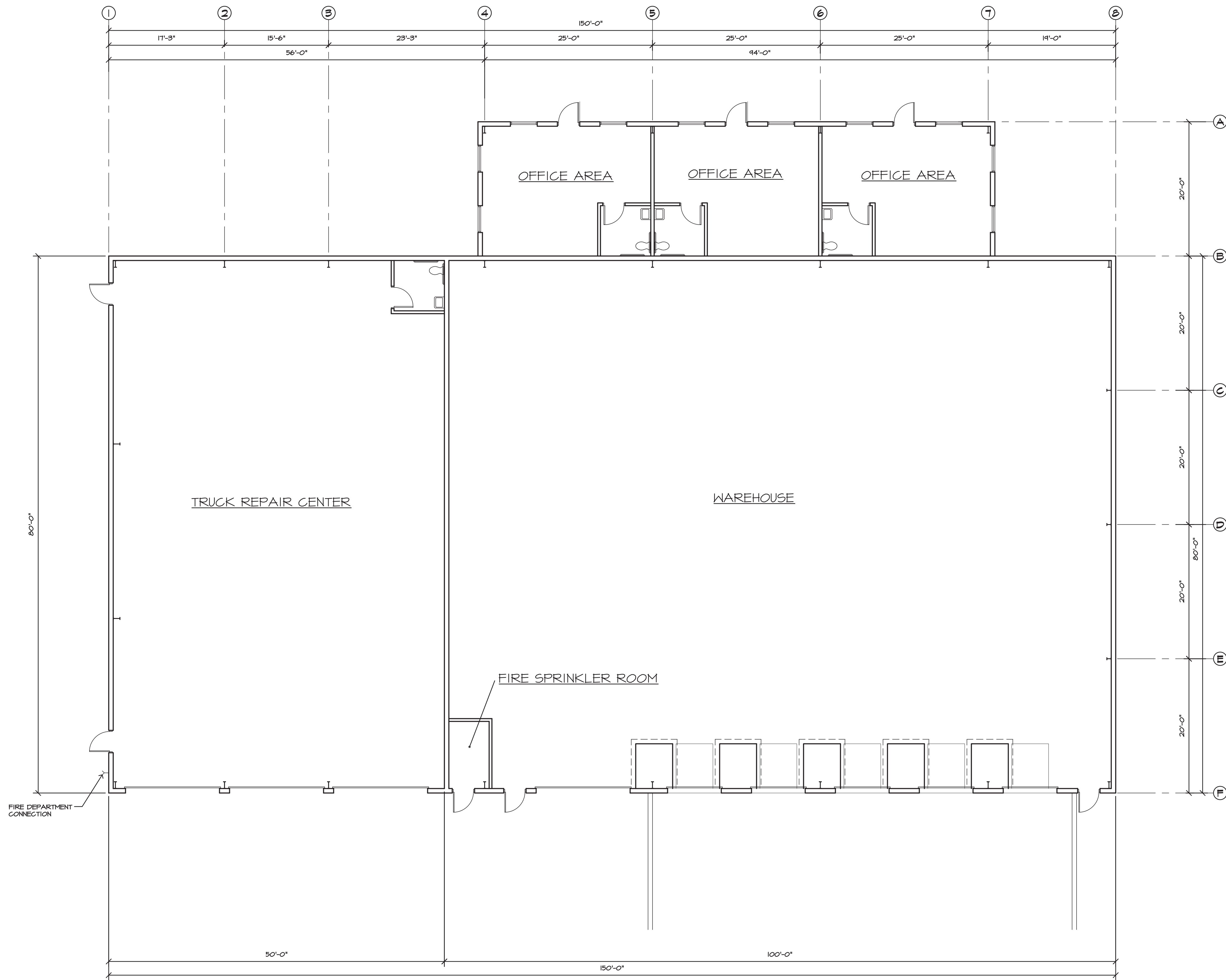
R-Values include the air films on each side of the panel. 75° Mean based on ASTM C-518 Thermal testing (Values for C-1363 based on 4" panel testing. All Values for other thicknesses extrapolated). The R-value of the polyurethane core used in these panels provides the highest insulating value per inch thickness of any building material available today.



Varco Pruden Buildings, 3200 Players Club Circle, Memphis, TN 38125

©All rights reserved. Varco Pruden Buildings® is a division of BlueScope Buildings North America, Inc. Varco Pruden meets or exceeds the most comprehensive testing and compliance standards in the building system industry. To learn more about our products, services and qualifications, visit our website, www.vp.com. **Building Solutions... one relationship at a time.**

2046 TC Tuff-Wall
 Issue Date: 2003
 Revised: 9/16



BUILDING AREA:
OFFICE AREA: 1540 S.F.
SERVICE AREA: 4,000 S.F.
WAREHOUSE AREA: 8,000 S.F.
TOTAL AREA: 13,540 S.F.

CONCEPTUAL FLOOR PLAN
SCALE: 1/8" = 1'-0"

REVISIONS	BY

CONCEPTUAL FLOOR PLAN

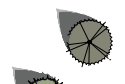
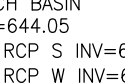
Exhibit received June 22, 2018

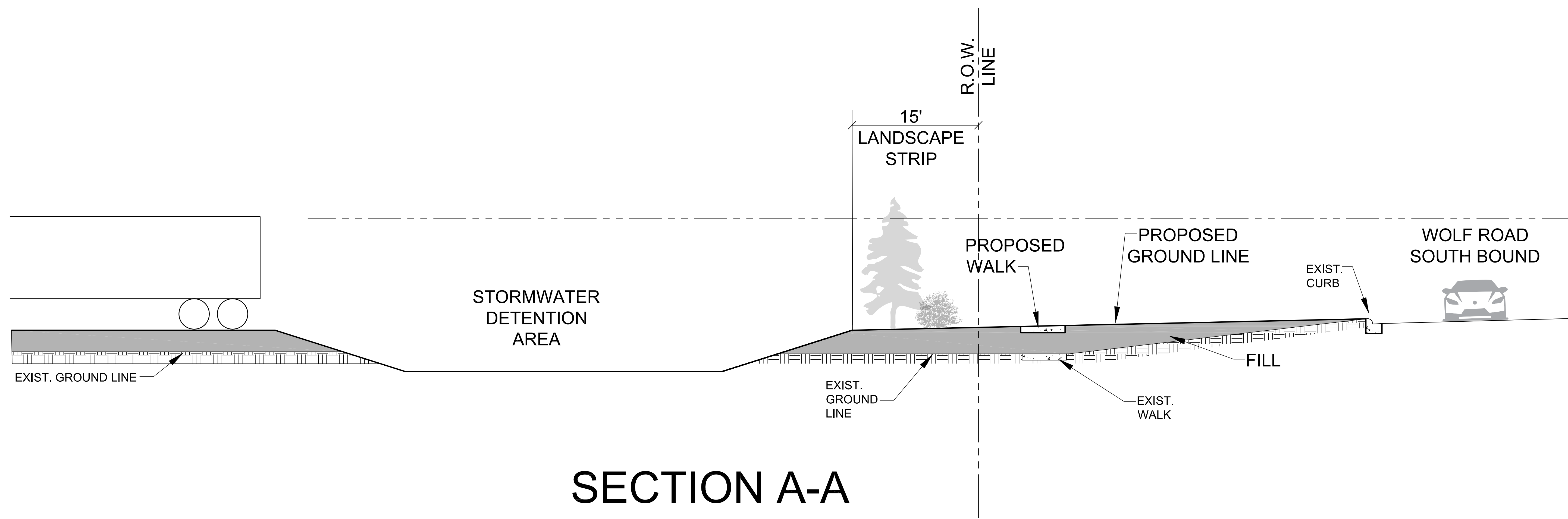
NEW TRUCK REPAIR CENTER FOR:
J.V. GLOBAL SERVICES
120 CAROL STREET
WHEELING, ILLINOIS 60090

R.B. CUSTOM DESIGNS INC.
2108 N. Johnsborg Road
Johnsborg, Illinois 60051
Phone: 815-754-4451 Fax: 815-307-8200

Date	6/21/18
Scale	AS NOTED
Drawn	RJB
Job	1807
Sheet	1
Of	1



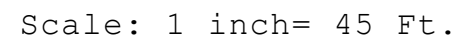
PLANTING SCHEDULE						
TREES	CODE	BOTANICAL NAME / COMMON NAME	QNT	CAL	SIZE	QTY
	NYB SYL	Nyas sylvatica / Sour Gum	B 4 B	23' Cal	13	
	QUE BIG	Quercus bicolor / Swamp White Oak	B 4 B	23' Cal	1	
EVERGREEN TREES	CODE	BOTANICAL NAME / COMMON NAME	QNT	CAL	SIZE	QTY
	JUN EAS	Juniperus virginiana / Eastern Red Cedar	B 4 B		6' - 8'	34
	PIG CO2	Picea pungens / Colorado Spruce	B 4 B		8'-10'	24
FLOWERING TREES	CODE	BOTANICAL NAME / COMMON NAME	QNT	CAL	SIZE	QTY
	ALN ALD	Anis nigra / Spicelard Alder Muli-stem	B 4 B		6'-8'	15
	AME GRA	Amelanchier grandifolia / Autumn Brilliance® Serviceberry	B 4 B		6'-8'	24
	BET NG	Betula nigra / River Birch Muli-stem	B 4 B		6'-8'	15
SHRUBS	CODE	BOTANICAL NAME / COMMON NAME	QNT			QTY
	COR RES	Cornus sericea / Red Twig Dogwood			48"	84
GROUND COVERS	CODE	BOTANICAL NAME / COMMON NAME	QNT			QTY
	MIX DET	Mix Detention Basin Mix / Detention Basin Seed Mix Detention Basin - Bioscience Seed Mix by Prairie Nurseries or approved equal			seed	41,937 sq'
	MIX SHO	Mix Short Prairie Mix / Short Prairie Short Prairie Mix by Prairie Nurseries or approved equal			seed	11,549 sq'



SECTION A-A

MAY 23, 2018 JUNE 20, 2018		 ROONEY CONSULTANTS, INC. LAKEWOOD, IL (815) 341-0910		4
SECTION A-A				
J.V. GLOBAL SERVICES WOLF ROAD AT KERRY LANE WHEELING, ILLINOIS				

Exhibit received June 27, 2018



Parking Lot Design Guide	Basic (for typical conditions)	Basic Enhanced Security (in consideration of personal security or vandalism)	Security lighting for public spaces)	High Security lighting for public spaces)
	lux/fc	lux/fc	lux/fc	lux/fc
Minimum Horizontal Illuminance (Measured on parking surface without any shadowing from any object)	2.0/0.2	5.0/0.5	10.0/1.0	30.0-60.0/3.0-6.0
Uniformity Ratio Maximum - to - Minimum	20:1	15:1	15:1	*4:1 *Avg-Min
Minimum Vertical Illuminance (for facial recognition measured at 5' above the parking surface at the point of lowest horizontal illuminance)	1.0/0.1	2.5/0.25	5.0-8.0/0.5-0.8	12-60/1.2-6.0
Recommendations based on RP-33-99, RP-20-98, 9th Edition IESNA Lighting Handbook				

Exhibit received June 22, 2018

Project Name: **WHEELING J.V. GLOBAL TRANS FAC**

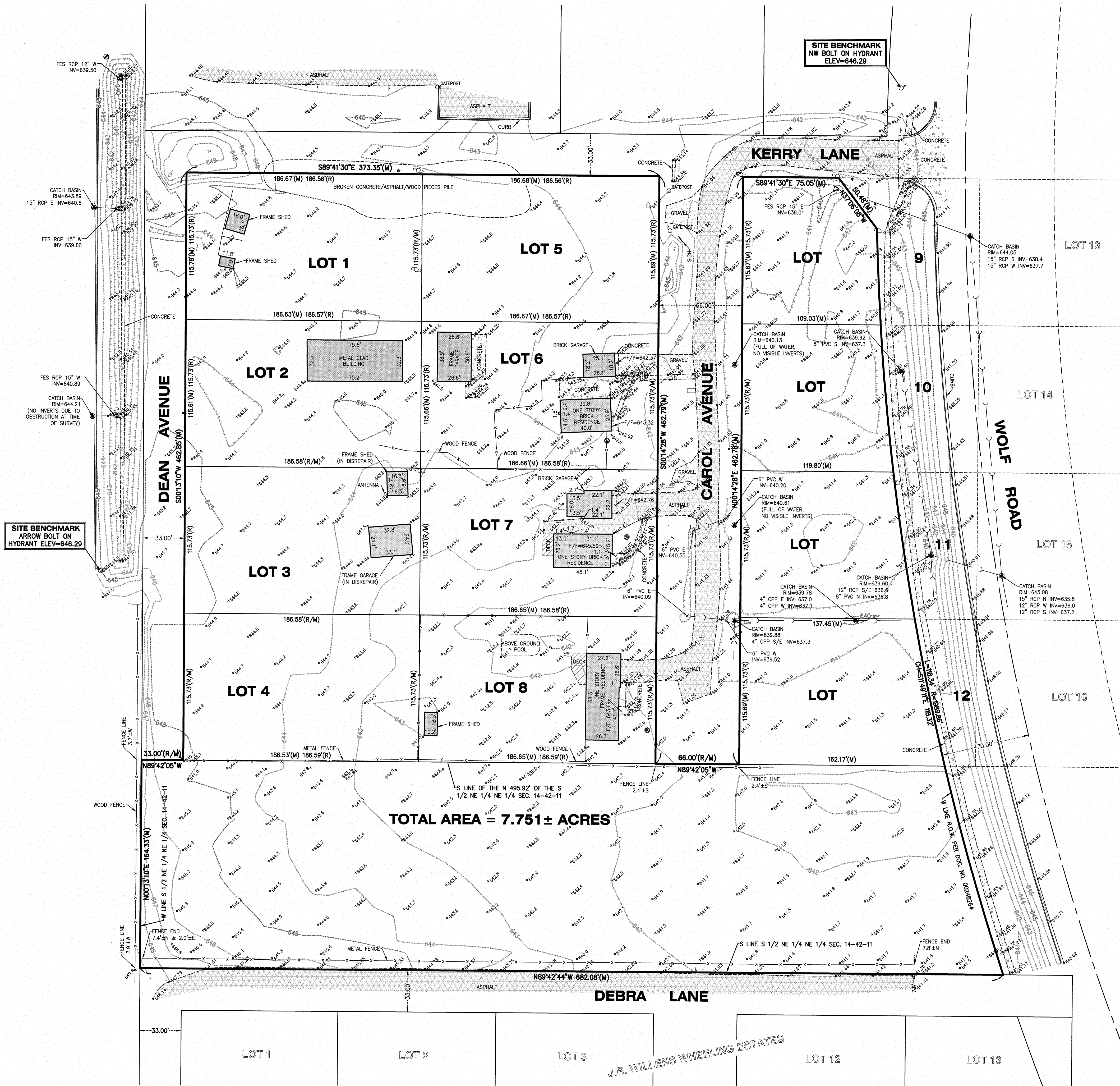
[illegible]

TOPOGRAPHIC SURVEY

Lots 1 through 8 in Wolf Road Estates, being a Subdivision of the North 495.92 feet of the South Half of the Northeast Quarter of the Northeast Quarter of Section 14, Township 42 North, Range 11 East of the Third Principal Meridian, in Cook County, Illinois.

Also,

Part of the South Half of the Northeast Quarter of the Northeast Quarter of Section 14, Township 42 North, Range 11 East of the Third Principal Meridian and Part of Lots 9 through 12 in Wolf Road Estates, being a Subdivision of the North 495.92 feet of the South Half of the Northeast Quarter of the Northeast Quarter of Section 14, Township 42 North, Range 11 East of the Third Principal Meridian, in Cook County, Illinois.



P.I.N.'s
03-14-201-018
03-14-201-019
03-14-201-020
03-14-201-021
03-14-201-022
03-14-201-023
03-14-201-024
03-14-201-025
03-14-201-026
03-14-201-027
03-14-201-028
03-14-201-029
03-14-201-037

CLIENT: ROONEY CONSULTING, INC.
DRAWN BY: DAM CHECKED BY: APG
SCALE: 1"=40' SEC. 14 T. 42 R. 11 E.
BASIS OF BEARING: ASSUMED
P.I.N.: SEE ABOVE
JOB NO.: 180052 I.D. IPO
FIELDWORK COMP.: 2/23/18 BK. PG.
PARTS THEREOF CORRECTED TO 86 F.

STATE OF ILLINOIS)
COUNTY OF McHENRY) S.S.

We, Vanderstappen Land Surveying, Inc. do hereby state that we have caused the above described property to be topographically surveyed and that the plat hereon drawn is a correct representation of said topography.

This professional service conforms to the current Illinois minimum standards for topographic surveys. This is not a Boundary Survey.

Dated at Woodstock, McHenry County, Illinois 2/27 A.D., 2018.

Vanderstappen Land Surveying, Inc.
Design Firm No. 184-002792

By: *Arthur J. Vanderstappen*
Illinois Professional Land Surveyor No. 3857

Traffic Impact Study Proposed JV Global Transportation Center

Wheeling, Illinois



Prepared For:

JV Global.

Prepared By:



June 26, 2018

Exhibit received June 27, 2018

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed JV Global transportation center to be located on Wolf Road at Kerry Lane in Wheeling, Illinois. As proposed, the approximate eight-acre site will be developed with a parking lot for approximately 119 trucks/trailers and an approximately 13,000 square-foot office building with a single loading dock. The site, which is currently occupied by four single-family homes and the Joern Concrete business, is located on the west side of Wolf Road approximately 715 feet south of Hintz Road. Access to the development will be provided off Wolf Road via Kerry Lane.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed development.

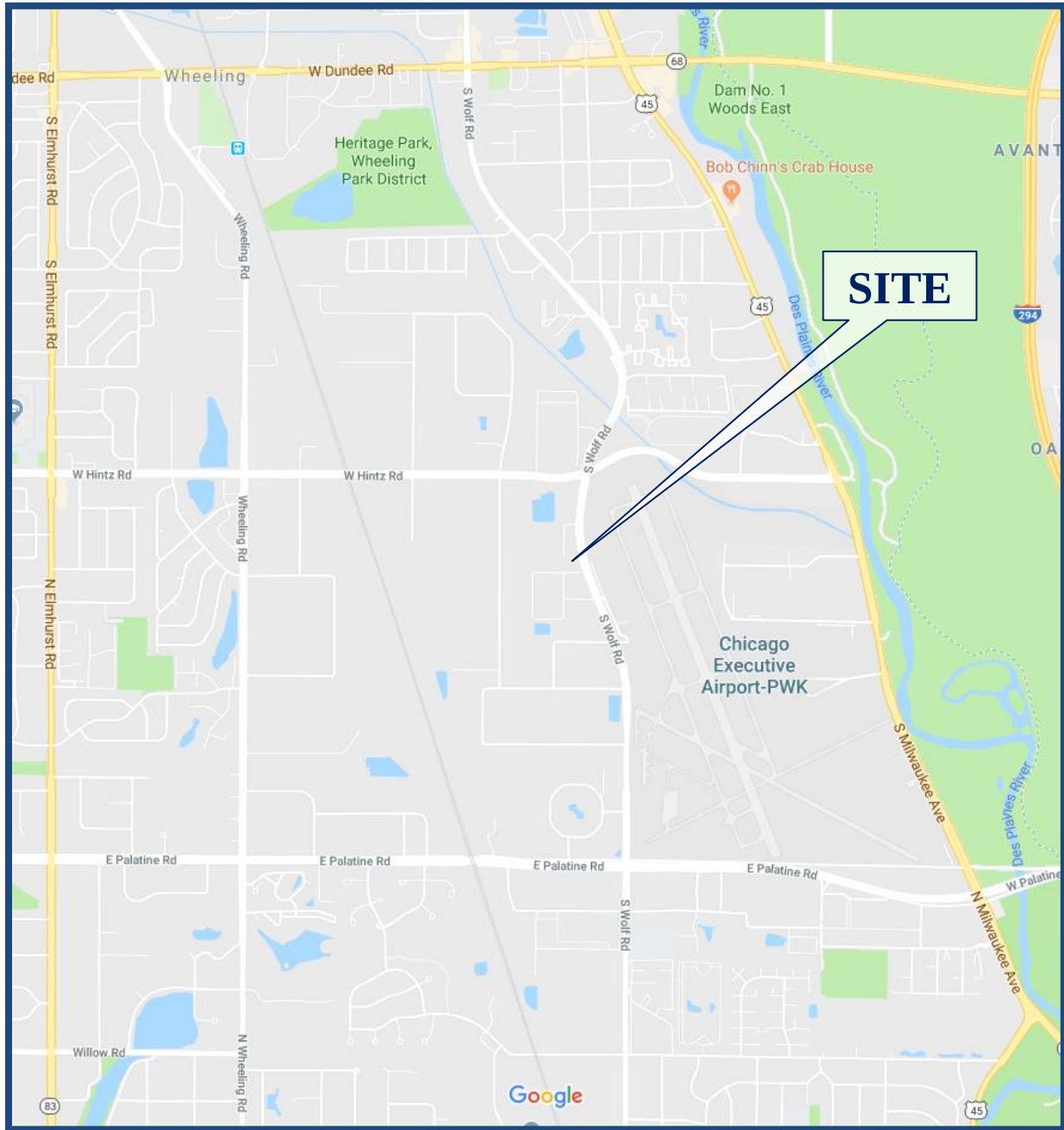
Figure 1 shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site area.

The sections of this report present the following:

- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning and weekday evening peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system

Traffic capacity analyses were conducted for the weekday morning and evening peak hours for the following conditions:

1. Existing Conditions – Analyze the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.
2. Projected Conditions – Analyze the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes, ambient area growth not attributable to any particular development, and the traffic estimated to be generated by the full buildout of the proposed development.



Site Location

Figure 1



Aerial View of Site Location

Figure 2

2. Existing Conditions

Existing transportation conditions in the vicinity of the site were documented based on field visits conducted by KLOA, Inc. in order to obtain a database for projecting future conditions. The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

Site Location

The site, which is currently occupied by four single-family homes and the Joern Concrete business vacant, is located on the west side of Wolf Road approximately 715 feet south of Hintz Road. Land uses in the vicinity of the site are primarily industrial to the north and west with single-family residential to the south. The Chicago Executive Airport is located to the east.

Existing Roadway System Characteristics

The characteristics of the existing roadways near the development are described below and illustrated in **Figure 3**.

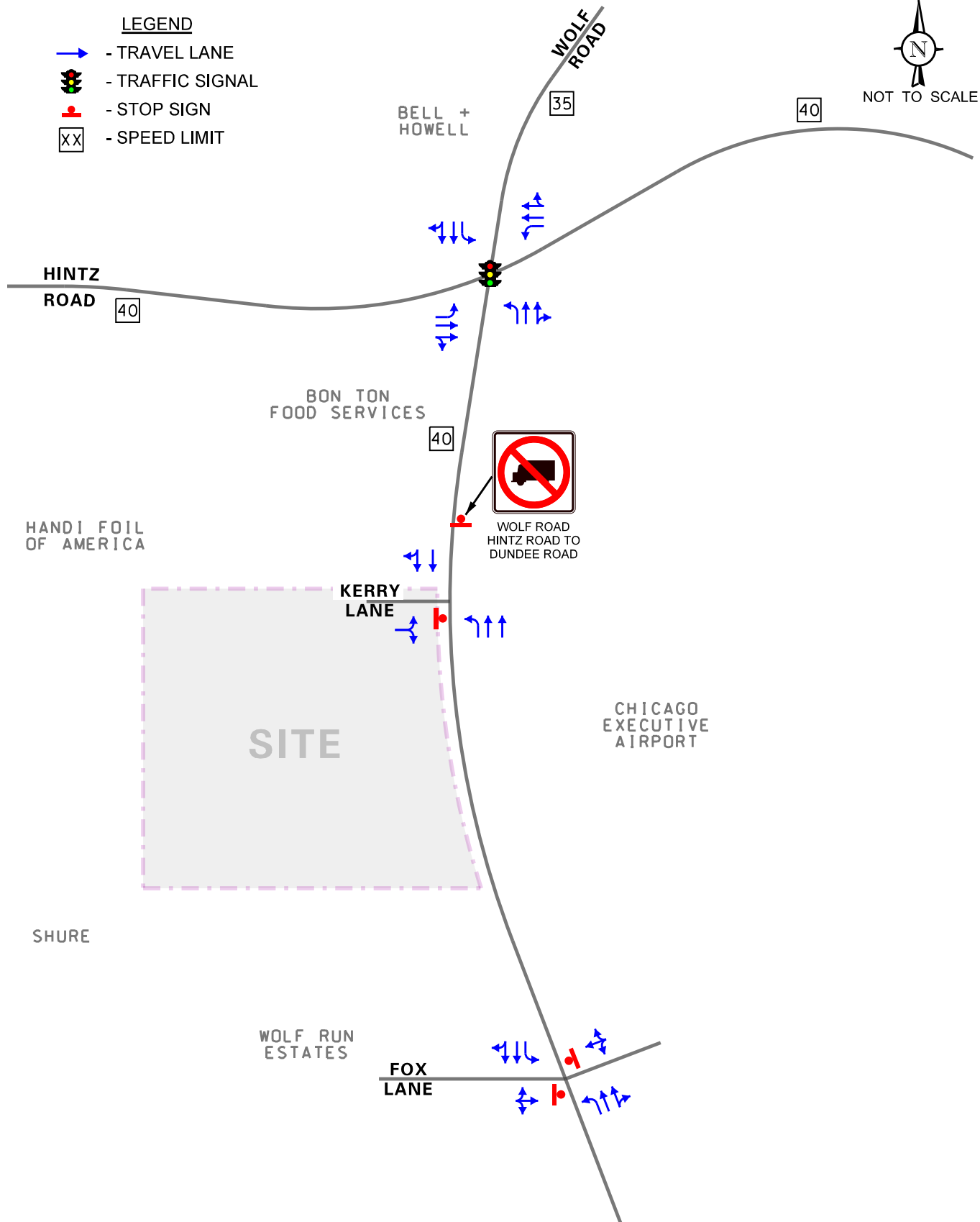
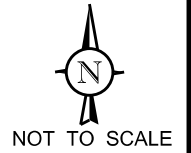
Wolf Road is a north/south minor arterial that provides two lanes in each direction divided by a mountable median in the vicinity of the site. At its unsignalized “T” intersection with Kerry Lane, Wolf Road provides an exclusive left-turn lane with 125 feet of storage and two through lanes in the northbound approach. The southbound approach provides an exclusive through lane and a combined through/right-turn lane. At its signalized intersection with Hintz Road, Wolf Road provides an exclusive left-turn lane, a through lane and a shared through/right-turn lane on both approaches. Wolf Road is also under traffic signal control at its intersection with the Palatine Road ramps approximately 0.9 miles to the south. Wolf Road narrows down to one lane in each direction approximately one-half mile south of Kerry Lane for approximately one-quarter of a mile where it widens up to provide two lanes in each direction. Wolf Road has a posted speed limit of 40 mph, carries an Average Annual Daily Traffic (AADT) of 14,900 vehicles (Year 2014 – IDOT Map) and is under the jurisdiction of the Village of Wheeling in the vicinity of the site. It should be noted that trucks are restricted via signage from traveling on Wolf Road between Hintz Road and Dundee Road.

Hintz Road is an east-west minor arterial that provides two lanes in each direction separated by a raised median in the vicinity of the site. At its signalized intersection with Wolf Road, Hintz Road provides an exclusive left-turn lane, a through lane and a combined through/right-turn lane on both approaches. Hintz Road has a posted speed limit of 35 mph east of Wolf Road increasing to 40 mph west of Wolf Road. Hintz Road carries an AADT of approximately 9,500 vehicles (Year 2014 – IDOT Map) east of Wolf Road increasing to 19,000 vehicles (Year 2014 – IDOT Map) west of Wolf Road. Hintz Road is under the jurisdiction of the Cook County Department of Transportation and Highways (CCDOH).

Kerry Lane is an east-west road that serves the existing land uses within the site. The road provides one inbound lane and one outbound lane with outbound movements under stop sign control.

Fox Lane is an east-west residential road that provides one lane in each direction. The road serves the Wolf Run Estates subdivision located south of the site. On-street parking is not allowed on the north side of the road. At its unsignalized intersection with Wolf Road, Fox Lane is aligned with the Chicago Executive Airport north access drive and provides a shared left/through/right-turn lane under stop sign control. Fox Lane has a posted speed limit of 25 mph.

- LEGEND**
-  - TRAVEL LANE
 -  - TRAFFIC SIGNAL
 -  - STOP SIGN
 -  - SPEED LIMIT



Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period classification traffic counts on Thursday, May 22, 2018 during the weekday morning (6:00 to 9:00 A.M.) and evening (4:00 to 7:00 P.M.) peak periods at the intersections of Wolf Road with Hintz Road, Kerry Lane and Fox Lane. The results of the traffic counts indicated that the weekday morning peak hour of traffic occurs from 7:30 to 8:30 A.M. and the weekday evening peak hour of traffic occurs from 4:45 to 5:45 P.M. **Figure 4A** illustrates the existing vehicle peak hour traffic volumes at the study area intersections. **Figure 4B** illustrates the existing truck peak hour traffic volumes at the study area intersections. Copies of the traffic count summary sheets are included in the Appendix.

Gap Study Results

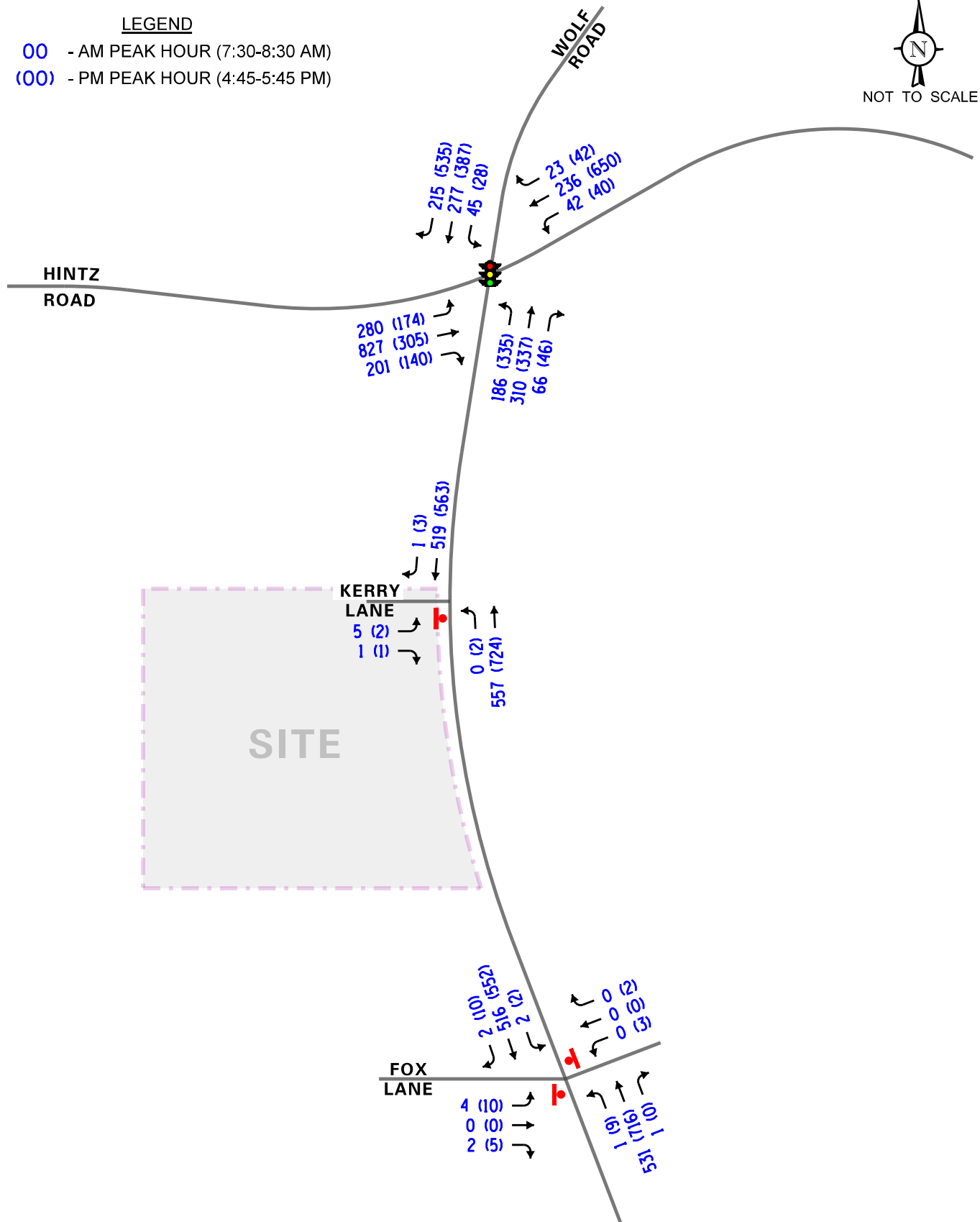
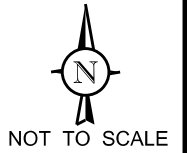
A gap study was performed on Wolf Road at its intersection with Kerry Lane on Thursday, May 22, 2018 during the weekday morning and evening peak hours in order to determine the availability of gaps or interruptions in the Wolf Road traffic stream. The study examined gaps in the southbound direction along Wolf Road, which would allow vehicles to turn left from Wolf Road into the site and to turn right from the site onto Wolf Road, as well as the concurrent gaps in both directions that would allow vehicles to turn left from the site onto Wolf Road. The results of the gap study showing the total number of potential movements based on gaps available for the peak hours are summarized in **Table 1**. It is important to note that the gaps presented on Table 1 are the gaps that can accommodate passenger vehicle maneuvers. The adjusted gaps to accommodate truck traffic are presented later on in the report.

Table 1
SUMMARY OF WOLF ROAD PEAK HOUR GAP STUDY

Movement	Weekday Morning Available Gaps (per 60 minutes)	Weekday Evening Available Gaps (per 60 minutes)
Left Turn from Wolf Road	1,011	925
Left Turn from Kerry Lane	245	201
Right Turn from Kerry Lane	520	500

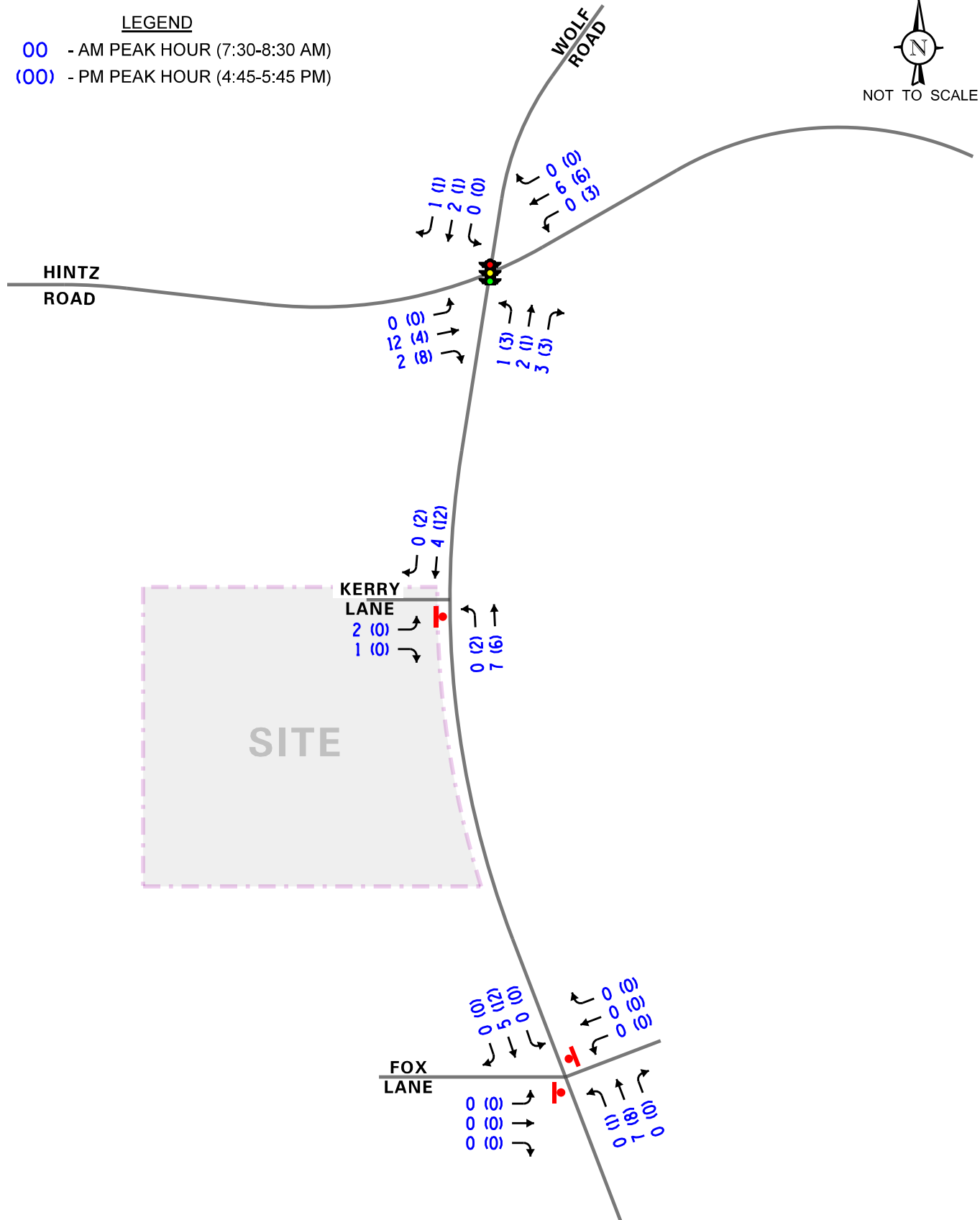
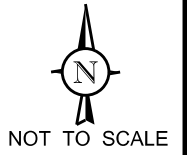
LEGEND

- 00 - AM PEAK HOUR (7:30-8:30 AM)
 (00) - PM PEAK HOUR (4:45-5:45 PM)



LEGEND

- 00 - AM PEAK HOUR (7:30-8:30 AM)
 (00) - PM PEAK HOUR (4:45-5:45 PM)



3. Traffic Characteristics of the Proposed Development

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

Proposed Site and Development Plan

As proposed, the site will be redeveloped with a transportation center with approximately 119 parking spaces and a one-story building. The center will be gated at its access at Wolf Road and will operate 24-hours a day. It is important to note that the center is not a truck terminal but rather a facility offering parking for heavy vehicle owners who will arrive in their passenger vehicles and leave in their trucks for delivery and transport services. Based on information provided to KLOA, Inc., many of the drivers are gone for several days or weeks before they return to the transportation center, thus generating low volumes of traffic.

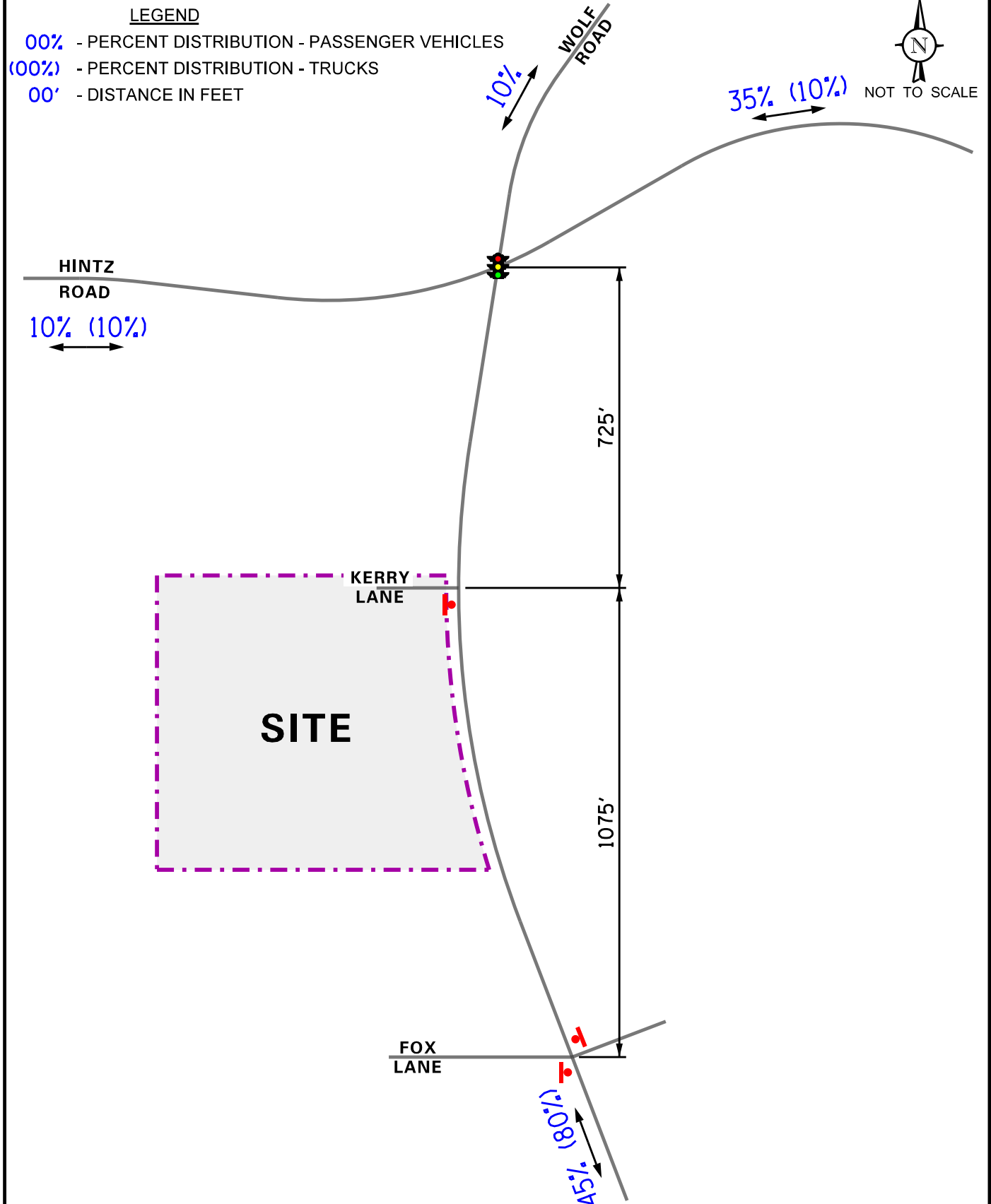
Development Vehicular Access

Access to the transportation center will be provided off Wolf Road via Kerry Lane. The access road, which will be modified to accommodate truck movements in and out, will provide one inbound lane and one outbound lane with outbound movements under stop sign control. No other access point will be provided. Auto Turn runs depicting the truck movements in and out of the site are included in the Appendix. Given the existing truck restriction on Wolf Road north of the site between Hintz Road and Dundee Road and given the location of the interchanges in relation to the Interstate system, it is anticipated that the majority of the truck traffic will travel to/from the south on Wolf Road to connect with Palatine Road.

A site plan depicting the proposed development layout and access and exhibits showing the truck maneuvers to and from the access drive are included in the Appendix.

Directional Distribution

The directions from which employees and users of the proposed development will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 5** illustrates the passenger and heavy vehicle directional distribution of the development-generated traffic.



Development Traffic Generation

The volume of traffic generated by the proposed center was based on vehicle trip generation surveys conducted by KLOA, Inc. at the existing facility located at 150 Abbott Drive in Wheeling. This facility has two access drives off Abbott Drive and provides 75 parking spaces. The trip generation surveys were conducted on Monday, May 21, Tuesday May 22 and Thursday May 23, 2018 (a total of 72 hours) and differentiated between passenger vehicle, single-unit trucks and multi-unit trucks. Based on the trip generation surveys, the following was found:

- The existing facility generated between 137 to 179 daily trips. This translates to a trip generation rate between 1.83 and 2.38 daily trips per parking bay
- Approximately 30 percent of the daily traffic was composed of multi-unit trucks and 20 percent of single unit trucks
- The peak generation of the facility typically occurred outside of the peak hours of traffic anywhere between 9:00 A.M. and 2:00 P.M.
- During the peak hours of adjacent street traffic, the trip generation ranged from a low of 0.013 to a high of 0.22 trips per parking bay.

Trips generated during the morning and evening peak hours on the three surveyed days are shown in **Table 2**. The full results of the trip generation survey are included in the Appendix.

Table 2
TRIP GENERATION SURVEY

Date	Type of Vehicle	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
		In	Out	Total	In	Out	Total
Monday May 21, 2018	Passenger Vehicles	1	1	2	3	4	7
	Single-Unit Truck	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>
	Multi-Unit Truck	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>
	Total¹	1	1	2	4	5	9
Tuesday May 22, 2018	Passenger Vehicles	1	1	2	2	4	6
	Single-Unit Truck	1	0	1	2	2	4
	Multi-Unit Truck	<u>0</u>	<u>1</u>	<u>1</u>	<u>3</u>	<u>4</u>	<u>7</u>
	Total²	2	2	4	7	10	17
Thursday May 24, 2018	Passenger Vehicles	0	0	0	1	2	3
	Single-Unit Truck	1	0	1	1	2	3
	Multi-Unit Truck	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	Total	1	0	1	2	4	6

Inspection of Table 1 indicates that the peak trip generation occurred on Tuesday May 22, 2018. This peak translates into a trip generation rate of 0.053 trips per parking space during the morning peak hour and 0.22 trips per parking bay during the evening peak hour. In order to provide for a conservative analysis, the peak trip generation rates were applied to the proposed 119 parking spaces to estimate the number of trips the proposed transportation center will generate. The projected trips to be generated by the site during the peak hours of adjacent street traffic are shown in **Table 3A**. **Table 3B** shows the projected trips to be generated during the peak hour of the generator.

Table 3A
ESTIMATED PEAK HOUR OF ADJACENT STREET TRIP GENERATION
(119 SPACE TRAILER PARKING FACILITY)

	Type of Vehicle	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Trips
		In	Out	Total	In	Out	Total	
JV Global Transportation Center (119 Spaces)	Passenger Vehicles	1	1	2	3	6	9	141
	Single-Unit Truck	1	1	2	3	3	6	57
	Multi-Unit Truck	<u>1</u>	<u>1</u>	<u>2</u>	<u>5</u>	<u>6</u>	<u>11</u>	<u>85</u>
	Total	3	3	6	11	15	26	283

Table 3B
ESTIMATED PEAK HOUR OF THE GENERATOR TRIP GENERATION
(119 SPACE TRAILER PARKING FACILITY)

	Type of Vehicle	Weekday Morning Peak Hour of Generator			Weekday Evening Peak Hour of Generator			Daily Trips
		In	Out	Total	In	Out	Total	
JV Global Transportation Center (119 Spaces)	Passenger Vehicles	19	8	27	11	13	24	141
	Single-Unit Truck	1	5	6	0	3	3	57
	Multi-Unit Truck	<u>2</u>	<u>3</u>	<u>5</u>	<u>1</u>	<u>5</u>	<u>6</u>	<u>85</u>
	Total	22	16	38	12	21	33	283

Trip Generation Comparison

For comparison purposes, KLOA, Inc. estimated the number of trips that could be generated by the site should it be developed with 100,000 square feet of manufacturing. The number of trips to generated by a manufacturing facility were calculated using the trip rates for Land-Use Code 140 found in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10th Edition. **Table 4** shows the estimated morning and evening peak hour trips for a manufacturing facility.

Table 4

ESTIMATED TRIP GENERATION – MANUFACTURING LAND USE

Land Use	Type of Vehicle	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
		In	Out	Total	In	Out	Total
Manufacturing (100,000 s.f.)	Passenger Vehicles	34	15	49	17	37	54
	Heavy Vehicles	<u>9</u>	<u>4</u>	<u>13</u>	<u>4</u>	<u>9</u>	<u>13</u>
	Total	43	19	62	21	46	67

As can be seen, a manufacturing land use will generate more traffic than the proposed transportation center.

4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed subject development.

Development Traffic Assignment

The estimated weekday morning and evening peak hour traffic volumes that will be generated by the proposed transportation center were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). **Figure 6A** illustrates the passenger vehicle traffic assignment of the trips generated by the proposed development while **Figure 6B** illustrates the heavy vehicle traffic assignment.

Background (No-Build) Traffic Conditions

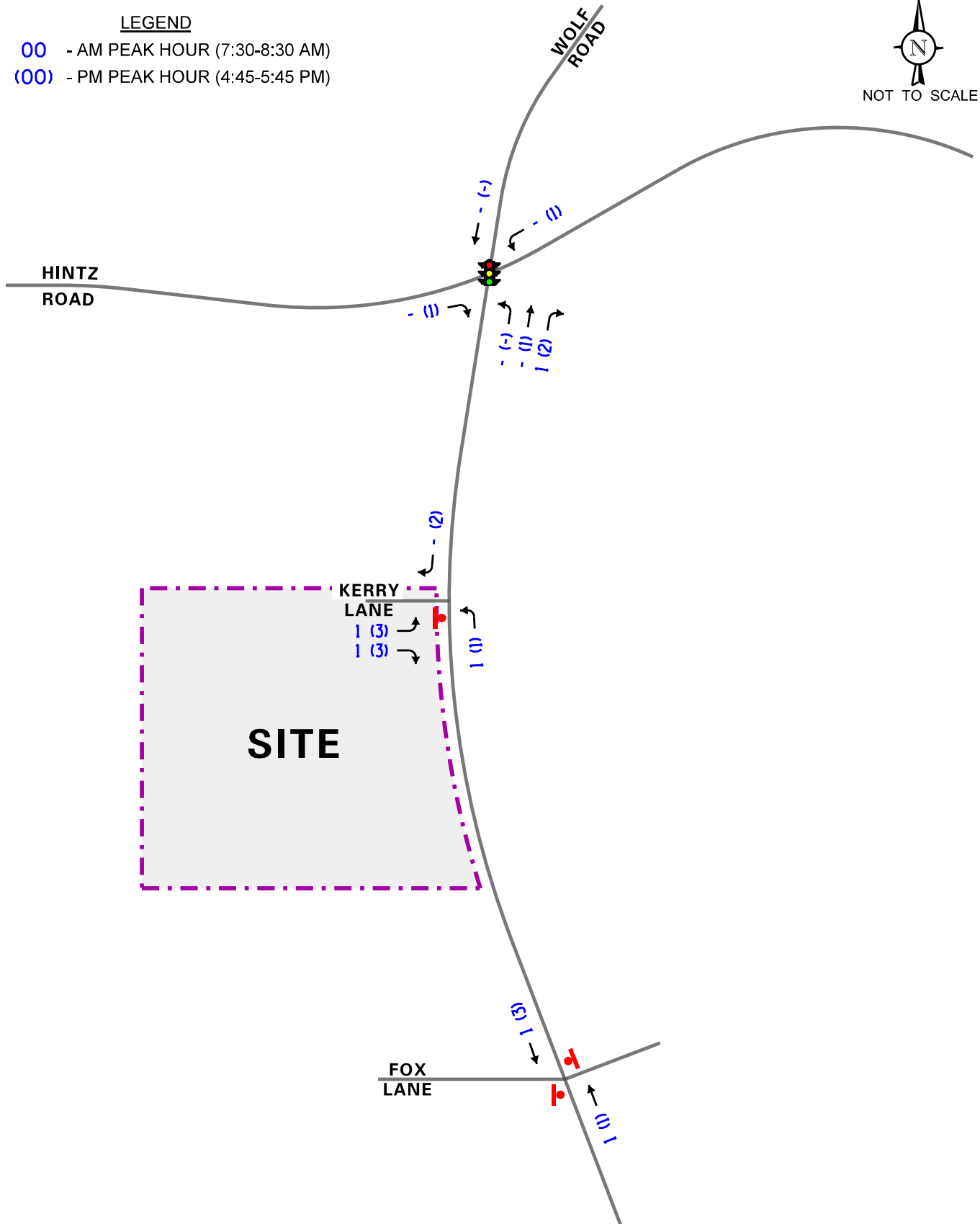
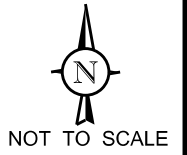
The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the traffic volumes traversing Wolf Road and Hintz Road are projected to increase by approximately 0.25 percent per year. As such, the existing traffic volumes were increased by 1.25 percent to reflect Year 2023 background traffic conditions. **Figure 7** illustrates the Year 2023 background traffic volumes.

Total Projected Traffic Volumes

The development-generated traffic volumes (Figure 6) were added to the Year 2023 background traffic volumes to determine the Year 2023 total projected traffic volumes. **Figure 8** illustrates the Year 2023 total projected volumes.

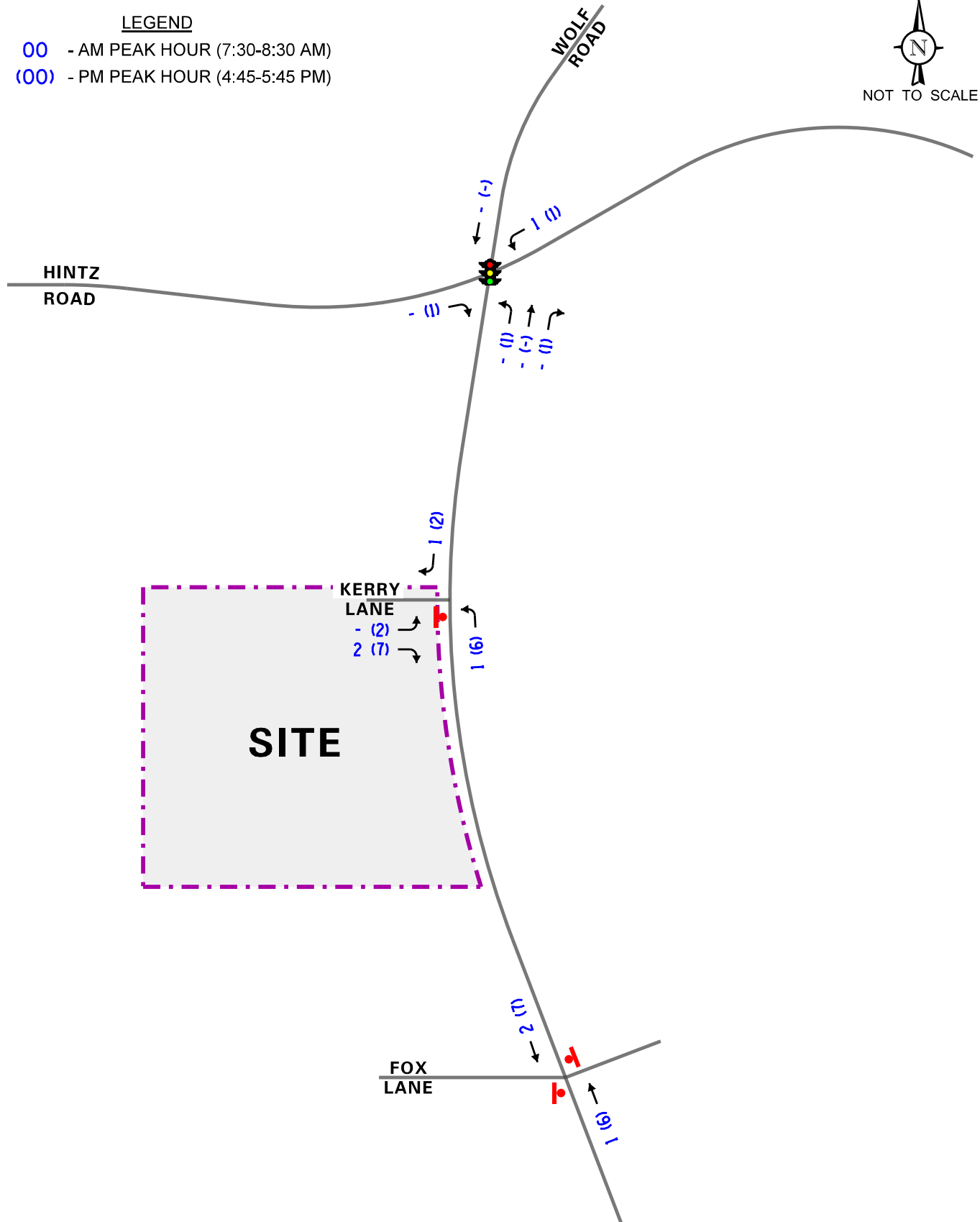
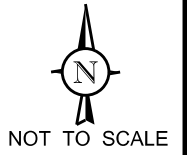
LEGEND

- 00 - AM PEAK HOUR (7:30-8:30 AM)
 (00) - PM PEAK HOUR (4:45-5:45 PM)



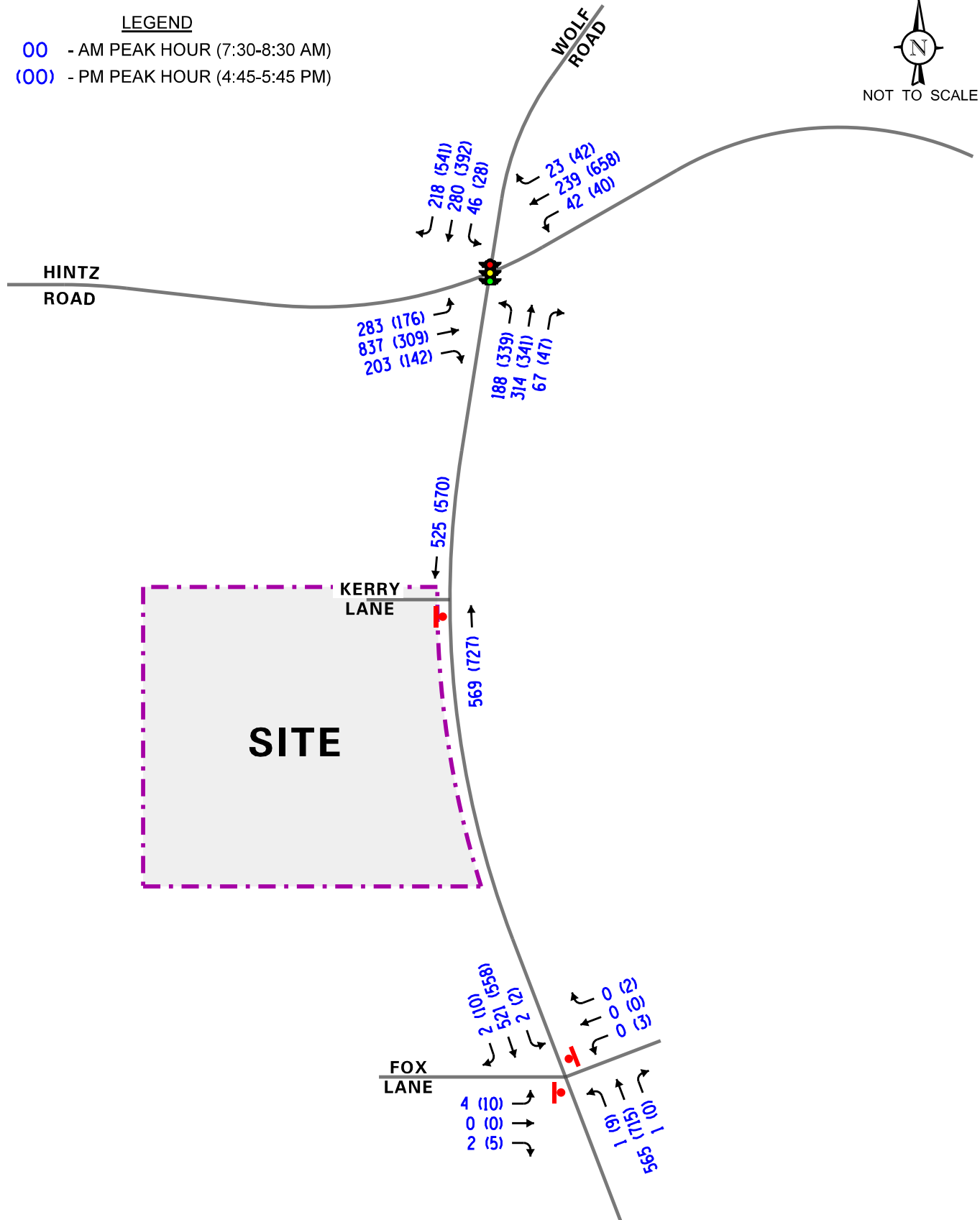
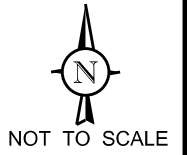
LEGEND

- 00 - AM PEAK HOUR (7:30-8:30 AM)
 (00) - PM PEAK HOUR (4:45-5:45 PM)



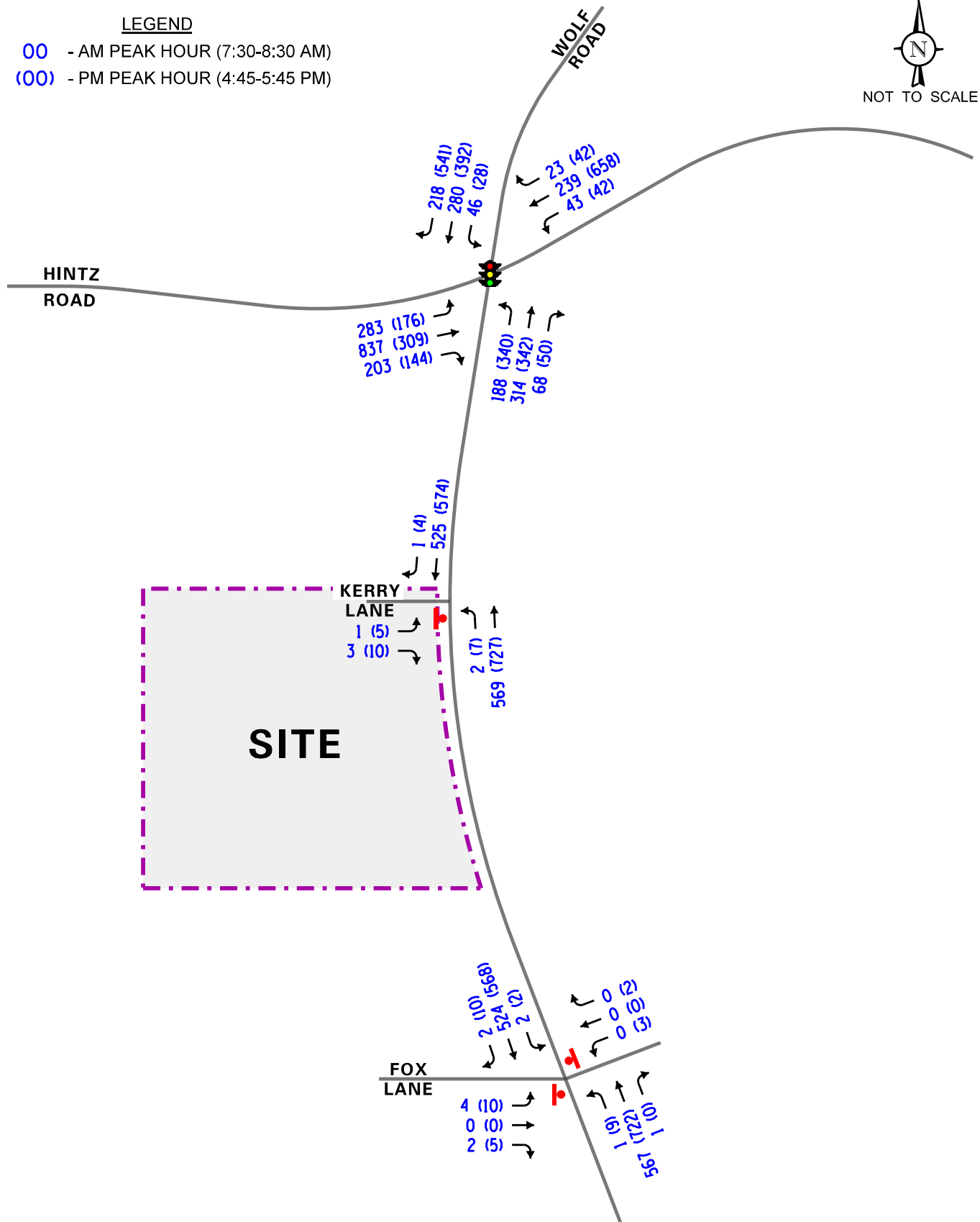
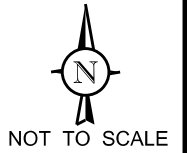
LEGEND

- 00 - AM PEAK HOUR (7:30-8:30 AM)
 (00) - PM PEAK HOUR (4:45-5:45 PM)



LEGEND

- 00 - AM PEAK HOUR (7:30-8:30 AM)
 (00) - PM PEAK HOUR (4:45-5:45 PM)



5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and weekday evening peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modifications are required.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and evening peak hours for the existing (Year 2018) and Year 2023 total projected traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 6th Edition and analyzed using the Synchro/SimTraffic 10 computer software.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and Year 2023 conditions are presented in **Tables 5, 6** and **7**. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 5

CAPACITY ANALYSIS RESULTS – WOLF ROAD WITH HINTZ ROAD – SIGNALIZED

Year 2018 Existing Conditions	Peak Hour	Eastbound			Westbound			Northbound			Southbound			Overall	
		L	T	R	L	T	R	L	T	R	L	T	R		
	Weekday Morning Peak Hour	B 13.6	C 21.5		B 12.9	C 21.3		C 29.9	C 28.4		C 20.5	C 31.5		C – 23.9	
		B – 19.8			C – 20.1			C – 28.9			C – 30.6				
	Weekday Evening Peak Hour	D 36.7	C 25.9		C 22.0	D 46.2		D 39.7	B 18.9		B 14.5	D 42.8		D – 36.8	
		C – 29.0			D – 44.8			C – 28.6			D – 42.0				
	Year 2023 Projected Conditions	Weekday Morning Peak Hour	B 13.7	C 21.7		B 13.0	C 21.4		C 30.0	C 28.6		C 20.5	C 31.5		C – 24.0
			C – 20.0			C – 20.2			C – 29.0			C – 30.6			
		Weekday Evening Peak Hour	D 37.9	C 26.1		C 22.1	D 47.3		D 40.9	B 18.9		B 14.6	D 44.1		D – 37.7
			C – 29.4			D – 45.9			C – 29.1			D – 43.3			
Delay is measured in seconds.															

Table 6

CAPACITY ANALYSIS RESULTS – YEAR 2018 EXISTING CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Wolf Road with Kerry Lane				
• Northbound Left Turn	A	0.0	A	8.8
• Eastbound Approach	B	13.3	B	13.4
Wolf Road with Fox Lane				
• Northbound Left Turn	A	8.6	A	8.8
• Southbound Left Turn	A	8.6	A	9.3
• Eastbound Approach	C	16.5	C	20.5
• Westbound Approach	A	0.0	C	21.0
LOS = Level of Service Delay is measured in seconds.				

Table 7

CAPACITY ANALYSIS RESULTS – YEAR 2023 PROJECTED CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Wolf Road with Kerry Lane (Access Drive)				
• Northbound Left Turn	A	8.6	A	8.8
• Eastbound Approach	B	11.1	B	12.1
Wolf Road with Fox Lane				
• Northbound Left Turn	A	8.6	A	8.8
• Southbound Left Turn	A	8.8	A	9.4
• Eastbound Approach	C	17.0	C	20.9
• Westbound Approach	A	0.0	C	21.3
LOS = Level of Service Delay is measured in seconds.				

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the development-generated traffic.

Wolf Road with Hintz Road.

The results of the capacity analyses indicate that this intersection is operating at an overall level of service (LOS) C and D during the morning and evening peak hours, respectively. Under future conditions, the intersection will continue to operate at the same overall LOS with increases on delay of one second or less. As such, no geometric or traffic control improvements are necessary in conjunction with the proposed development.

Wolf Road with Kerry Lane (Access Drive)

The results of the capacity analysis indicate that under Year 2018 existing traffic volumes, the outbound movements are operating at a LOS B and the northbound left-turn movement operates at a LOS A during both peak hours. Under future conditions, the intersection will continue operating at the same LOS with very similar delays. This is due to the fact that the proposed facility will generate very similar amount of traffic to what it is currently experienced on Kerry Lane. Inspection of the capacity analyses indicates that the northbound left-turn queue will be less than 50 feet and as such can be accommodated by the existing exclusive left-turn lane. Conversely, the outbound queues from the access drive will also be less than 50 feet and will not have a negative impact on the internal circulation of the site. Furthermore, based on a review of the projected traffic volumes, the results of the capacity analyses and the Illinois Department of Transportation (IDOT) guidelines for the provision of auxiliary turn lanes, an exclusive right-turn lane into the site will not be necessary. Therefore, no additional roadway or traffic control improvements are needed or recommended at this intersection in conjunction with the proposed development.

Wolf Road with Fox Lane/Chicago Executive Airport North Access Drive

The results of the capacity analysis indicate that all of the turning movements at this intersection are operating at a LOS C or better during the weekday morning and evening peak hours. Under future conditions, the intersection will continue to operate at the same overall LOS with increases on delay of less than one second. As such, no geometric or traffic control improvements are necessary in conjunction with the proposed development.

Gap Study Evaluation

As indicated earlier, a gap study was conducted of the traffic flow on 100th Street during the weekday morning and weekday evening peak hours. **Table 8** shows the total number of potential movements (adjusted to reflect the longer gap heavy vehicles require to conduct the left and right-turn outbound maneuvers as well as the inbound left-turn maneuver) compared to the number of required gaps that are needed to accommodate the projected traffic turning to and from the access drive. As shown in Table 8, there are sufficient gaps in the Wolf Road traffic stream to accommodate the northbound left turns into the proposed development, eastbound right turns onto Wolf Road, and eastbound left turns onto Wolf Road for the weekday morning and weekday evening peak hours of adjacent roadway traffic. These results further confirm the adequacy of the access drive.

Table 8
REQUIRED GAPS – WOLF ROAD

Time Periods	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
Movement	Potential Movements	Required Gaps	Potential Movements	Required Gaps
Left Turn from Wolf Road	691	2	662	7
Left Turn from Access Drive	121	1	80	5
Right Turn from Access Drive	361	3	345	10

6. Conclusion

A traffic impact study was conducted for the proposed transportation center to be located on the west side of the Wolf Road south of Hintz Road in Wheeling, Illinois.

Based on the preceding analyses and recommendations, the following conclusions have been made:

- The proposed center is not a truck terminal but rather a facility offering parking for heavy vehicle owners who will arrive in their passenger vehicles and leave in their trucks for delivery and transport services.
- Many of the drivers arriving at the center are gone for several days or weeks before they return therefore generating very little traffic
- The trip generation survey of the existing facility located at 150 Abbott Drive in Wheeling indicated the following:
 - The existing facility generated between 137 to 179 daily trips which translates to a trip generation rate between 1.83 and 2.38 daily trips per parking bay
 - Approximately 30 percent of the daily traffic was composed of multi-unit trucks and 20 percent of single unit trucks
 - The peak generation of the facility typically occurred outside of the peak hours of traffic anywhere between 9:00 A.M. and 2:00 P.M.
 - During the peak hours of adjacent street traffic, the trip generation ranged from a low of 0.013 to a high of 0.22 trips per parking bay.
- All of the studied intersections are operating at acceptable levels of service and will continue to do so under future conditions with minimal increases in delay. No geometric or traffic control improvements are necessary at any of the studied intersections.
- The proposed access drive will be adequate in accommodating the projected traffic volumes which will be very similar to those experienced under existing conditions.
- The existing northbound exclusive left-turn lane on Wolf Road at its intersection with the access drive will be adequate to accommodate the projected traffic volumes
- The results of the gap study indicate that there are more than adequate number of gaps in the through traffic stream to accommodate the projected turning movements in and out of the access drive.

Appendix

Traffic Count Summary Sheets

Traffic Survey Summary

Site Plan

Auto Turn Runs

Level of Service Criteria

Capacity Analysis Summary Sheets

Right-Turn Lane Warrant

Traffic Count Summary Sheets

Wolf Road and Hintz Road - TMC

Tue May 22, 2018

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

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 529143, Location: 42.124292, -87.909684



Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400, Rosemont, IL, 60018, US

Leg Direction	Hintz Road Eastbound				Hintz Road Westbound				Wolf Road Northbound				Wolf Road Southbound						
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-22 6:00AM	20	58	12	0	90	0	4	40	1	0	45	0	31	32	2	0	65	0	303
6:15AM	27	58	23	0	108	0	5	49	3	0	57	0	35	42	6	0	83	0	336
6:30AM	34	122	42	0	198	0	7	57	6	0	70	1	44	48	5	0	97	0	479
6:45AM	37	111	37	0	185	0	9	78	3	0	90	0	48	52	7	0	107	1	519
Hourly Total	118	349	114	0	581	0	25	224	13	0	262	1	158	174	20	0	352	1	1637
7:00AM	69	185	37	0	291	0	15	46	2	0	63	0	31	64	5	0	100	2	544
7:15AM	45	196	38	0	279	0	9	64	4	0	77	0	45	58	13	0	116	0	589
7:30AM	69	235	37	0	341	0	9	52	2	0	63	0	67	85	20	0	172	0	728
7:45AM	65	220	60	0	345	0	14	90	3	0	107	0	56	78	9	0	143	0	746
Hourly Total	248	836	172	0	1256	0	47	252	11	0	310	0	199	285	47	0	531	2	2607
8:00AM	87	188	56	0	331	0	15	49	7	0	71	0	33	66	15	0	114	0	626
8:15AM	59	184	48	0	291	0	4	45	11	0	60	0	30	81	22	0	133	0	608
8:30AM	65	140	41	0	246	0	22	46	7	0	75	0	38	84	21	0	143	0	583
8:45AM	71	145	50	0	266	0	12	61	4	0	77	0	29	57	15	0	101	0	552
Hourly Total	282	657	195	0	1134	0	53	201	29	0	283	0	130	288	73	0	491	0	2369
4:00PM	53	112	32	0	197	0	7	94	14	0	115	0	57	67	9	0	133	0	620
4:15PM	53	64	37	0	154	0	9	131	4	0	144	1	70	78	10	0	158	1	643
4:30PM	61	110	40	0	211	0	10	154	12	0	176	0	63	68	8	0	139	0	701
4:45PM	49	68	37	0	154	0	13	133	9	0	155	0	78	98	9	0	185	0	732
Hourly Total	216	354	146	0	716	0	39	512	39	0	590	1	268	311	36	0	615	1	2696
5:00PM	49	103	39	0	191	0	8	155	14	0	177	0	81	83	16	0	180	0	778
5:15PM	41	71	29	0	141	0	5	190	6	0	201	0	87	73	13	0	173	0	756
5:30PM	35	63	35	0	133	1	14	172	13	0	199	0	89	83	8	0	180	0	753
5:45PM	31	67	41	0	139	0	11	180	18	0	209	0	81	61	11	0	153	0	722
Hourly Total	156	304	144	0	604	1	38	697	51	0	786	0	338	300	48	0	686	0	3009
6:00PM	49	62	40	0	151	0	7	127	15	0	149	0	79	63	11	0	153	0	631
6:15PM	38	39	35	0	112	0	8	109	8	0	125	0	63	75	5	0	143	0	561
6:30PM	29	46	26	0	101	0	12	104	12	0	128	0	31	68	3	0	102	0	446
6:45PM	30	38	16	0	84	0	4	69	10	0	83	0	37	68	5	0	110	0	409
Hourly Total	146	185	117	0	448	0	31	409	45	0	485	0	210	274	24	0	508	0	2047
Total	1166	2685	888	0	4739	1	233	2295	188	0	2716	2	1303	1632	248	0	3183	4	14365
% Approach	24.6%	56.7%	18.7%	0%	-	-	8.6%	84.5%	6.9%	0%	-	-	40.9%	51.3%	7.8%	0%	-	-	-
% Total	8.1%	18.7%	6.2%	0%	33.0%	-	1.6%	16.0%	1.3%	0%	18.9%	-	9.1%	11.4%	1.7%	0%	22.2%	-	-
Lights	1130	2569	814	0	4513	-	214	2183	183	0	2580	-	1236	1591	231	0	3058	-	-
% Lights	96.9%	95.7%	91.7%	0%	95.2%	-	91.8%	95.1%	97.3%	0%	95.0%	-	94.9%	97.5%	93.1%	0%	96.1%	-	-
Single-Unit Trucks	10	36	21	0	67	-	4	29	1	0	34	-	20	11	8	0	39	-	-
% Single-Unit Trucks	0.9%	1.3%	2.4%	0%	1.4%	-	1.7%	1.3%	0.5%	0%	1.3%	-	1.5%	0.7%	3.2%	0%	1.2%	-	-
Articulated Trucks	5	40	28	0	73	-	13	43	0	0	56	-	18	7	8	0	33	-	-

Leg Direction	Hintz Road Eastbound					Hintz Road Westbound					Wolf Road Northbound					Wolf Road Southbound					Int				
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*							
Time																									
% Articulated Trucks	0.4%	1.5%	3.2%	0%	1.5%	-	5.6%	1.9%	0%	0%	2.1%	-	1.4%	0.4%	3.2%	0%	1.0%	-	0%	0.2%	0.4%	0%	0.3%	-	1.2%
Buses	20	40	25	0	85	-	2	39	4	0	45	-	29	23	1	0	53	-	1	18	40	0	59	-	242
% Buses	1.7%	1.5%	2.8%	0%	1.8%	-	0.9%	1.7%	2.1%	0%	1.7%	-	2.2%	1.4%	0.4%	0%	1.7%	-	0.4%	1.1%	2.2%	0%	1.6%	-	1.7%
Bicycles on Road	1	0	0	0	1	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	1	0	1	-	3
% Bicycles on Road	0.1%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0.1%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	4	-	-	-	-	-	-	8
% Pedestrians	-	-	-	-	-	- 100%	-	-	-	-	-	- 100%	-	-	-	-	-	- 100%	-	-	-	-	-	-	- 100%

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Wolf Road and Hintz Road - TMC

Tue May 22, 2018

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

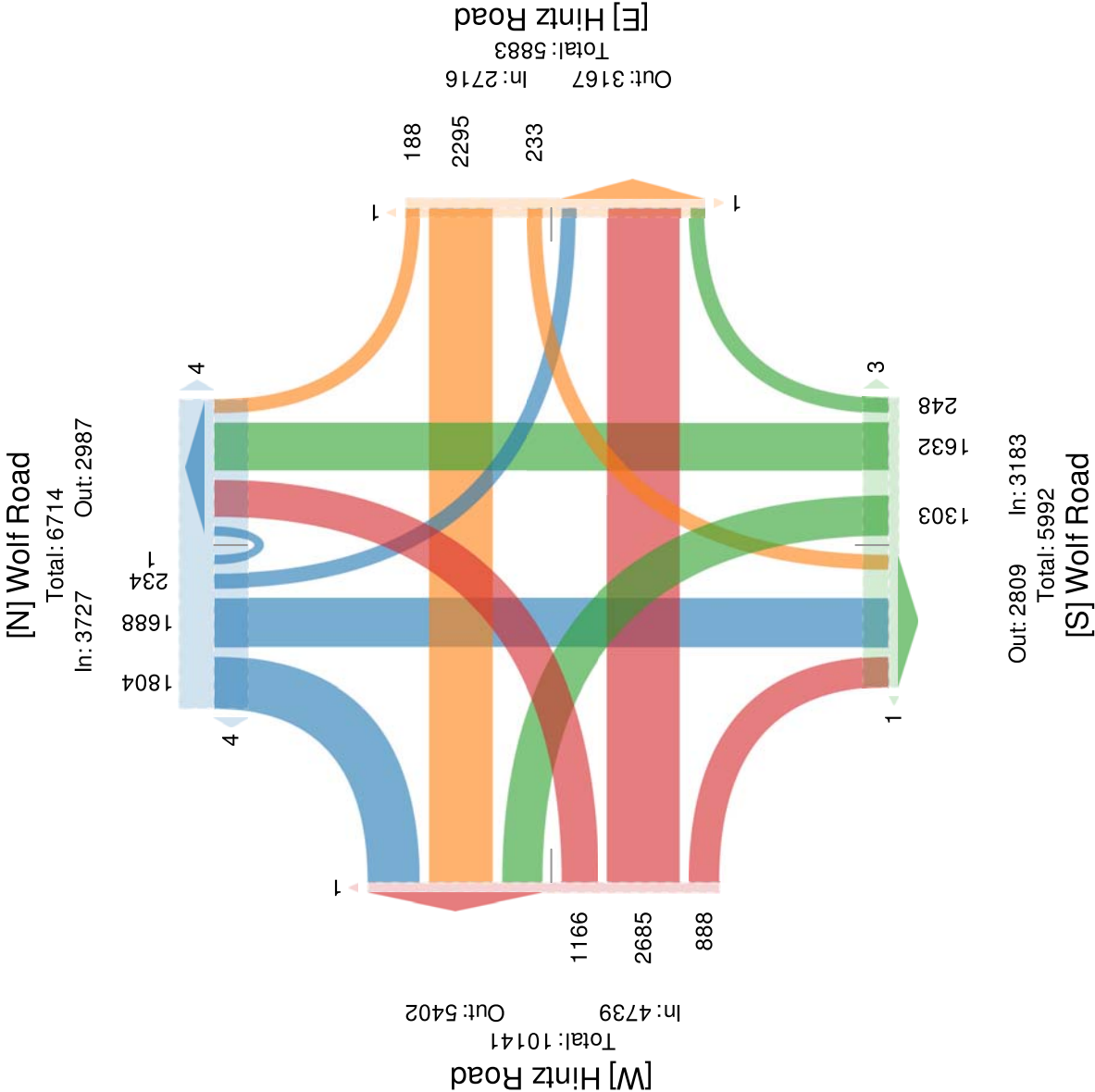
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 529143, Location: 42.124292, -87.909684



Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400, Rosemont, IL, 60018, US



Wolf Road and Hintz Road - TMC

Tue May 22, 2018

AM Peak (7:30AM - 8:30AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 529143, Location: 42.124292, -87.909684



Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400, Rosemont, IL, 60018, US

Leg Direction	Hintz Road Eastbound				Hintz Road Westbound				Wolf Road Northbound				Wolf Road Southbound						
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
Time																			
2018-05-22 7:30AM	69	235	37	0	341	0	9	52	2	0	63	0	67	85	20	0	172	0	728
7:45AM	65	220	60	0	345	0	14	90	3	0	107	0	56	78	9	0	143	0	746
8:00AM	87	188	56	0	331	0	15	49	7	0	71	0	33	66	15	0	114	0	626
8:15AM	59	184	48	0	291	0	4	45	11	0	60	0	30	81	22	0	133	0	608
Total	280	827	201	0	1308	0	42	236	23	0	301	0	186	310	66	0	562	0	2708
% Approach	21.4%	63.2%	15.4%	0%	-	-	14.0%	78.4%	7.6%	0%	-	-	33.1%	55.2%	11.7%	0%	-	-	-
% Total	10.3%	30.5%	7.4%	0%	48.3%	-	1.6%	8.7%	0.8%	0%	11.1%	-	6.9%	11.4%	2.4%	0%	20.8%	-	-
PHF	0.805	0.880	0.838	-	0.948	-	0.700	0.656	0.523	-	0.703	-	0.694	0.912	0.750	-	0.817	-	0.908
Lights	271	783	179	0	1233	-	42	221	20	0	283	-	178	297	60	0	535	-	2566
% Lights	96.8%	94.7%	89.1%	0%	94.3%	-	100%	93.6%	87.0%	0%	94.0%	-	95.7%	95.8%	90.9%	0%	95.2%	-	94.8%
Single-Unit Trucks	3	12	6	0	21	-	0	6	0	0	6	-	5	4	3	0	12	-	44
% Single-Unit Trucks	1.1%	1.5%	3.0%	0%	1.6%	-	0%	2.5%	0%	0%	2.0%	-	2.7%	1.3%	4.5%	0%	2.1%	-	1.6%
Articulated Trucks	0	12	2	0	14	-	0	6	0	0	6	-	1	2	3	0	6	-	29
% Articulated Trucks	0%	1.5%	1.0%	0%	1.1%	-	0%	2.5%	0%	0%	2.0%	-	0.5%	0.6%	4.5%	0%	1.1%	-	1.1%
Buses	6	20	14	0	40	-	0	2	3	0	5	-	2	7	0	0	9	-	68
% Buses	2.1%	2.4%	7.0%	0%	3.1%	-	0%	0.8%	13.0%	0%	1.7%	-	1.1%	2.3%	0%	0%	1.6%	-	2.5%
Bicycles on Road	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	1
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0.4%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Wolf Road and Hintz Road - TMC

Tue May 22, 2018

AM Peak (7:30AM - 8:30AM)

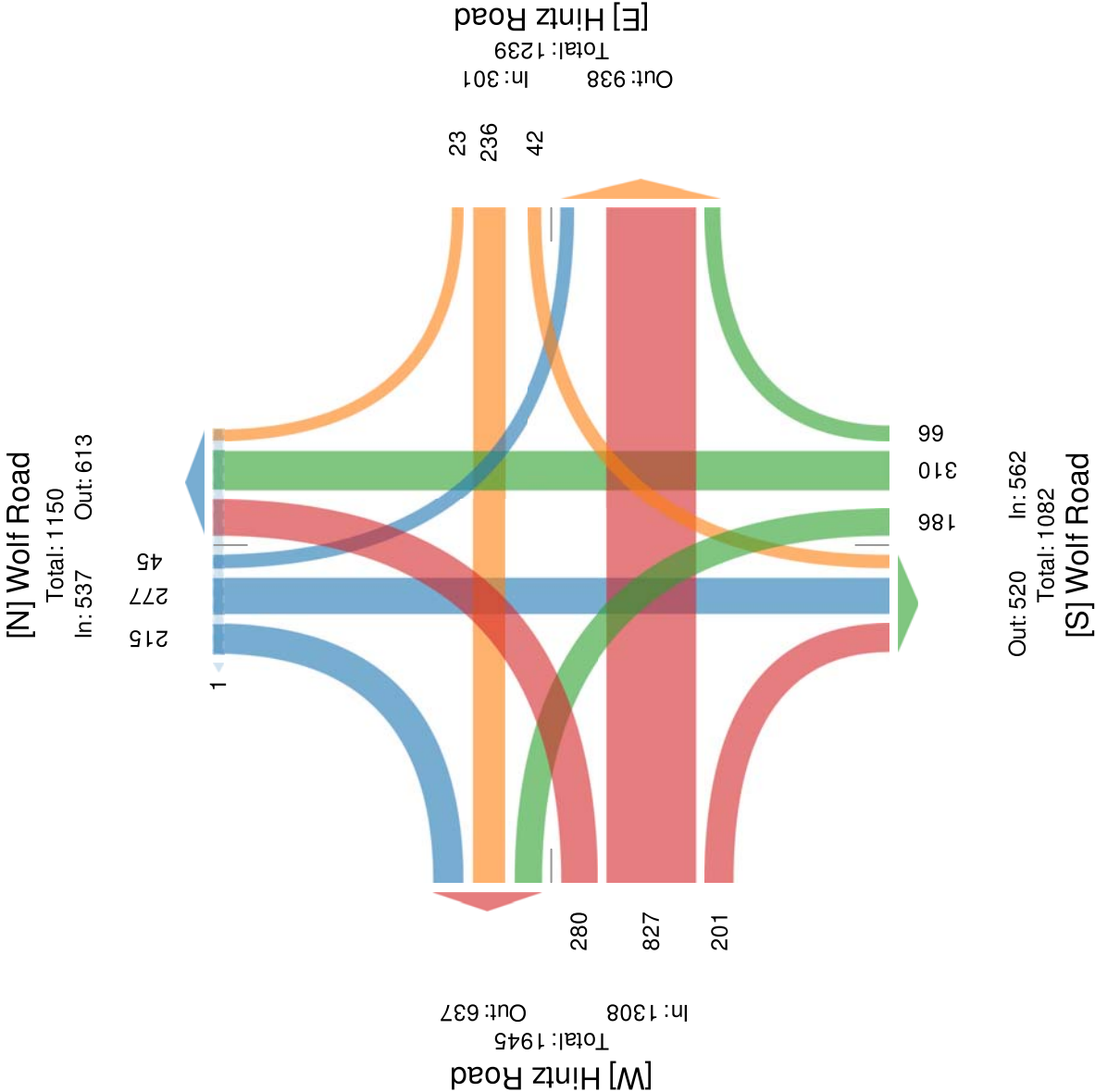
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 529143, Location: 42.124292, -87.909684



Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400, Rosemont, IL, 60018, US



Wolf Road and Hintz Road - TMC

Tue May 22, 2018

PM Peak (4:45PM - 5:45PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 529143, Location: 42.124292, -87.909684



Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400, Rosemont, IL, 60018, US

Leg Direction	Hintz Road Eastbound						Hintz Road Westbound						Wolf Road Northbound						Wolf Road Southbound						
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-22 4:45PM	49	68	37	0	154	0	13	133	9	0	155	0	78	98	9	0	185	0	7	92	139	0	238	1	732
	49	103	39	0	191	0	8	155	14	0	177	0	81	83	16	0	180	0	5	112	113	0	230	0	778
5:15PM	41	71	29	0	141	0	5	190	6	0	201	0	87	73	13	0	173	0	8	95	138	0	241	0	756
5:30PM	35	63	35	0	133	1	14	172	13	0	199	0	89	83	8	0	180	0	8	88	145	0	241	0	753
Total	174	305	140	0	619	1	40	650	42	0	732	0	335	337	46	0	718	0	28	387	535	0	950	1	3019
% Approach	28.1%	49.3%	22.6%	0%	-	-	5.5%	88.8%	5.7%	0%	-	-	46.7%	46.9%	6.4%	0%	-	-	2.9%	40.7%	56.3%	0%	-	-	-
% Total	5.8%	10.1%	4.6%	0%	20.5%	-	1.3%	21.5%	1.4%	0%	24.2%	-	11.1%	11.2%	1.5%	0%	23.8%	-	0.9%	12.8%	17.7%	0%	31.5%	-	-
PHF	0.888	0.740	0.897	-	0.810	-	0.714	0.855	0.750	-	0.910	-	0.941	0.860	0.719	-	0.970	-	0.875	0.864	0.922	-	0.985	-	0.970
Lights	168	298	131	0	597	-	36	637	42	0	715	-	327	333	43	0	703	-	28	383	525	0	936	-	2951
% Lights	96.6%	97.7%	93.6%	0%	96.4%	-	90.0%	98.0%	100%	0%	97.7%	-	97.6%	98.8%	93.5%	0%	97.9%	-	100%	99.0%	98.1%	0%	98.5%	-	97.7%
Single-Unit Trucks	3	2	1	0	6	-	0	4	0	0	4	-	3	2	0	0	5	-	0	3	2	0	5	-	20
% Single-Unit Trucks	1.7%	0.7%	0.7%	0%	1.0%	-	0%	0.6%	0%	0%	0.5%	-	0.9%	0.6%	0%	0%	0.7%	-	0%	0.8%	0.4%	0%	0.5%	-	0.7%
Articulated Trucks	0	4	8	0	12	-	3	6	0	0	9	-	3	1	3	0	7	-	0	1	1	0	2	-	30
% Articulated Trucks	0%	1.3%	5.7%	0%	1.9%	-	7.5%	0.9%	0%	0%	1.2%	-	0.9%	0.3%	6.5%	0%	1.0%	-	0%	0.3%	0.2%	0%	0.2%	-	1.0%
Buses	2	1	0	0	3	-	1	3	0	0	4	-	2	1	0	0	3	-	0	0	7	0	7	-	17
% Buses	1.1%	0.3%	0%	0%	0.5%	-	2.5%	0.5%	0%	0%	0.5%	-	0.6%	0.3%	0%	0%	0.4%	-	0%	0%	1.3%	0%	0.7%	-	0.6%
Bicycles on Road	1	0	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Bicycles on Road	0.6%	0%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%

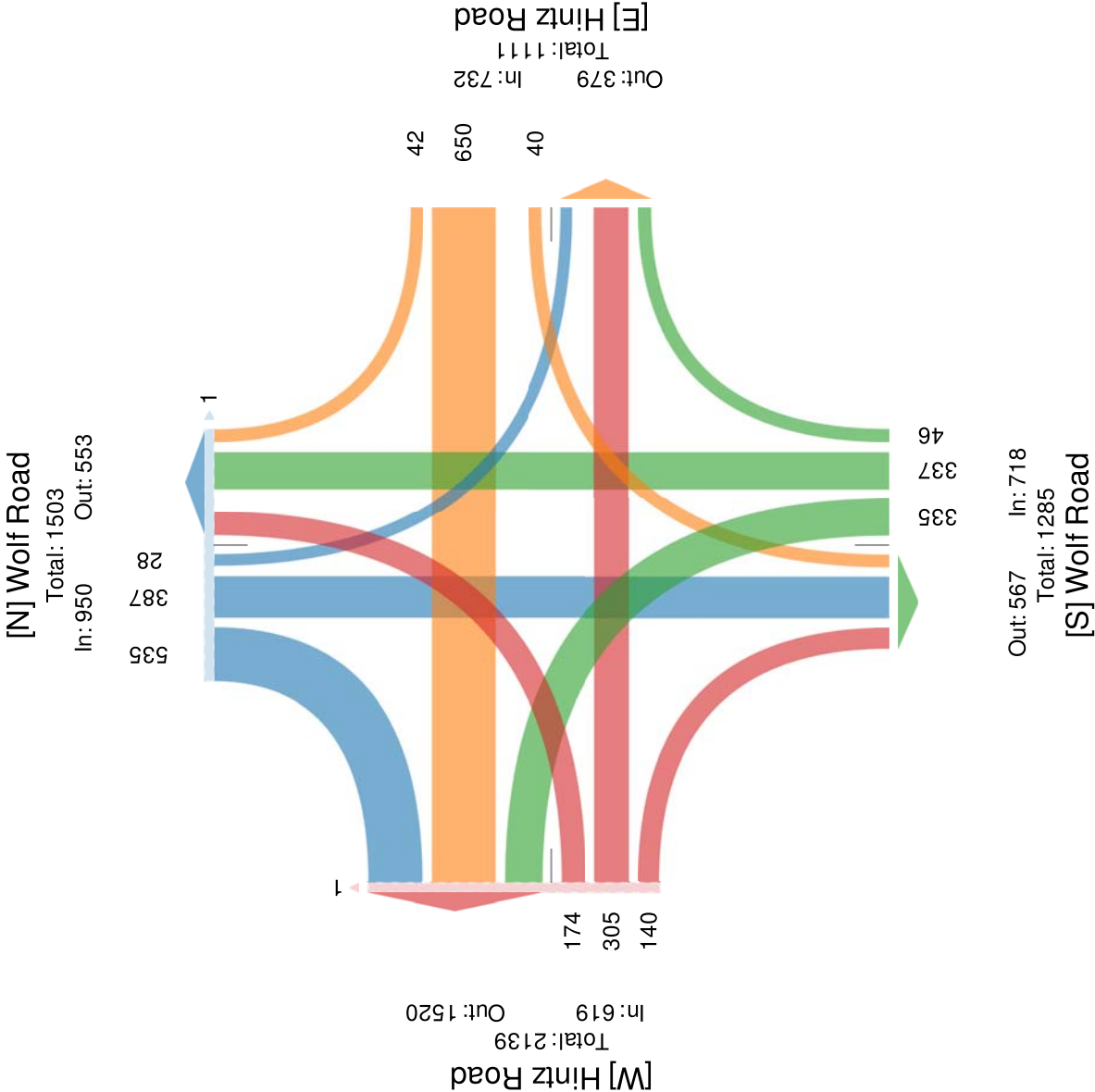
* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Wolf Road and Hintz Road - TMC

Tue May 22, 2018
PM Peak (4:45PM - 5:45PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 529143, Location: 42.124292, -87.909684



Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400, Rosemont, IL, 60018, US



Wolf Road and Fox Lane - TMC

Tue May 22, 2018

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

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 529139, Location: 42.119555, -87.909112



Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400, Rosemont, IL, 60018, US

Leg Direction Time	Fox Lane Eastbound				East Westbound				Wolf Road Northbound				Wolf Road Southbound										
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int				
2018-05-22 6:00AM	2	0	1	0	3	0	0	0	1	0	1	0	0	67	0	0	77	0	0	148			
	0	0	0	0	0	0	0	0	0	0	0	0	0	86	0	0	62	0	148				
	1	0	2	0	3	1	0	0	0	0	0	0	0	104	0	2	91	3	203				
	3	0	0	0	3	0	0	0	1	0	1	0	0	95	3	0	98	0	199				
Hourly Total	6	0	3	0	9	1	0	0	2	0	2	0	0	352	3	0	332	4	698				
7:00AM	2	0	2	0	4	0	0	0	0	0	0	0	0	100	3	0	103	0	215				
7:15AM	1	0	2	0	3	0	0	0	0	0	0	0	1	107	2	0	110	0	221				
7:30AM	1	0	2	0	3	0	0	0	0	0	0	0	0	153	0	0	153	0	271				
7:45AM	0	0	1	0	1	0	0	0	0	0	0	0	1	119	0	0	120	0	262				
Hourly Total	4	0	7	0	11	0	0	0	0	0	0	0	2	479	5	0	486	0	969				
8:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	114	1	0	115	0	244				
8:15AM	1	0	1	0	2	1	0	0	0	0	0	0	0	145	0	0	145	0	282				
8:30AM	1	0	2	0	3	0	1	0	0	0	1	0	0	126	0	0	126	0	260				
8:45AM	1	0	0	0	1	0	1	0	0	0	1	0	0	103	0	0	103	0	226				
Hourly Total	3	0	3	0	6	1	2	0	0	0	2	0	0	488	1	0	489	0	1012				
4:00PM	3	0	2	0	5	0	0	0	1	0	1	0	1	131	4	1	137	0	256				
4:15PM	3	0	4	0	7	0	2	0	1	0	3	0	0	159	1	0	160	0	292				
4:30PM	3	0	0	0	3	1	0	0	0	0	0	0	2	170	3	0	175	0	306				
4:45PM	2	0	1	0	3	0	0	0	3	0	3	0	0	166	1	0	167	0	324				
Hourly Total	11	0	7	0	18	1	2	0	5	0	7	0	3	626	9	1	639	0	1178				
5:00PM	2	0	1	0	3	0	1	0	0	0	1	0	0	202	3	0	205	0	366				
5:15PM	0	0	2	0	2	0	1	0	0	0	1	0	0	149	3	0	152	0	276				
5:30PM	1	0	6	0	7	0	0	0	0	0	0	0	0	199	2	0	201	0	343				
5:45PM	2	0	3	0	5	0	1	0	2	0	3	0	0	129	0	0	129	0	284				
Hourly Total	5	0	12	0	17	0	3	0	2	0	5	0	0	679	8	0	687	0	1269				
6:00PM	1	0	0	0	1	0	0	0	0	0	0	0	0	137	1	0	138	0	267				
6:15PM	1	0	2	0	3	0	0	0	1	0	1	0	0	141	0	0	141	0	264				
6:30PM	0	0	3	0	3	0	0	0	2	0	2	3	2	100	1	0	103	0	199				
6:45PM	0	0	2	0	2	1	1	0	1	0	2	0	0	98	1	0	99	0	197				
Hourly Total	2	0	7	0	9	1	1	0	4	0	5	3	2	476	3	0	481	0	927				
Total	31	0	39	0	70	4	8	0	13	0	21	3	7	3100	29	1	3137	0	6053				
% Approach	44.3%	0%	55.7%	0%	-	-	38.1%	0%	61.9%	0%	-	-	0.2%	98.8%	0.9%	0%	-	-	-	-			
% Total	0.5%	0%	0.6%	0%	1.2%	-	0.1%	0%	0.2%	0%	0.3%	-	0.1%	51.2%	0.5%	0%	51.8%	-	0%	46.7%	-		
Lights	28	0	37	0	65	-	7	0	13	0	20	-	7	2979	28	1	3015	-	36	2685	-		
% Lights	90.3%	0%	94.9%	0%	92.9%	-	87.5%	0%	100%	0%	95.2%	-	100%	96.1%	96.6%	100%	96.1%	-	90.0%	100%	95.0%	-	
Single-Unit Trucks	0	0	2	0	2	-	1	0	0	0	1	-	0	36	0	0	36	-	2	46	0	48	-
% Single-Unit Trucks	0%	0%	5.1%	0%	2.9%	-	12.5%	0%	0%	0%	4.8%	-	0%	1.2%	0%	0%	1.1%	-	5.0%	1.7%	0%	1.7%	-
Articulated Trucks	1	0	0	0	1	-	0	0	0	0	0	-	0	32	1	0	33	-	0	48	0	48	-

Leg Direction	Fox Lane Eastbound				East Westbound				Wolf Road Northbound				Wolf Road Southbound				Int			
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U		App	Ped*	
Time																				
% Articulated Trucks	3.2%	0%	0%	0%	1.4%	-	0%	0%	0%	0%	0%	1.1%	-	0%	1.0%	3.4%	0%	1.7%	-	1.4%
Buses	2	0	0	0	2	-	0	0	0	0	0	53	-	0	53	0	0	44	-	99
% Buses	6.5%	0%	0%	0%	2.9%	-	0%	0%	0%	0%	0%	1.7%	-	0%	1.7%	0%	0%	1.6%	-	1.6%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	3	-	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Wolf Road and Fox Lane - TMC

Tue May 22, 2018

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

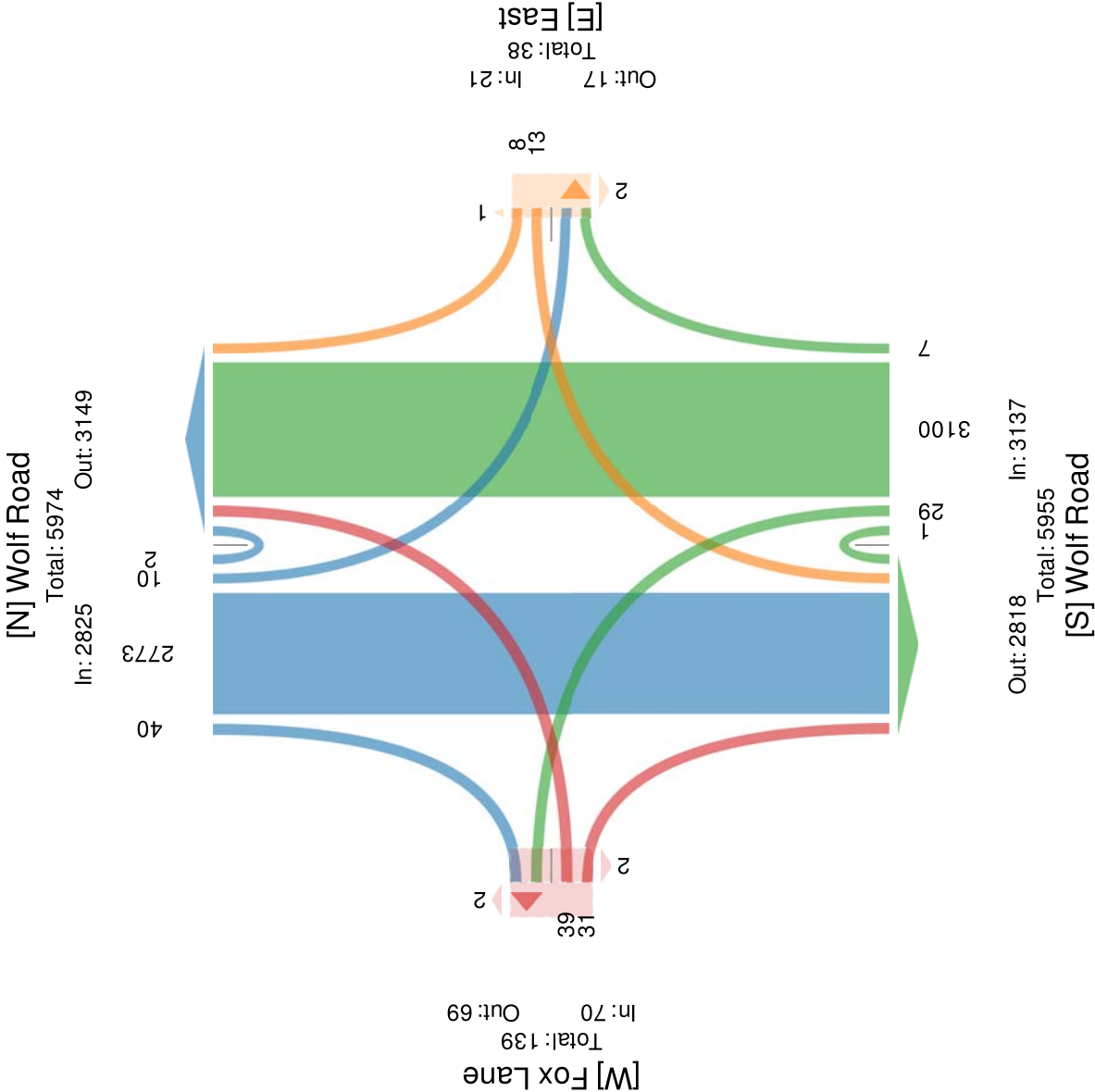
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 529139, Location: 42.119555, -87.909112



Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400, Rosemont, IL, 60018, US



Wolf Road and Fox Lane - TMC

Tue May 22, 2018

AM Peak (7:30AM - 8:30AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 529139, Location: 42.119555, -87.909112



Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400, Rosemont, IL, 60018, US

Leg Direction Time	Fox Lane Eastbound				East Westbound				Wolf Road Northbound				Wolf Road Southbound				Int				
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U		App	Ped*		
2018-05-22 7:30AM	1	0	2	0	3	0	0	0	0	0	0	153	0	0	115	0	0	115	0	271	
7:45AM	0	0	1	0	1	0	0	0	0	0	0	1	119	0	0	140	1	141	0	262	
8:00AM	0	0	0	0	0	0	0	0	0	0	0	0	114	1	0	127	1	129	0	244	
8:15AM	1	0	1	0	2	1	0	0	0	0	0	0	145	0	0	134	0	135	0	282	
Total	2	0	4	0	6	1	0	0	0	0	0	1	531	1	0	516	2	520	0	1059	
% Approach	33.3%	0%	66.7%	0%	-	-	0%	0%	0%	0%	-	0.2%	99.6%	0.2%	0%	0.4%	99.2%	0.4%	0%	-	-
% Total	0.2%	0%	0.4%	0%	0.6%	-	0%	0%	0%	0%	0%	0.1%	50.1%	0.1%	0%	0.2%	48.7%	0.2%	0%	49.1%	-
PHF	0.500	-	0.500	-	0.500	-	-	-	-	-	-	0.250	0.868	0.250	-	0.500	0.921	0.500	-	0.939	-
Lights	1	0	4	0	5	-	0	0	0	0	0	1	505	1	0	483	2	0	486	-	998
% Lights	50.0%	0%	100%	0%	83.3%	-	0%	0%	0%	0%	-	100%	95.1%	100%	0%	50.0%	93.6%	100%	0%	93.5%	-
Single-Unit Trucks	0	0	0	0	0	-	0	0	0	0	-	0	11	0	0	7	0	0	7	-	18
% Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	2.1%	0%	0%	0%	1.4%	0%	0%	1.3%	-
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	-	0	7	0	0	5	0	0	5	-	12
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	1.3%	0%	0%	0%	1.0%	0%	0%	1.0%	-
Buses	1	0	0	0	1	-	0	0	0	0	-	0	8	0	0	1	21	0	22	-	31
% Buses	50.0%	0%	0%	0%	16.7%	-	0%	0%	0%	0%	-	0%	1.5%	0%	0%	50.0%	4.1%	0%	0%	4.2%	-
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	-	0	0	0	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	-	-	1	-	-	-	-	0	-	-	-	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Wolf Road and Fox Lane - TMC

Tue May 22, 2018

AM Peak (7:30AM - 8:30AM)

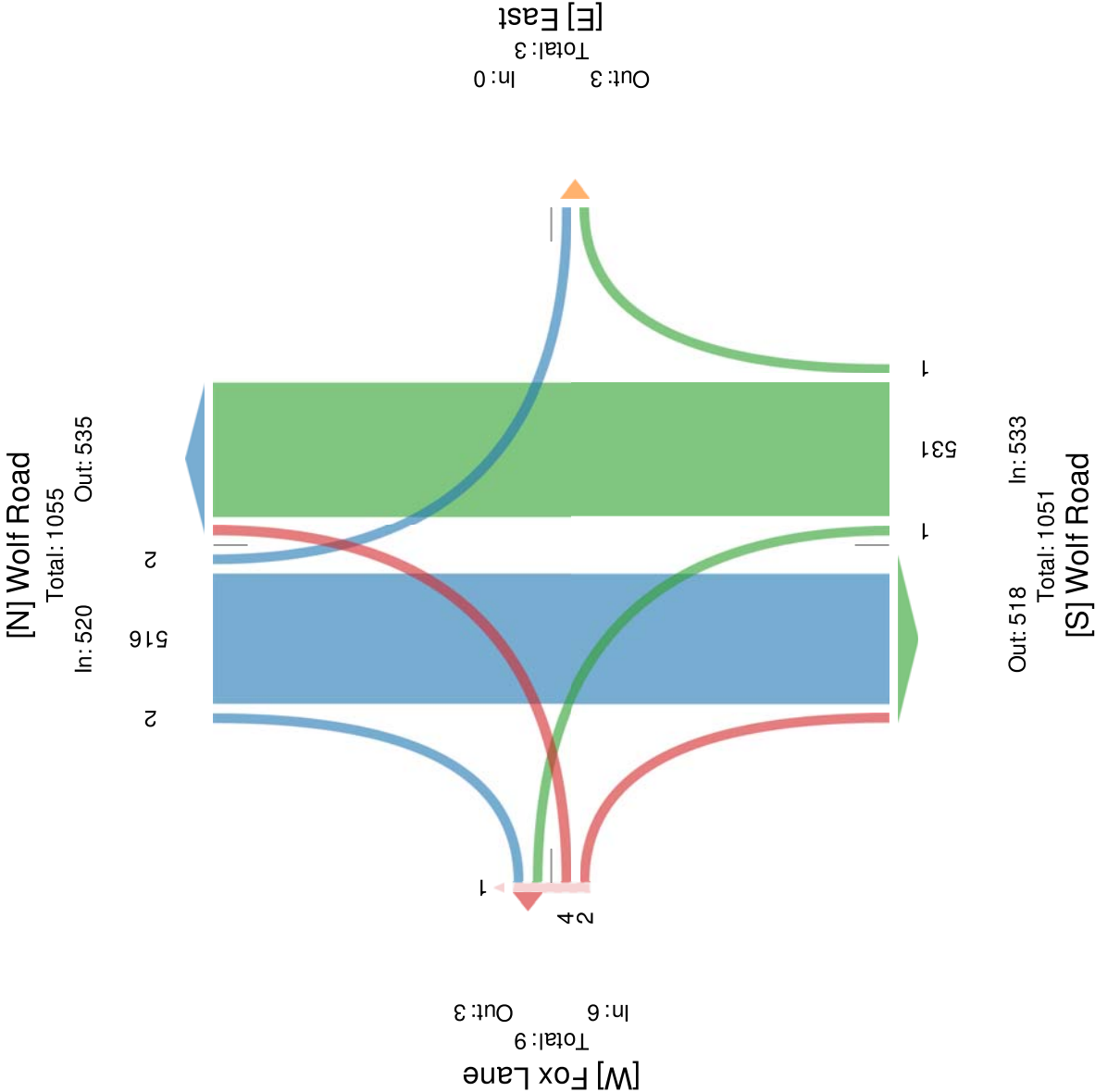
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 529139, Location: 42.119555, -87.909112



Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400, Rosemont, IL, 60018, US



Wolf Road and Fox Lane - TMC

Tue May 22, 2018

PM Peak (4:45PM - 5:45PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 529139, Location: 42.119555, -87.909112



Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400, Rosemont, IL, 60018, US

Leg Direction	Fox Lane Eastbound						East Westbound						Wolf Road Northbound						Wolf Road Southbound						
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2018-05-22 4:45PM	2	0	1	0	3	0	0	0	3	0	3	0	0	166	1	0	167	0	2	147	2	0	151	0	324
5:00PM	2	0	1	0	3	0	1	0	0	0	1	0	0	202	3	0	205	0	3	154	0	0	157	0	366
5:15PM	0	0	2	0	2	0	1	0	0	0	1	0	0	149	3	0	152	0	2	119	0	0	121	0	276
5:30PM	1	0	6	0	7	0	0	0	0	0	0	0	0	199	2	0	201	0	3	132	0	0	135	0	343
Total	5	0	10	0	15	0	2	0	3	0	5	0	0	716	9	0	725	0	10	552	2	0	564	0	1309
% Approach	33.3%	0%	66.7%	0%	-	-	40.0%	0%	60.0%	0%	-	-	0%	98.8%	1.2%	0%	-	-	1.8%	97.9%	0.4%	0%	-	-	-
% Total	0.4%	0%	0.8%	0%	1.1%	-	0.2%	0%	0.2%	0%	0.4%	-	0%	54.7%	0.7%	0%	55.4%	-	0.8%	42.2%	0.2%	0%	43.1%	-	-
PHF	0.625	-	0.417	-	0.536	-	0.500	-	0.250	-	0.417	-	-	0.886	0.750	-	0.884	-	0.833	0.896	0.250	-	0.898	-	0.894
Lights	5	0	10	0	15	-	2	0	3	0	5	-	0	697	8	0	705	-	10	535	2	0	547	-	1272
% Lights	100%	0%	100%	0%	100%	-	100%	0%	100%	0%	100%	-	0%	97.3%	88.9%	0%	97.2%	-	100%	96.9%	100%	0%	97.0%	-	97.2%
Single-Unit Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	6	0	0	6	-	0	4	0	0	4	-	10
% Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.8%	0%	0%	0.8%	-	0%	0.7%	0%	0%	0.7%	-	0.8%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	8	1	0	9	-	0	12	0	0	12	-	21
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	1.1%	11.1%	0%	1.2%	-	0%	2.2%	0%	0%	2.1%	-	1.6%
Buses	0	0	0	0	0	-	0	0	0	0	0	-	0	5	0	0	5	-	0	1	0	0	1	-	6
% Buses	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.7%	0%	0%	0.7%	-	0%	0.2%	0%	0%	0.2%	-	0.5%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Wolf Road and Fox Lane - TMC

Tue May 22, 2018

PM Peak (4:45PM - 5:45PM) - Overall Peak Hour

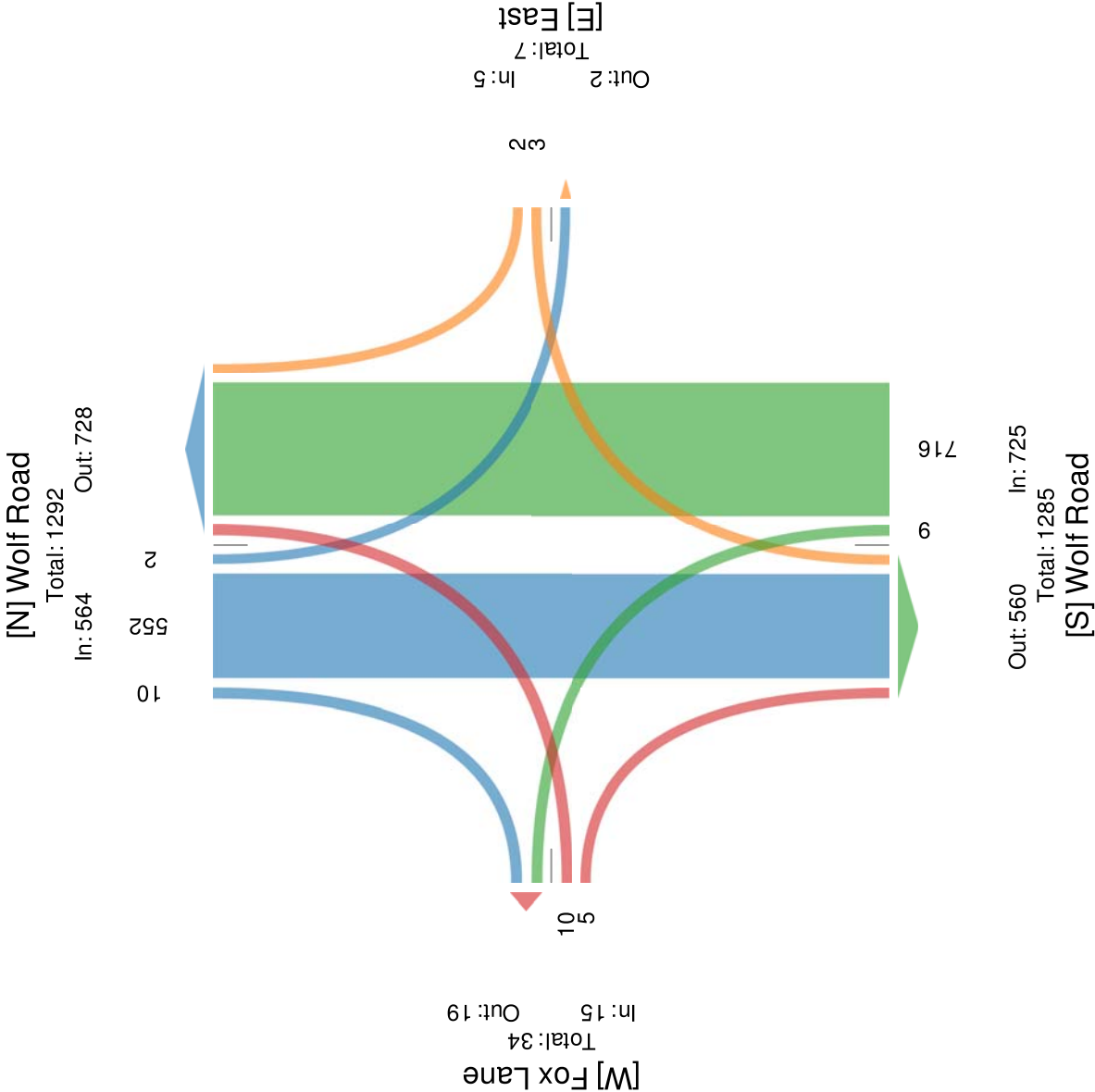
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 529139, Location: 42.119555, -87.909112



Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400, Rosemont, IL, 60018, US



Traffic Survey Summary

Time	East Access Drive								West Access Drive							
	Inbound				Outbound				Inbound				Outbound			
	PV	SU	MU	Total	PV	SU	MU	Total	PV	SU	MU	Total	PV	SU	MU	Total
Monday, May 21, 2018																
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Hourly Total	1	0	0	1	0	0	0	0	1	0	0	1	0	0	1	1
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
5:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:45 AM	0	0	1	1	0	1	0	1	1	0	0	1	0	0	0	0
Hourly Total	0	0	1	1	0	1	0	1	2	0	0	2	1	0	1	2
6:00 AM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	1	1
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
6:30 AM	0	0	0	0	0	0	1	1	0	2	0	2	0	0	0	0

Time	East Access Drive								West Access Drive							
	Inbound				Outbound				Inbound				Outbound			
	PV	SU	MU	Total	PV	SU	MU	Total	PV	SU	MU	Total	PV	SU	MU	Total
6:45 AM	0	0	0	0	0	1	1	2	1	0	0	1	0	0	0	0
Hourly Total	0	0	0	0	0	1	2	3	2	3	0	5	0	0	2	2
7:00 AM	0	0	0	0	1	0	0	1	2	0	0	2	0	0	0	0
7:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	1	0	1	2	2	0	0	2	0	0	1	1
8:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
8:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	1	1	2	0	0	2	1	0	0	1
9:00 AM	1	0	0	1	1	1	0	2	1	1	0	2	1	1	0	2
9:15 AM	1	0	0	1	0	0	0	0	4	0	0	4	0	0	0	0
9:30 AM	2	0	0	2	0	0	0	0	1	0	1	2	1	1	1	3
9:45 AM	1	0	0	1	2	0	0	2	1	0	0	1	0	0	1	1
Hourly Total	5	0	0	5	3	1	0	4	7	1	1	9	2	2	2	6
10:00 AM	0	0	0	0	0	0	1	1	2	1	0	3	2	0	0	2
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
10:30 AM	0	0	0	0	1	1	0	2	1	0	0	1	0	0	0	0
10:45 AM	0	1	0	1	0	1	1	2	2	1	0	3	1	0	1	2
Hourly Total	0	1	0	1	1	2	2	5	5	2	0	7	4	0	1	5
11:00 AM	0	0	0	0	0	0	0	0	3	0	0	3	2	0	1	3
11:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	2
11:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	5	0	0	5	6	0	1	7
12:00 PM	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	2	0	1	3	0	0	0	0
12:30 PM	0	0	1	1	0	0	0	0	2	0	0	2	1	0	1	2
12:45 PM	0	0	0	0	0	0	0	0	3	0	0	3	1	0	0	1
Hourly Total	0	0	1	1	0	0	0	0	7	0	1	8	2	0	1	3
1:00 PM	0	0	1	1	1	0	0	1	2	0	0	2	1	1	0	2
1:15 PM	0	0	0	0	1	0	2	3	1	0	0	1	1	0	0	1

Time	East Access Drive								West Access Drive							
	Inbound				Outbound				Inbound				Outbound			
	PV	SU	MU	Total	PV	SU	MU	Total	PV	SU	MU	Total	PV	SU	MU	Total
1:30 PM	0	0	0	0	0	0	1	1	3	0	0	3	2	0	0	2
1:45 PM	0	0	0	0	0	1	0	1	1	0	0	1	2	0	0	2
Hourly Total	0	0	1	1	2	1	3	6	7	0	0	7	6	1	0	7
2:00 PM	0	0	0	0	0	0	0	0	1	1	0	2	2	0	0	2
2:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
2:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	2
2:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1
Hourly Total	0	0	2	2	0	0	0	0	2	1	0	3	5	0	1	6
3:00 PM	0	1	0	1	0	0	0	0	2	0	0	2	0	1	0	1
3:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
3:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	1	1	1	0	2	3	0	0	3	1	1	0	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
4:45 PM	0	0	0	0	1	0	0	1	1	0	0	1	1	1	0	2
Hourly Total	0	0	0	0	1	0	0	1	3	0	0	3	2	1	1	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1
5:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	1	0	0	0	0	1	0	1	2	2	0	0	2
6:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	1	0	1	2	0	0	1	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	1	0	0	1	1	0	1	2	1	0	1	2
7:00 PM	0	1	1	2	0	0	0	0	0	1	0	1	1	1	0	2
7:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1
7:30 PM	1	0	1	2	1	0	1	2	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	3	0	0	3
Hourly Total	1	1	2	4	2	0	1	3	1	1	0	2	5	1	0	6
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1

[illegible]

[illegible]

Time	East Access Drive								West Access Drive							
	Inbound				Outbound				Inbound				Outbound			
	PV	SU	MU	Total	PV	SU	MU	Total	PV	SU	MU	Total	PV	SU	MU	Total
9:45 AM	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	1	1	0	2	3	1	1	0	2	0	2	0	2
10:00 AM	1	0	0	1	0	0	0	0	2	0	0	2	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
10:30 AM	1	0	0	1	0	0	0	0	1	1	0	2	0	0	1	1
10:45 AM	0	0	1	1	0	1	1	2	0	0	0	0	1	0	0	1
Hourly Total	2	0	1	3	0	1	1	2	3	1	0	4	1	0	2	3
11:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1
11:15 AM	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	2	0	0	2	2	0	0	2
11:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	5	0	1	6	2	0	1	3
12:00 PM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0
12:15 PM	0	0	1	1	0	0	1	1	4	0	0	4	2	0	3	5
12:30 PM	0	0	0	0	0	0	0	0	2	0	0	2	1	0	1	2
12:45 PM	0	0	0	0	0	0	1	1	2	0	0	2	1	0	0	1
Hourly Total	0	1	1	2	0	0	2	2	9	0	0	9	4	0	4	8
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3
1:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1
1:30 PM	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	1	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	1	3	1	1	5
2:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
2:15 PM	0	0	0	0	0	0	1	1	2	0	0	2	0	0	0	0
2:30 PM	0	0	1	1	2	0	0	2	1	1	0	2	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Hourly Total	0	0	1	1	2	0	1	3	4	1	0	5	1	0	0	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1
3:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
Hourly Total	0	0	1	1	0	0	0	0	1	0	1	2	0	1	0	1
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2

[illegible]

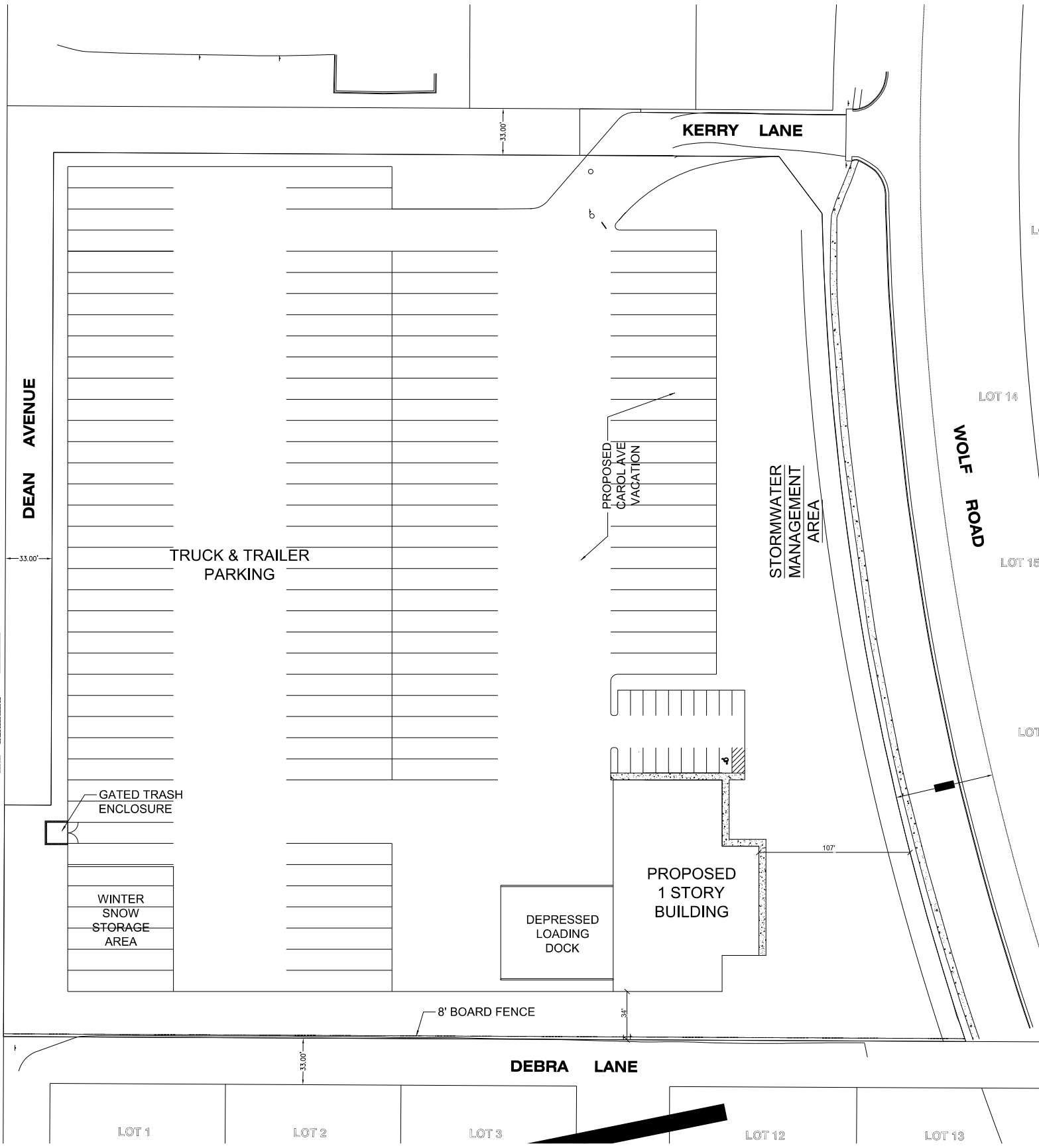
Time	East Access Drive								West Access Drive							
	Inbound				Outbound				Inbound				Outbound			
	PV	SU	MU	Total	PV	SU	MU	Total	PV	SU	MU	Total	PV	SU	MU	Total
11:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	1	1	0	0	0	0	1	0	0	1	0	1	0	1
11:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	1	2
Hourly Total	0	0	2	2	0	0	0	0	2	0	0	2	1	1	1	3
Thursday, May 24, 2018																
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3
Hourly Total	0	0	0	0	0	0	0	0	0	1	0	1	2	0	1	3
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
5:45 AM	0	0	0	0	0	0	1	1	0	1	0	1	0	0	1	1

Time	East Access Drive								West Access Drive							
	Inbound				Outbound				Inbound				Outbound			
	PV	SU	MU	Total	PV	SU	MU	Total	PV	SU	MU	Total	PV	SU	MU	Total
Hourly Total	0	0	0	0	0	0	1	1	2	1	0	3	0	0	1	1
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
Hourly Total	0	0	0	0	0	0	0	0	3	0	0	3	2	0	1	3
7:00 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	1	2	3
7:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	1	1	0	0	1	1	0	0	1	0	1	2	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Hourly Total	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	2
9:00 AM	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
9:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1
Hourly Total	0	0	0	0	0	0	0	0	1	0	1	2	0	1	0	1
10:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	1	0	0	1	0	0	0	0	0	1	0	1	0	2	0	2
10:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1
Hourly Total	1	1	0	2	0	0	0	0	0	1	2	3	0	3	1	4
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
11:15 AM	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	1	0	1	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Hourly Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2
12:00 PM	0	0	1	1	0	0	1	1	0	1	0	1	1	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1
12:30 PM	0	0	1	1	0	0	0	0	1	0	0	1	0	0	0	0

Time	East Access Drive								West Access Drive							
	Inbound				Outbound				Inbound				Outbound			
	PV	SU	MU	Total	PV	SU	MU	Total	PV	SU	MU	Total	PV	SU	MU	Total
12:45 PM	0	0	1	1	0	0	0	0	2	0	1	3	1	0	0	1
Hourly Total	0	0	3	3	0	0	1	1	4	1	1	6	3	0	0	3
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
1:15 PM	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	2	0	1	3	1	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	1	1	0	2	2	0	0	2
Hourly Total	0	0	0	0	0	0	0	0	3	1	1	5	5	0	0	5
2:00 PM	0	0	0	0	0	0	0	0	1	0	1	2	0	1	1	2
2:15 PM	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	1	0	0	1
2:45 PM	0	0	0	0	1	0	0	1	1	0	0	1	1	0	0	1
Hourly Total	0	0	0	0	1	0	0	1	2	0	1	3	2	1	1	4
3:00 PM	0	0	1	1	0	0	0	0	1	0	0	1	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	2	0	0	2	1	0	1	2
3:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1
3:45 PM	0	0	0	0	0	0	1	1	1	0	1	2	1	1	0	2
Hourly Total	0	0	1	1	0	0	1	1	5	0	1	6	2	2	1	5
4:00 PM	0	0	0	0	0	0	0	0	1	0	1	2	3	0	1	4
4:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
4:30 PM	0	0	0	0	2	0	0	2	0	0	1	1	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1
Hourly Total	0	0	0	0	2	0	0	2	3	0	2	5	4	0	1	5
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	2	1	0	3	1	2	0	3
6:00 PM	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
6:30 PM	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	2	2	1	1	0	2
Hourly Total	0	0	1	1	0	0	0	0	0	0	3	3	1	1	0	2
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1

Time	East Access Drive								West Access Drive							
	Inbound				Outbound				Inbound				Outbound			
	PV	SU	MU	Total	PV	SU	MU	Total	PV	SU	MU	Total	PV	SU	MU	Total
7:30 PM	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0
7:45 PM	0	0	1	1	0	0	0	0	1	0	0	1	0	0	1	1
Hourly Total	0	0	1	1	1	0	0	1	2	0	0	2	2	0	1	3
8:00 AM	0	1	0	1	1	0	0	1	0	0	0	0	0	1	1	2
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0
8:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	1	3	0	0	3	1	0	0	1	0	1	1	2
9:00 PM	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
9:30 PM	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
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	1	0	0	1	1	2	0	3	1	0	0	1
10:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
Hourly Total	1	0	1	2	1	0	1	2	1	2	0	3	1	0	0	1
11:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	1	0	0	1	1	0	1	2	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	2	0	2	4	1	0	0	1

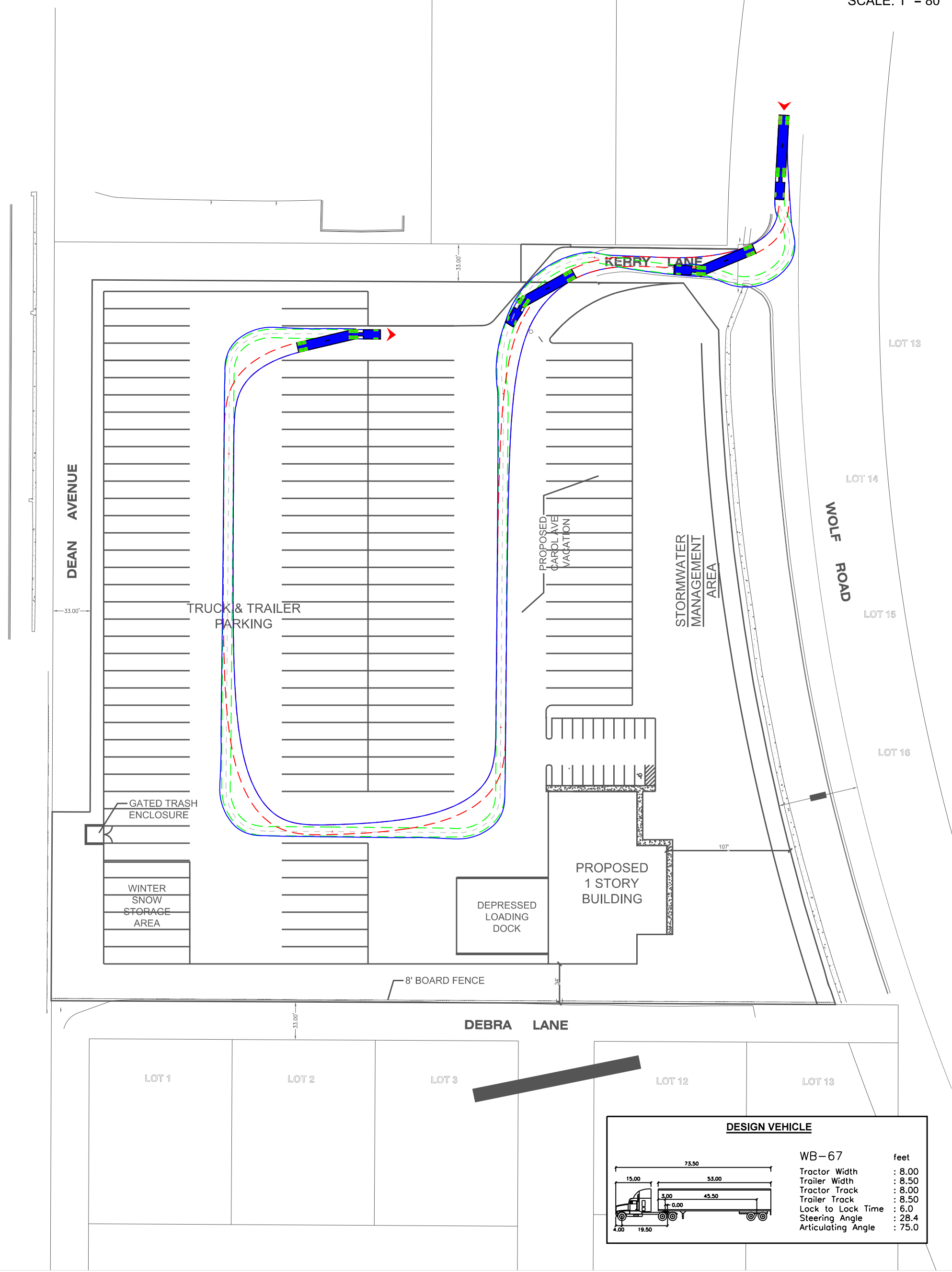
Site Plan



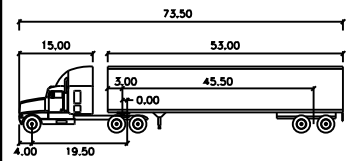
Auto Turn Runs



SCALE: 1" = 80'



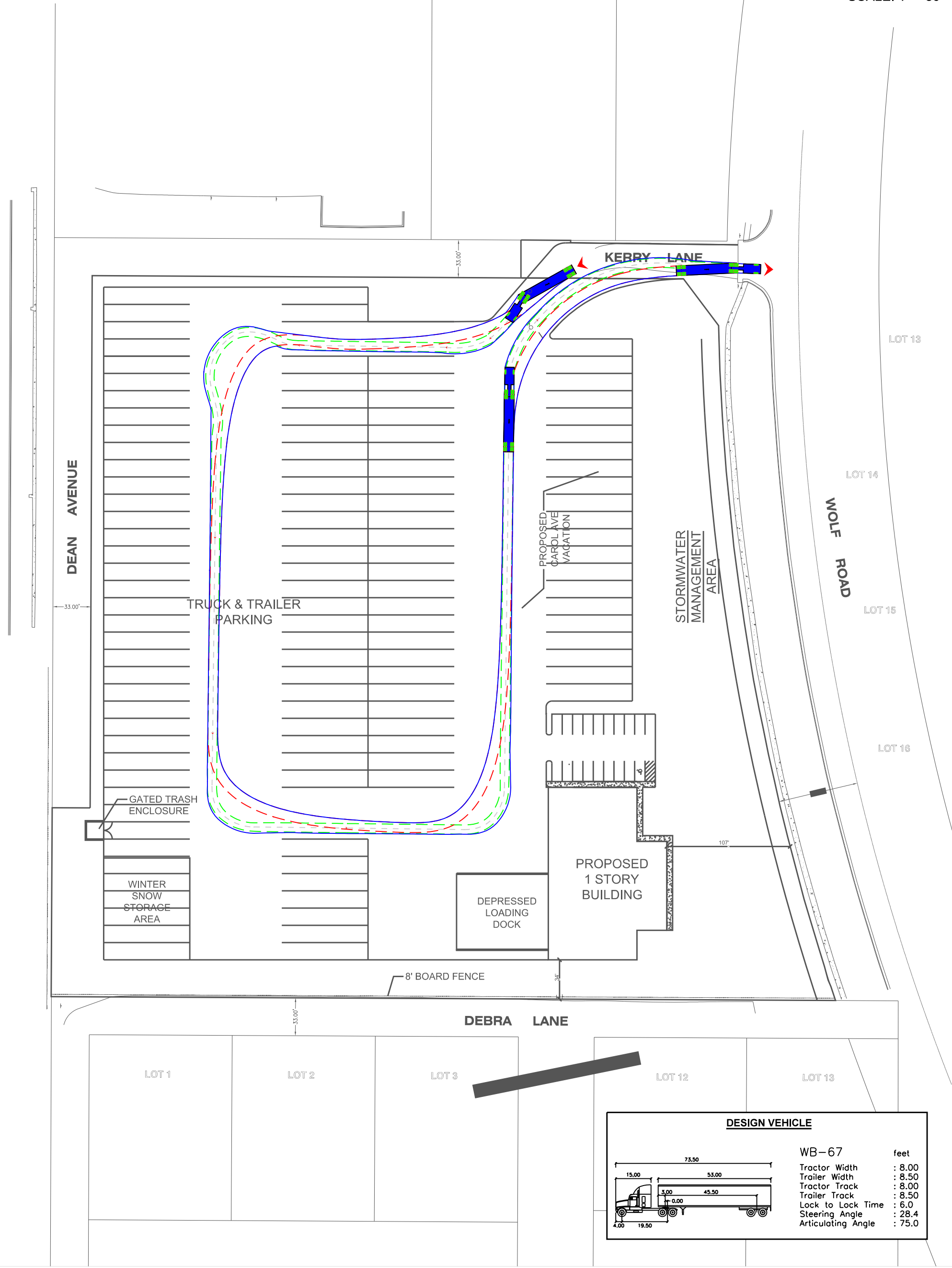
DESIGN VEHICLE



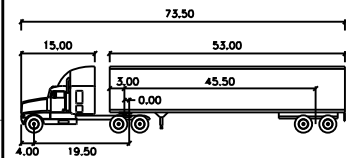
WB-67	feet
Tractor Width	: 8.00
Trailer Width	: 8.50
Tractor Track	: 8.00
Trailer Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 28.4
Articulating Angle	: 75.0



SCALE: 1" = 80'



DESIGN VEHICLE



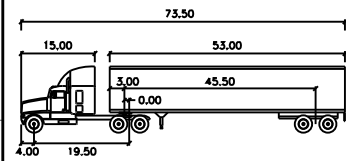
WB-67	feet
Tractor Width	: 8.00
Trailer Width	: 8.50
Tractor Track	: 8.00
Trailer Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 28.4
Articulating Angle	: 75.0



SCALE: 1" = 80'



DESIGN VEHICLE



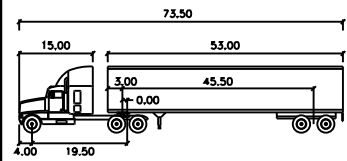
WB-67	feet
Tractor Width	: 8.00
Trailer Width	: 8.50
Tractor Track	: 8.00
Trailer Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 28.4
Articulating Angle	: 75.0



SCALE: 1" = 80'



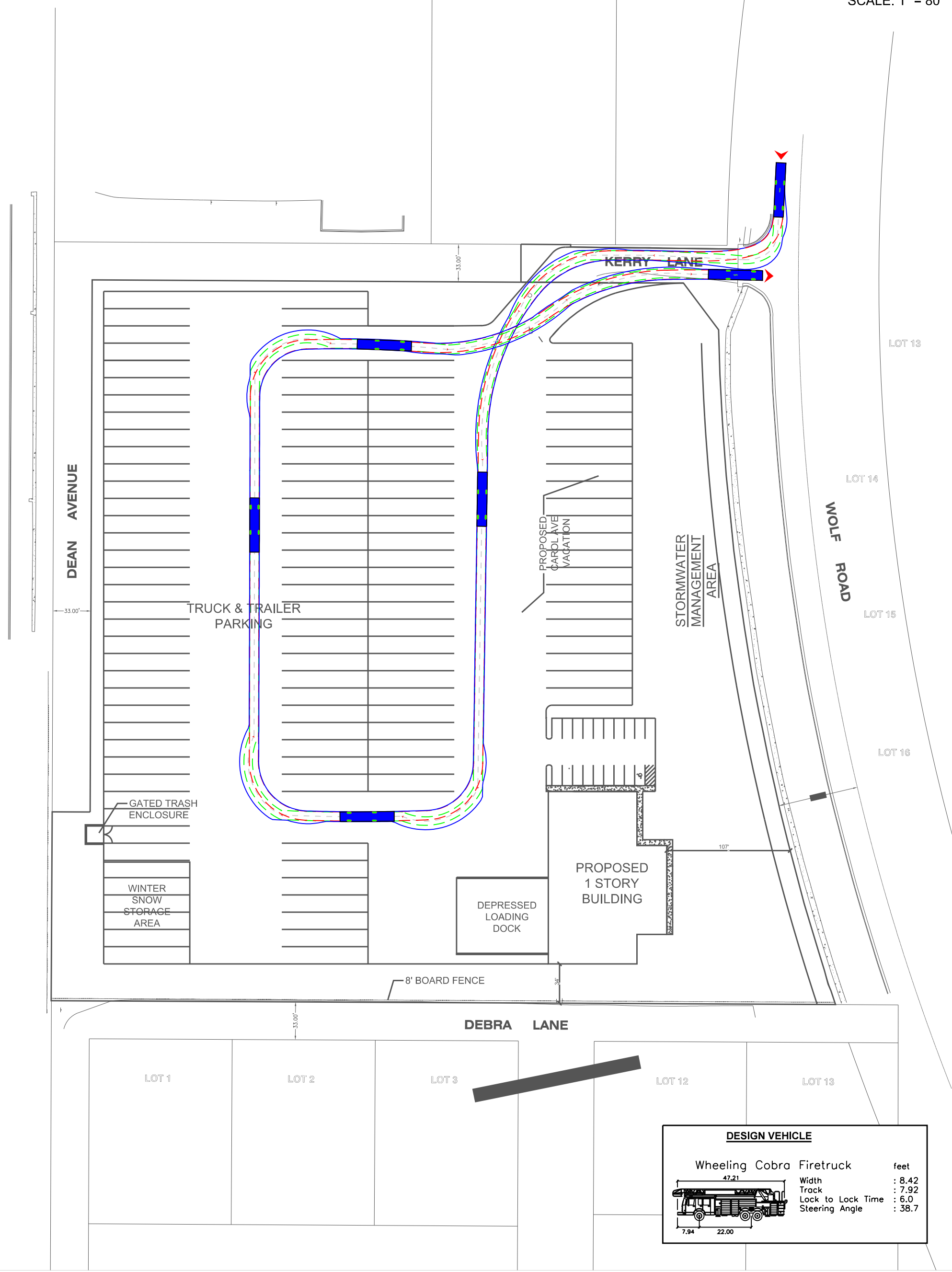
DESIGN VEHICLE



WB-67	feet
Tractor Width	: 8.00
Trailer Width	: 8.50
Tractor Track	: 8.00
Trailer Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 28.4
Articulating Angle	: 75.0



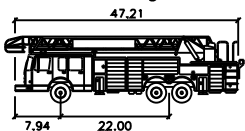
SCALE: 1" = 80'



DESIGN VEHICLE

Wheeling Cobra Firetruck

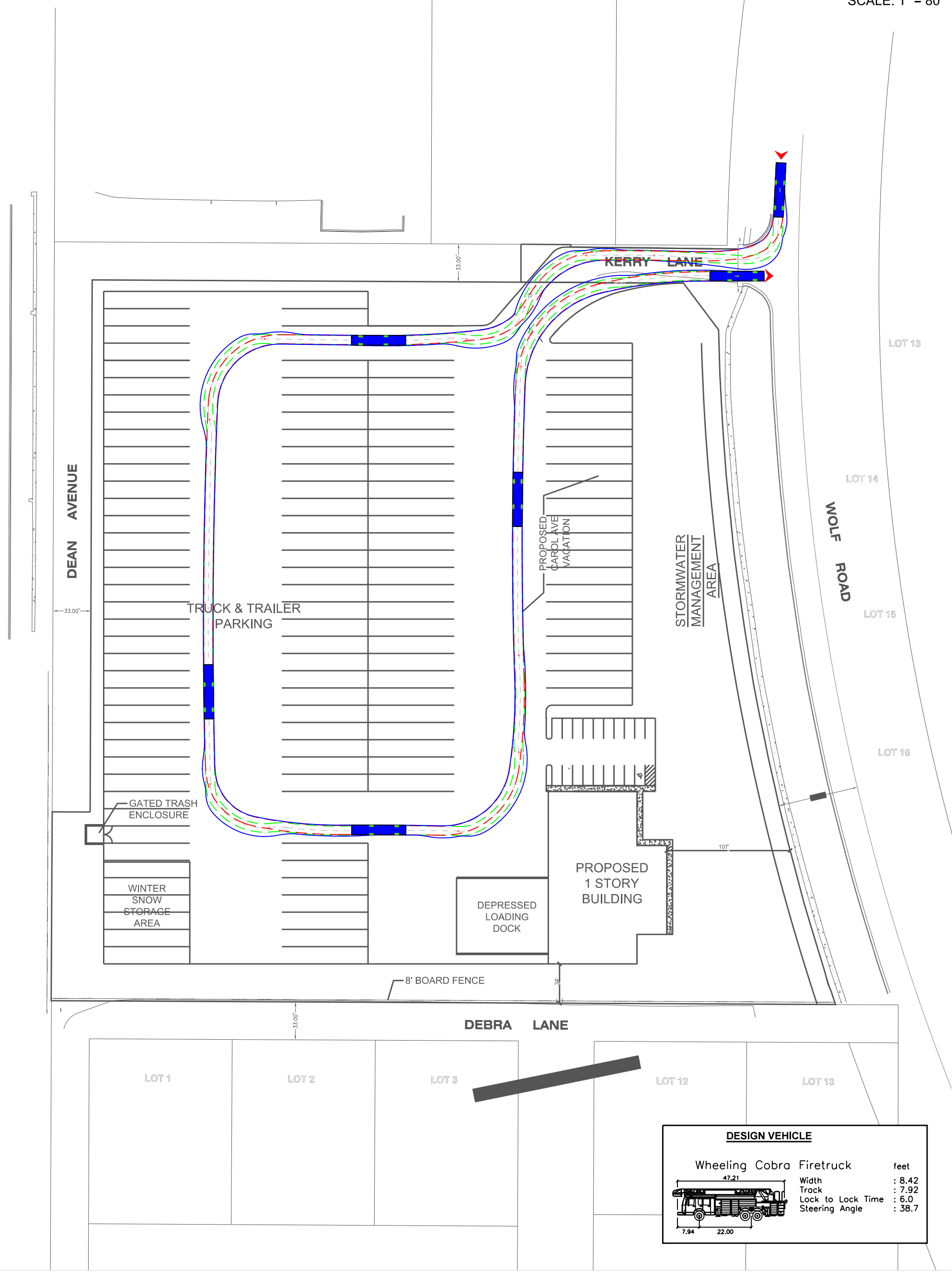
feet



Width : 8.42
Track : 7.92
Lock to Lock Time : 6.0
Steering Angle : 38.7



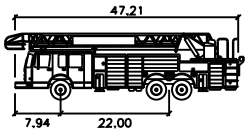
SCALE: 1" = 80'



DESIGN VEHICLE

Wheeling Cobra Firetruck

feet



Width : 8.42
Track : 7.92
Lock to Lock Time : 6.0
Steering Angle : 38.7

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	>10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	>20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	>35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	>55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	>80.0
Unsignalized Intersections		
Level of Service	Average Total Delay (SEC/VEH)	
A	0 - 10	
B	> 10 - 15	
C	> 15 - 25	
D	> 25 - 35	
E	> 35 - 50	
F	> 50	

Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Summary Sheets

Lanes, Volumes, Timings

3: Wolf Road & Hintz Road

06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	280	827	201	42	236	23	186	310	68	45	277	215
Future Volume (vph)	280	827	201	42	236	23	186	310	68	45	277	215
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	325		0	295		0	250		0	160		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	185			165			155			155		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.971			0.987			0.973			0.934	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3410	0	1641	3499	0	1770	3447	0	1805	3324	0
Flt Permitted	0.533			0.205			0.202			0.521		
Satd. Flow (perm)	983	3410	0	354	3499	0	376	3447	0	990	3324	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		38			11			27			182	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		848			910			737			369	
Travel Time (s)		19.3			20.7			16.8			8.4	
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 (%)	3%	2%	6%	10%	2%	0%	2%	1%	6%	0%	1%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	289	1060	0	43	267	0	192	390	0	46	508	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		9.5	24.0		9.5	24.0	
Total Split (s)	18.2	44.4		9.6	35.8		17.0	31.4		9.6	24.0	
Total Split (%)	19.2%	46.7%		10.1%	37.7%		17.9%	33.1%		10.1%	25.3%	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effect Green (s)	54.5	46.1		44.4	35.8		33.5	25.1		23.6	14.9	
Actuated g/C Ratio	0.57	0.49		0.47	0.38		0.35	0.26		0.25	0.16	
v/c Ratio	0.43	0.63		0.17	0.20		0.61	0.42		0.15	0.75	
Control Delay	13.6	21.5		12.9	21.3		29.9	28.4		20.5	31.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	13.6	21.5		12.9	21.3		29.9	28.4		20.5	31.5	
LOS	B	C		B	C		C	C		C	C	
Approach Delay		19.8			20.1			28.9			30.6	
Approach LOS		B			C			C			C	
Queue Length 50th (ft)	88	265		11	56		80	98		18	97	
Queue Length 95th (ft)	145	352		28	92		129	137		39	150	

Lanes, Volumes, Timings

3: Wolf Road & Hintz Road

06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)	768			830			657			289		
Turn Bay Length (ft)	325			295			250			160		
Base Capacity (vph)	682	1675		249	1327		331	968		301	777	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.42	0.63		0.17	0.20		0.58	0.40		0.15	0.65	

Intersection Summary

Area Type: Other

Cycle Length: 95

Actuated Cycle Length: 95

Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 23.9

Intersection LOS: C

Intersection Capacity Utilization 75.0%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: Wolf Road & Hintz Road

 Ø1	 Ø2	 Ø3	 Ø4 (R)
9.6 s	31.4 s	9.6 s	44.4 s
 Ø5	 Ø6	 Ø7	 Ø8 (R)
17 s	24 s	18.2 s	35.8 s

HCM 6th TWSC
6: Wolf Road & Kerry Lane

06/26/2018

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	1	0	557	519	1
Future Vol, veh/h	5	1	0	557	519	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	130	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	1	0	605	564	1

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	868	283	565
Stage 1	565	-	-
Stage 2	303	-	-
Critical Hdwy	6.84	6.94	4.14
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	2.22
Pot Cap-1 Maneuver	292	714	1003
Stage 1	532	-	-
Stage 2	723	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	292	714	1003
Mov Cap-2 Maneuver	407	-	-
Stage 1	532	-	-
Stage 2	723	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1003	-	438	-	-
HCM Lane V/C Ratio	-	-	0.015	-	-
HCM Control Delay (s)	0	-	13.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC
8: Wolf Road & Fox Lane

06/26/2018

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	4	0	2	0	0	0	1	531	1	2	516	2
Future Vol, veh/h	4	0	2	0	0	0	1	531	1	2	516	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	125	-	-	140	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	0	2	0	0	0	1	577	1	2	561	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	857	1146	282	865	1147	289	563	0	0	578	0	0
Stage 1	566	566	-	580	580	-	-	-	-	-	-	-
Stage 2	291	580	-	285	567	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	251	198	715	248	198	708	1005	-	-	992	-	-
Stage 1	476	506	-	467	498	-	-	-	-	-	-	-
Stage 2	693	498	-	698	505	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	250	197	715	247	197	708	1005	-	-	992	-	-
Mov Cap-2 Maneuver	250	197	-	247	197	-	-	-	-	-	-	-
Stage 1	476	505	-	467	498	-	-	-	-	-	-	-
Stage 2	692	498	-	694	504	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	16.5		0		0		0	
HCM LOS	C		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1005	-	-	319	-	992	-
HCM Lane V/C Ratio	0.001	-	-	0.02	-	0.002	-
HCM Control Delay (s)	8.6	-	-	16.5	0	8.6	-
HCM Lane LOS	A	-	-	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-

Lanes, Volumes, Timings

3: Wolf Road & Hintz Road

06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	174	305	140	40	650	42	335	337	46	28	387	535
Future Volume (vph)	174	305	140	40	650	42	335	337	46	28	387	535
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	325		0	295		0	250		0	160		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	185			165			155			155		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.953			0.991			0.982			0.913	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3332	0	1641	3512	0	1770	3489	0	1805	3245	0
Flt Permitted	0.137			0.488			0.119			0.519		
Satd. Flow (perm)	253	3332	0	843	3512	0	222	3489	0	986	3245	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		68			6			17			258	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		848			910			729			369	
Travel Time (s)		19.3			20.7			16.6			8.4	
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 (%)	3%	2%	6%	10%	2%	0%	2%	1%	6%	0%	1%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	179	458	0	41	713	0	345	394	0	29	951	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		9.5	24.0		9.5	24.0	
Total Split (s)	16.0	37.7		9.6	31.3		27.1	53.1		9.6	35.6	
Total Split (%)	14.5%	34.3%		8.7%	28.5%		24.6%	48.3%		8.7%	32.4%	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effect Green (s)	45.6	37.4		36.7	28.2		57.4	49.1		37.2	28.7	
Actuated g/C Ratio	0.41	0.34		0.33	0.26		0.52	0.45		0.34	0.26	
v/c Ratio	0.69	0.39		0.13	0.79		0.79	0.25		0.08	0.92	
Control Delay	36.7	25.9		22.0	46.2		39.7	18.9		14.5	42.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	36.7	25.9		22.0	46.2		39.7	18.9		14.5	42.8	
LOS	D	C		C	D		D	B		B	D	
Approach Delay		29.0			44.8			28.6			42.0	
Approach LOS		C			D			C			D	
Queue Length 50th (ft)	83	117		18	254		171	87		9	258	
Queue Length 95th (ft)	#146	166		40	#356		#302	123		23	#379	

Lanes, Volumes, Timings

3: Wolf Road & Hintz Road

06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)	768			830			649			289		
Turn Bay Length (ft)	325			295			250			160		
Base Capacity (vph)	275	1176		326	904		447	1567		379	1061	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.65	0.39		0.13	0.79		0.77	0.25		0.08	0.90	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 36.8

Intersection LOS: D

Intersection Capacity Utilization 92.1%

ICU Level of Service F

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Wolf Road & Hintz Road

 Ø1	 Ø2	 Ø3	 Ø4 (R)
9.6 s	53.1 s	9.6 s	37.7 s
 Ø5	 Ø6	 Ø7	 Ø8 (R)
27.1 s	35.6 s	16 s	31.3 s

HCM 6th TWSC
6: Wolf Road & Kerry Lane

06/26/2018

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	1	2	724	563	3
Future Vol, veh/h	2	1	2	724	563	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	130	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	2	787	612	3

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1012	308	615
Stage 1	614	-	-
Stage 2	398	-	-
Critical Hdwy	6.84	6.94	4.14
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	2.22
Pot Cap-1 Maneuver	236	688	961
Stage 1	502	-	-
Stage 2	647	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	236	688	961
Mov Cap-2 Maneuver	362	-	-
Stage 1	501	-	-
Stage 2	647	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	961	-	430	-	-
HCM Lane V/C Ratio	0.002	-	0.008	-	-
HCM Control Delay (s)	8.8	-	13.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC
8: Wolf Road & Fox Lane

06/26/2018

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	10	0	5	3	0	2	9	716	0	2	552	10
Future Vol, veh/h	10	0	5	3	0	2	9	716	0	2	552	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	125	-	-	140	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	0	5	3	0	2	10	778	0	2	600	11

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1019	1408	306	1102	1413	389	611	0	0	778	0	0
Stage 1	610	610	-	798	798	-	-	-	-	-	-	-
Stage 2	409	798	-	304	615	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	191	138	690	166	137	610	964	-	-	834	-	-
Stage 1	448	483	-	346	396	-	-	-	-	-	-	-
Stage 2	590	396	-	681	480	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	189	136	690	163	135	610	964	-	-	834	-	-
Mov Cap-2 Maneuver	189	136	-	163	135	-	-	-	-	-	-	-
Stage 1	444	482	-	343	392	-	-	-	-	-	-	-
Stage 2	582	392	-	674	479	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	20.5		21		0.1		0	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	964	-	-	249	231	834	-
HCM Lane V/C Ratio	0.01	-	-	0.065	0.024	0.003	-
HCM Control Delay (s)	8.8	-	-	20.5	21	9.3	-
HCM Lane LOS	A	-	-	C	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-

Lanes, Volumes, Timings

3: Wolf Road & Hintz Road

06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	283	837	203	43	239	23	188	314	68	46	280	218
Future Volume (vph)	283	837	203	43	239	23	188	314	68	46	280	218
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	325		0	295		0	250		0	160		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	185			165			155			155		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.971			0.987			0.973			0.934	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3411	0	1641	3499	0	1770	3447	0	1805	3324	0
Flt Permitted	0.531			0.199			0.202			0.519		
Satd. Flow (perm)	980	3411	0	344	3499	0	376	3447	0	986	3324	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		37			11			26			185	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		848			910			737			369	
Travel Time (s)		19.3			20.7			16.8			8.4	
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 (%)	3%	2%	6%	10%	2%	0%	2%	1%	6%	0%	1%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	292	1072	0	44	270	0	194	394	0	47	514	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		9.5	24.0		9.5	24.0	
Total Split (s)	18.2	44.4		9.6	35.8		17.0	31.4		9.6	24.0	
Total Split (%)	19.2%	46.7%		10.1%	37.7%		17.9%	33.1%		10.1%	25.3%	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effect Green (s)	54.4	46.1		44.3	35.7		33.6	25.1		23.7	15.0	
Actuated g/C Ratio	0.57	0.49		0.47	0.38		0.35	0.26		0.25	0.16	
v/c Ratio	0.44	0.64		0.18	0.20		0.61	0.42		0.16	0.76	
Control Delay	13.7	21.7		13.0	21.4		30.0	28.6		20.5	31.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	13.7	21.7		13.0	21.4		30.0	28.6		20.5	31.5	
LOS	B	C		B	C		C	C		C	C	
Approach Delay		20.0			20.2			29.0			30.6	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	89	271		12	57		81	100		18	98	
Queue Length 95th (ft)	147	359		28	92		130	139		39	152	

Lanes, Volumes, Timings

3: Wolf Road & Hintz Road

06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)	768			830			657			289		
Turn Bay Length (ft)	325			295			250			160		
Base Capacity (vph)	680	1672		245	1322		331	968		301	779	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.43	0.64		0.18	0.20		0.59	0.41		0.16	0.66	

Intersection Summary

Area Type: Other

Cycle Length: 95

Actuated Cycle Length: 95

Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 24.0

Intersection LOS: C

Intersection Capacity Utilization 75.6%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: Wolf Road & Hintz Road

 Ø1	 Ø2	 Ø3	 Ø4 (R)
9.6 s	31.4 s	9.6 s	44.4 s
 Ø5	 Ø6	 Ø7	 Ø8 (R)
17 s	24 s	18.2 s	35.8 s

HCM 6th TWSC
6: Wolf Road & Access Drive

06/26/2018

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	3	2	569	525	1
Future Vol, veh/h	1	3	2	569	525	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	130	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	3	2	618	571	1

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	885	286	572
Stage 1	572	-	-
Stage 2	313	-	-
Critical Hdwy	6.84	6.94	4.14
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	2.22
Pot Cap-1 Maneuver	284	711	997
Stage 1	528	-	-
Stage 2	715	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	283	711	997
Mov Cap-2 Maneuver	400	-	-
Stage 1	527	-	-
Stage 2	715	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	997	-	595	-	-
HCM Lane V/C Ratio	0.002	-	0.007	-	-
HCM Control Delay (s)	8.6	-	11.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC
8: Wolf Road & Fox Lane

06/26/2018

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵	↕↕		↵	↕↕	
Traffic Vol, veh/h	4	0	2	0	0	0	1	567	1	2	524	2
Future Vol, veh/h	4	0	2	0	0	0	1	567	1	2	524	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	125	-	-	140	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	0	2	0	0	0	1	616	1	2	570	2
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	885	1194	286	908	1195	309	572	0	0	617	0	0
Stage 1	575	575	-	619	619	-	-	-	-	-	-	-
Stage 2	310	619	-	289	576	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	239	185	711	230	185	687	997	-	-	959	-	-
Stage 1	470	501	-	443	478	-	-	-	-	-	-	-
Stage 2	675	478	-	694	500	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	239	184	711	229	184	687	997	-	-	959	-	-
Mov Cap-2 Maneuver	239	184	-	229	184	-	-	-	-	-	-	-
Stage 1	470	500	-	443	478	-	-	-	-	-	-	-
Stage 2	674	478	-	690	499	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	17		0		0		0					
HCM LOS	C		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	997	-	-	307	-	959	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.021	-	0.002	-	-				
HCM Control Delay (s)	8.6	-	-	17	0	8.8	-	-				
HCM Lane LOS	A	-	-	C	A	A	-	-				
HCM 95th %tile O(veh)	0	-	-	0.1	-	0	-	-				

Lanes, Volumes, Timings

3: Wolf Road & Hintz Road

06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	176	309	144	42	658	42	340	342	50	28	392	541
Future Volume (vph)	176	309	144	42	658	42	340	342	50	28	392	541
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	325		0	295		0	250		0	160		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	185			165			155			155		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.952			0.991			0.981			0.913	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3328	0	1641	3511	0	1770	3484	0	1805	3245	0
Flt Permitted	0.134			0.484			0.118			0.514		
Satd. Flow (perm)	247	3328	0	836	3511	0	220	3484	0	977	3245	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		69			5			18			255	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		848			910			729			369	
Travel Time (s)		19.3			20.7			16.6			8.4	
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 (%)	3%	2%	6%	10%	2%	0%	2%	1%	6%	0%	1%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	181	467	0	43	721	0	351	405	0	29	962	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		9.5	24.0		9.5	24.0	
Total Split (s)	16.0	37.7		9.6	31.3		27.1	53.1		9.6	35.6	
Total Split (%)	14.5%	34.3%		8.7%	28.5%		24.6%	48.3%		8.7%	32.4%	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effect Green (s)	45.4	37.1		36.4	27.9		57.6	49.4		37.3	28.9	
Actuated g/C Ratio	0.41	0.34		0.33	0.25		0.52	0.45		0.34	0.26	
v/c Ratio	0.70	0.40		0.13	0.81		0.81	0.26		0.08	0.93	
Control Delay	37.9	26.1		22.1	47.3		40.9	18.9		14.6	44.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	37.9	26.1		22.1	47.3		40.9	18.9		14.6	44.1	
LOS	D	C		C	D		D	B		B	D	
Approach Delay		29.4			45.9			29.1			43.3	
Approach LOS		C			D			C			D	
Queue Length 50th (ft)	84	120		18	259		177	90		9	265	
Queue Length 95th (ft)	#156	170		42	#364		#312	126		23	#390	

Lanes, Volumes, Timings

3: Wolf Road & Hintz Road

06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)	768			830			649			289		
Turn Bay Length (ft)	325			295			250			160		
Base Capacity (vph)	273	1168		322	894		447	1573		378	1059	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.66	0.40		0.13	0.81		0.79	0.26		0.08	0.91	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 37.7

Intersection LOS: D

Intersection Capacity Utilization 93.0%

ICU Level of Service F

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Wolf Road & Hintz Road

 Ø1	 Ø2	 Ø3	 Ø4 (R)
9.6 s	53.1 s	9.6 s	37.7 s
 Ø5	 Ø6	 Ø7	 Ø8 (R)
27.1 s	35.6 s	16 s	31.3 s

HCM 6th TWSC
6: Wolf Road & Access Drive

06/26/2018

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	10	7	727	574	4
Future Vol, veh/h	5	10	7	727	574	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	130	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	11	8	790	624	4

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1037	314	628
Stage 1	626	-	-
Stage 2	411	-	-
Critical Hdwy	6.84	6.94	4.14
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	2.22
Pot Cap-1 Maneuver	227	682	950
Stage 1	495	-	-
Stage 2	638	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	225	682	950
Mov Cap-2 Maneuver	352	-	-
Stage 1	491	-	-
Stage 2	638	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.1	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	950	-	520	-	-
HCM Lane V/C Ratio	0.008	-	0.031	-	-
HCM Control Delay (s)	8.8	-	12.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

HCM 6th TWSC
8: Wolf Road & Fox Lane

06/26/2018

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↕		↙	↕	
Traffic Vol, veh/h	10	0	5	3	0	2	9	722	0	2	568	10
Future Vol, veh/h	10	0	5	3	0	2	9	722	0	2	568	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	125	-	-	140	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	0	5	3	0	2	10	785	0	2	617	11
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1040	1432	314	1118	1437	393	628	0	0	785	0	0
Stage 1	627	627	-	805	805	-	-	-	-	-	-	-
Stage 2	413	805	-	313	632	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	185	133	682	162	132	606	950	-	-	829	-	-
Stage 1	438	474	-	342	393	-	-	-	-	-	-	-
Stage 2	587	393	-	672	472	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	183	131	682	159	130	606	950	-	-	829	-	-
Mov Cap-2 Maneuver	183	131	-	159	130	-	-	-	-	-	-	-
Stage 1	433	473	-	338	389	-	-	-	-	-	-	-
Stage 2	579	389	-	665	471	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	20.9		21.3		0.1		0					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	950	-	-	242	226	829	-	-				
HCM Lane V/C Ratio	0.01	-	-	0.067	0.024	0.003	-	-				
HCM Control Delay (s)	8.8	-	-	20.9	21.3	9.4	-	-				
HCM Lane LOS	A	-	-	C	C	A	-	-				
HCM 95th %tile O(veh)	0	-	-	0.2	0.1	0	-	-				

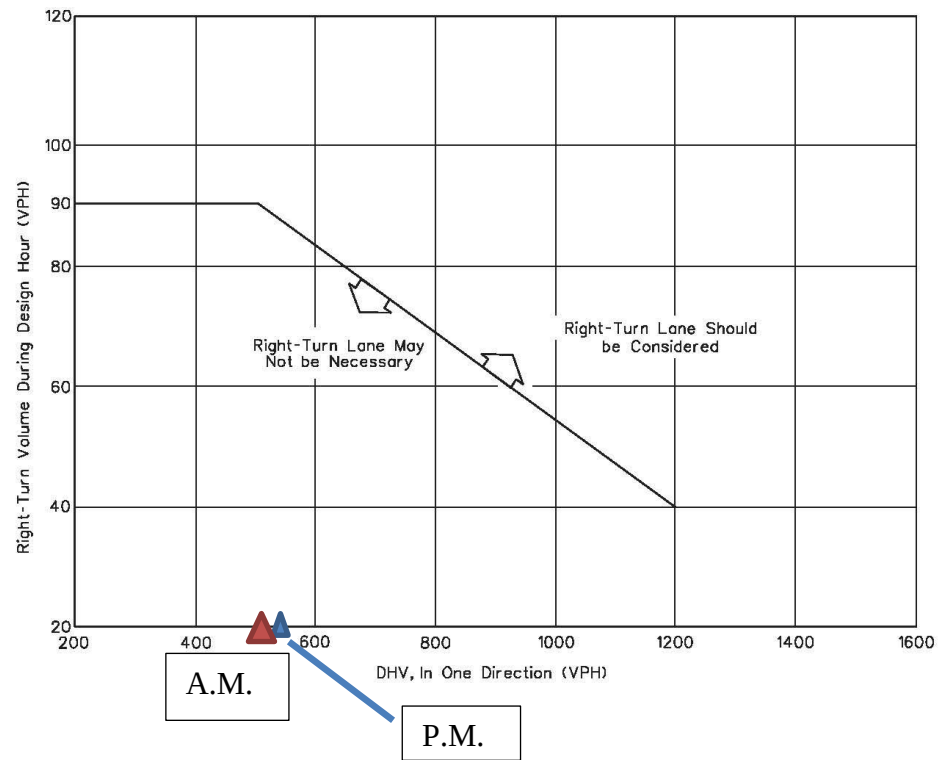
Right-Turn Lane Warrant

Right-Turn Treatment Warrant for Wolf Road at Access Drive

Illinois

INTERSECTIONS

December 2002



Note: For speeds less than 50 mph (80 km/h), see Section 36-3.01(a).

**GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTION
ON FOUR-LANE HIGHWAYS
(Design Speed of 50 mph (80 km/h) or Greater)**

Figure 36-3B

REQUEST FOR PLAN COMMISSION ACTION
STAFF PROJECT REVIEW

TO: Chairperson Ruffatto and Members of the
Wheeling Plan Commission

FROM: Andrew C. Jennings, Director of Community Development
Brooke A. Casolari, Senior Planner

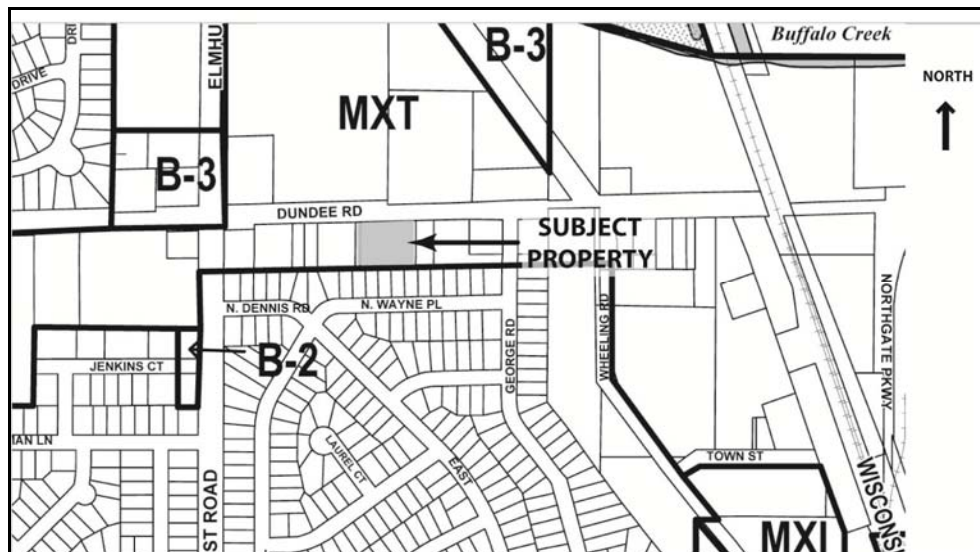
RE: **Docket No. 2018-14**
Dolly's Bistro
747 W. Dundee Road
Special Use-Site Plan Approval of a Sit-Down Restaurant

DATE OF REPORT: July 17, 2018

DATE OF MEETING: July 26, 2018

PROJECT OVERVIEW: The petitioner is seeking a special use permit to establish a gaming lounge in an existing retail strip center (Gaslight). The unit was previously occupied by an office.

LOCATION MAP:



GENERAL PROPERTY INFORMATION

<u>Applicant Name:</u>	Dolly's Bistro LLC, restaurant owner
<u>Property Owner Name:</u>	Sun Im
<u>Common Property Address:</u>	Located in the Gaslight Shopping Center, on Dundee Road, between Elmhurst Road and George Street.
<u>Neighboring Property Land Use(s):</u>	North: Vacant commercial / auto sales West: Commercial South: Single-family residential East: Commercial
<u>Comprehensive Plan Designation:</u>	Transit-oriented mixed use

<u>Property size:</u>	41,226 sq. ft. (property) 937 sq. ft. (subject unit)
<u>Existing Use of Property:</u>	Vacant commercial
<u>Proposed Use of Property:</u>	Sit-down restaurant (gaming lounge)
<u>Existing Property Zoning:</u>	MXT, Transit Oriented Mixed Use District
<u>Previous Zoning Action on Property:</u>	
364	Ord. No. 1282 (3/4/1974) Granted a sign variation
AC 91-35	Architectural façade modifications approved 11/6/1991
2005-4	Ord. No. 3949 (2/28/2005) Granted a zoning variation related to parking (28 to 15)
2005-4	Ord. No. 3951 (2/28/2005) Granted a zoning variation related to parking (7 to 4)

DESCRIPTION OF PROPOSAL

The applicant, Dolly's Bistro, is affiliated with the ownership of Dolly's Cafe, which operates a gaming café in East Dundee, Illinois. Dolly's plans to occupy a unit within the Gaslight Shopping Center. The applicant is requesting special use approval for a sit-down restaurant.

The proposal includes a floor plan with café tables (eight seats) and five seats at gaming terminals for a total of 13 seats. The maximum occupancy would be 15 customers and two employees.

According to the project description, the proposed hours of operation are 8:00 AM to 12:00 AM. No exterior changes are proposed to the building façade or site.

SITE PLAN REVIEW

Site plan: No changes are proposed to the existing site.

Floor plan: The floor plan indicates seating for a total of 13 customers (8 in the front cafe area and 5 in the rear gaming area). However, the project description states that the space will seat approximately 15 people. It appears that the floor plan can accommodate an additional table for two seats.

Total Number of Parking Spaces: The previous use, an office, was allocated 4 parking stalls. The existing shopping center has a total 54 parking stalls. Based upon the existing uses, the shopping center has a surplus of 3 parking stalls.

The parking requirement for Dolly's is based upon the maximum of 15 seats and 2 employees, which is 7 stalls. Since the shopping center has 3 surplus stalls, the proposed use that requires 7 stalls, is acceptable.

Trash enclosure: No trash enclosures are on site. The dumpsters for each of the businesses are located in the drive aisle behind (south of) the building.

Lighting: There are existing pole-mounted and building-mounted site lights.

Bicycle parking: It does not appear that there is bicycle parking on site. A rack for two bicycles is required. A condition of approval has been added to the motion.

Landscaping: There is no existing landscaping on the site. There is only a narrow strip of grass near the public walk. There is no approved landscape plan on file for the Gas Light shopping center.

STANDARDS FOR SPECIAL USE

Following are standards for special use with the petitioner's responses. **(Staff comments are in bold.)**

1. State why the Special Use is necessary for the public convenience at the proposed location. (Explain how the proposed use will benefit residents, the neighborhood or the community-at-large.)

"The proposed use will offer residents a unique menu with specialty sandwiches not available in the area. The tax revenue, licensing fees, and jobs from our business will benefit the community."

No additional Staff comments.

2. State how the special use will not alter the essential character of the area in which it is to be located. (Explain how the proposed special use is appropriate for the neighborhood or shopping center and how the overall character will not be affected by the special use.)

"The shopping center and parking lot are existing. Our business will enhance the appearance and not change it."

The proposed use will be located in a retail strip center with other restaurants. Staff is not aware of any negative impacts reported at the locations of similar gaming cafés in Wheeling.

3. State how the location and size of the Special Use, the nature and intensity of the operation involved in or conducted in connection with it, the size of the site in relation to it, and the location of the site with respect to streets giving access to it, will be in harmony with and will not impede the normal, appropriate, and orderly development of the district in which it is to be located and the development of surrounding properties. (Explain how the proposed use will allow the surrounding area to develop appropriately. Is the use too large for the site? Will it be in a location on the lot that will cause conflicts with adjacent properties? Does the use create noise, odor, smoke, or light that will affect other properties?)

"The shopping center with entrances and exits are existing and will not affect surrounding properties. The use will not create any annoyances."

As noted in the response to Standard #2 (above), Staff is not aware of any negative impacts reported at the locations of similar gaming cafés in Wheeling.

4. State how the location, nature and height of buildings, walls and fences, and the nature and extent of the landscaping on the site shall be such that the use will not hinder or discourage

the appropriate development and use of adjacent land and buildings, or will not impair the value thereof. (Explain how the proposed use will not prevent development on adjacent properties. Will the proposed use have a negative impact on existing adjacent land uses?)

"No changes to the existing center."

No additional Staff comments.

5. State how the parking areas will be of adequate size for the particular use, properly located, and suitably screened from adjoining residential uses, entrance and exit drives shall be laid out so as to prevent traffic hazards and nuisances, and the development will not cause traffic congestion. (Is adequate parking provided? Is parking area visible from adjacent homes? Are the entrance and exit drives designed for safe access to the site? Will the special use generate so much traffic as to cause congestion? Will visitors to the special use access the site through residential streets?)

"Adequate parking is existing."

There is sufficient parking at the existing property for the existing and proposed use.

6. State how the property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulation in that zone. (Other than the special use listed in this application, the proposal must meet all other requirements of the Zoning Code. Note any other exceptions.)

No response from applicant.

The proposed use, a gaming café, will also require a Class N-V liquor license. Staff added a condition of approval that "the use shall be consistent with the Class N-V liquor license with respect to food and beverage sales."

STAFF REVIEW

Fire Department Review: The Fire Department has submitted a memo dated July 19, 2018, which notes the following major concerns: The tenant space shall be installed with an automatic fire sprinkler system and a fire alarm system. The Plan Commission may wish to verify that the petitioner understands these requirements, which may add considerable upfront cost to the business.

Engineering Division Review: The Engineering Division has provided a memo dated July 13, 2018, which will be addressed at permit.

Health Division Review: The Health Officer has reviewed the plans and has no concerns at this time.

Impact on Adjacent Uses: No significant impact is anticipated on adjacent uses.

Staff Recommended Action: Prior to recommending approval of the proposed special use, Staff suggests that the Plan Commission review:

1. Staff's proposed conditions of approval (noted in the motion); and
2. The requirement for fire sprinklers and a fire alarm system.

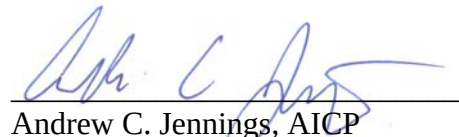
PROPOSED MOTION

If the Plan Commission approves of the requested special use for a restaurant, an appropriate motion would be to:

Recommend approval of Docket No. 2018-14 to grant Special Use-Site Plan Approval as required under Chapter 19-05 Mixed Use Districts, Chapter 19-10 Use Regulations, Chapter 19-12 Site Plan Approval Requirements, and associated sections, to permit a Sit-Down Restaurant in accordance with the project description (6 sheets) and floor plan submitted June 22, 2018 by Dolly's Bistro, to be located at 747 W. Dundee Road, Wheeling, Illinois.

And subject to the following conditions of approval:

1. A rack for two bicycles shall be added to the site prior to occupancy;
2. The use shall be consistent with the Class N-V liquor license with respect to food and beverage sales.



Andrew C. Jennings, AICP
Director of Community Development



Brooke A. Casolari
Senior Planner

Attachments: [Photo of existing conditions \(staff\)](#)

[Fire Department comments, 7.19.2018](#)

[Engineering Division comments, 7.13.2018](#)

[Project description](#)

[Floor plan](#)

Dolly's – 747 W. Dundee Road

Docket No. 2018-14 (Special Use-Site Plan Approval of a Sit-Down Restaurant)



Existing conditions of subject unit (looking south)



MEMO – Fire Prevention Bureau

TO: Brooke Casolari, Village Planner
FROM: Ronald S. Antor, Fire Inspector
CC: Andrew Jennings, Director of Community Development
Keith MacIsaac, Fire Chief
FPB File
DATE: July 19, 2018
SUBJECT: Proposed New Gaming Cafe – 747 West Dundee Road – Dolly's – Plans received for review by the Fire Department, June 27, 2018.

The Wheeling Fire Department has reviewed the submittals received related to the above referenced project and has the following comments:

Site Plan

1. The proposed plans do not show any information or proposed changes to the site.

747 West Dundee Road – New Gaming Cafe – Dolly's

1. Based on the documents submitted for review, the proposed remodeled tenant space for the petitioner's proposed use would be considered a (B)Business Use Group with ancillary (A) Assembly Use Group areas as defined in the 2012 Editions of the International Building (IBC) and Fire Prevention Codes (IFC).

The proposed use and would be an increase in occupancy based on the addition of the (A) Assembly Use group areas.

2. This tenant space is located in an existing unsprinklered building. Therefore, due to the increase in occupancy load for the (A) Assembly Use Group an automatic fire sprinkler system shall be provided to protect this tenant space in accordance with the 2012 Editions of the International Building and Fire Prevention Codes as amended by the Village of Wheeling.
3. This tenant space is required to be provided with a fire alarm system and the system in accordance with the 2012 Editions of the International Building and Fire Prevention Codes as amended by the Village of Wheeling.
4. The petitioner's proposal calls for the service of sausage sandwiches. The proposal provides no information prepared to how these sandwiches are prepared. If the meat is cooked where grease laden vapors are produced a Type I exhaust hood and fire extinguishing system would be required.
5. All construction shall comply with the Village's Building and Fire Prevention Codes (2012 Editions of the International Building Code & International Fire Code – with amendments).

At this time there are no other Fire Department comments related to the project as presented in the documents reviewed.



MEMORANDUM

TO: Brooke Casolari, Senior Planner

FROM: Kyle Goetzelmann, Civil Engineer I

COPY: Jon Tack, Village Engineer

DATE: July 13th, 2018

SUBJECT: Dolly's Restaurant– Special Use
747 W. Dundee Rd. - Review Comments

The Engineering Division received a project description and floor plan for the subject project on June 27th, 2018. The Engineering Division has completed a review of the above referenced submittal and offers the following comments at this time:

1. If external grease basin is required by the health department, an MWRD and Village of Wheeling Engineering permit will be required prior to installation.

Untitled

Project Description for:

Dolly's Bistro
747 West Dundee
Wheeling IL 60090

The concept of our business is a Gaming Cafe to include a menu of gourmet sausage sandwiches, sides, craft beers and wines.

Dolly's Bistro is a fast, casual dining experience where guests can choose from a number of specialty sausage selections and refreshing craft brews. Guests can choose from one of our favorite creations or to build their own.

Our proposed hours of operation are 8:00 am - 12:00 am.

We will seat approximately 15 people and have 1-2 employees per shift.

Our business experience spans over a 40 year period of owning and operating restaurants and bars.

Please see our proposal package for any additional information.

Introduction

Dolly's Links & Hops is a fast casual dining experience where guests can choose from a number of specialty sausage selections and refreshing craft brews. Guests can choose from one of our favorite creations or to build their own.

Dolly's features a selection of artisan buns and rolls, a number of delicious types of sausage, delectable toppings and side options. A meal is not complete without dessert- guests can top off their meal with an Original Lucky Cake. Dolly's Links & Hops is perfect for an "on the go" lunch, dinner gathering, or late night snack.



Exhibit received June 22, 2018



Dolly's
LINKS & HOPS

Exhibit received June 22, 2018

Menu

How to Order Your

Sausage Experience

1. choose your sausage
2. choose your bread
3. choose your toppings

brat bun - pretzel roll - hotdog bun

Sausage Sandwich 6.95

Italian Sausage

Vegan Italian

red wine, garlic, fennel

Maxwell st polish

grilled onions & mustard on hotdog bun

Wisconsin brat

Dijon mustard & tomato

Kielbasa

smoked pork flavored with garlic,
pimento & other spices

wild boar andouille

boar beef pork & spices

andouille cajun spiced

Dollys ALL BEEF BIG HOTDOG

Chicago style or your choice

Toppings & Condiments

Sauerkraut Onions Grilled Onions Hot & Sweet Peppers

Lettuce Tomato Mayo Relish Mustard Dijon Pickle BBQ Sauce

Extras

Coleslaw - German potato salad - Fries

Home of the original Lucky Cake



Checkout Our Craft Beers



Roadside Kitchen food truck offers quick, hot lunch

DAYNA FIELDS, Editor

There are a lot of people on the North Shore who don't have time for a sit-down lunch over lemon water and baked salmon.

Joe and Louise Rycraft, 15-year Northbrook residents, know that those heading to downtown Chicago via the Edens Expressway or people who need a quick bite on their way to the office are looking for fast, cheap and tasty. Their food truck, Roadside Kitchen, offers all three.

"Good food and reasonable, that's what we get a lot of," Louise said.

"We have customers that come one day and then come back the next day bringing three or so more people," Joe said. "When they try it, they all come back."

Roadside Kitchen is parked at its dependable spot on the southeast corner of Dundee Road and Skokie Boulevard in Northbrook three times a week, Tuesday through Thursday, from 11 a.m. to 2 p.m. It has been in operation since November 2012.

Joe and Louise, who have been married for 38 years, are always the two cooks on board, and the mellow duo always serves their food with a chummy smile.

"We have a lot of regulars now," Louise said, "and now we're getting a lot of people from the office buildings."

The Rycrafts have been in the restaurant business since Joe was 21 and Louise was 19, when they bought Blue Mist restaurant in Chicago. Since then, Joe has owned and operated different bars and Italian restaurants throughout his years. After a short stint in real estate, which ended in 2008, Joe was ready to go back to what he knew best: food.

"We did the truck also because we were looking for a store front, and the price, the expense, the economy, the way it is, we decided to go this route," Joe Rycraft said. "But now we're looking at the cafe anyways."

Joe said he is in talks with a landlord for a store location on Milwaukee Avenue in Wheeling.



The meatball sandwich (\$4.75) from Roadside Kitchen food truck is made from a secret family recipe and comes with a bag of chips. PHOTOS BY JOE COUGHLIN/22ND CENTURY MEDIA

and he could have a deal done within a couple months. The cafe would offer a different menu and operate under a different name than his truck.

The two have been focused on their catering company, Roadside Fudge, for some time now. In addition, they also sell their signature Lucky Cakes.

"[In the '50s], it was on all your neighborhood corner grocery stores. It was in there just like Hostess on the shelf and all that," Joe said. "They were popular; they just disappeared."

The couple found the original Lucky Cakes recipe, with bulk-sized ingredients, inside an old Sears catalog house that they had bought for rehab and resale before 2008.

"We found an old box with recipes in it and everything, and then we found this recipe, and I knew what Lucky Cakes were," Joe said.

When Joe found out that the trademark had expired, he quickly bought it. Now the two sell origi-

ROADSIDE KITCHEN FOOD TRUCK
Corner of Skokie Boulevard and
Dundee Road in Northbrook
11 a.m. - 2 p.m. Tuesday -
Thursday
www.roadsidebeef.com
(847) 714-1222

nal Lucky Cakes in flavors like red velvet, vanilla and chocolate, which is the most popular. They sell for \$2.75 each or 2 for \$5 from the truck.

"Last week, we had banana because somebody ordered them online, and we had extra batter for the truck," Louise said.

They also try to feature one special a week, like pulled pork sandwiches. Joe said his specials are so popular that people often ask that they be added to the menu.

"The meatball sandwich started out as a special," he said, "but on that little truck, there's only so much I can make permanent."

The couple cooks and prepares their short menu at rented kitchens



The Italian beef sandwich (\$5) from Roadside Kitchen food truck features roasted green peppers and marinated beef on French bread.



Chocolate and vanilla homemade Lucky Cakes are available for \$2.75 each or 2 for \$5.

either in Highland Park or Chicago, and then they assemble the food on the truck. All their prices include tax, and each sandwich comes with a bag of chips.

The 22nd Century Media editorial team asked Roadside Kitchen to make a Wednesday lunch stop at our office building on Revere Drive last week. On a sunny afternoon, we only had to step into our parking lot to be greeted with hot sandwich options while soaking up the outdoors.

We started with the meatball sandwich, just \$4.75. The special-turned-menu-favorite features homemade meatballs from a secret family recipe that Joe won't discuss. Winnetka Current Editor April Dahlquist said she liked the ample amount of marinara sauce, which covered the meat but didn't

saturate the French bread. Next was the Italian beef sandwich (\$5). The marinated meat also features roasted green peppers and giardiniera on sturdy French bread. Be careful because this beef sandwich has a healthy kick of heat, which is just how Joe likes it.

"I like it that way, so everybody's got to eat it that way," he said with a laugh.

The Lucky Cakes were saved for last, and they didn't disappoint. The cream cheese filling was plentiful and offered a sweet yet light frosting taste. The sponge cake reminded me of eating Twinkies as a kid — a better, fresher Twinkie.

Small enough to fit on my hand, it was all I needed to end my meal on a satisfactorily sweet note before heading back to the office.

Design

The interior design of the building will focus on projecting a relaxed atmosphere. The distinguished interior will feature contemporary design, comfortable furnishings, warm lighting and neutral colors. Dolly's will have ample table and chair options and a private area for gaming divided by a decorative wall.

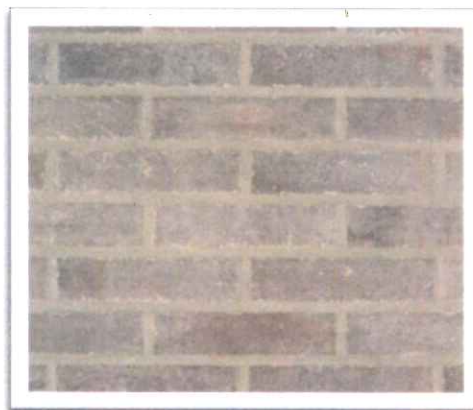
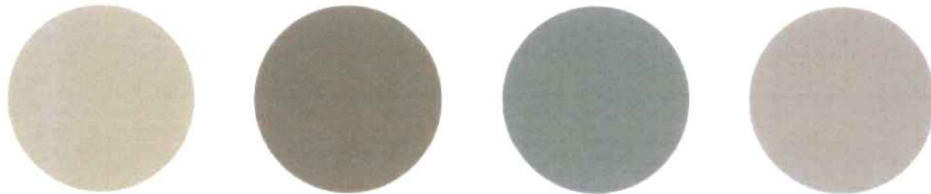
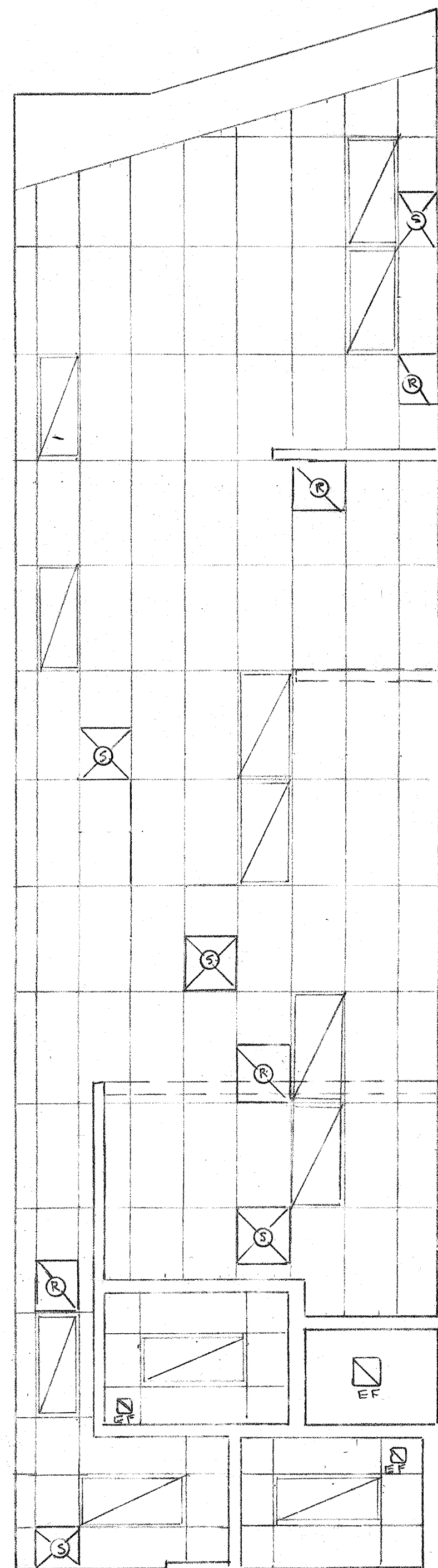
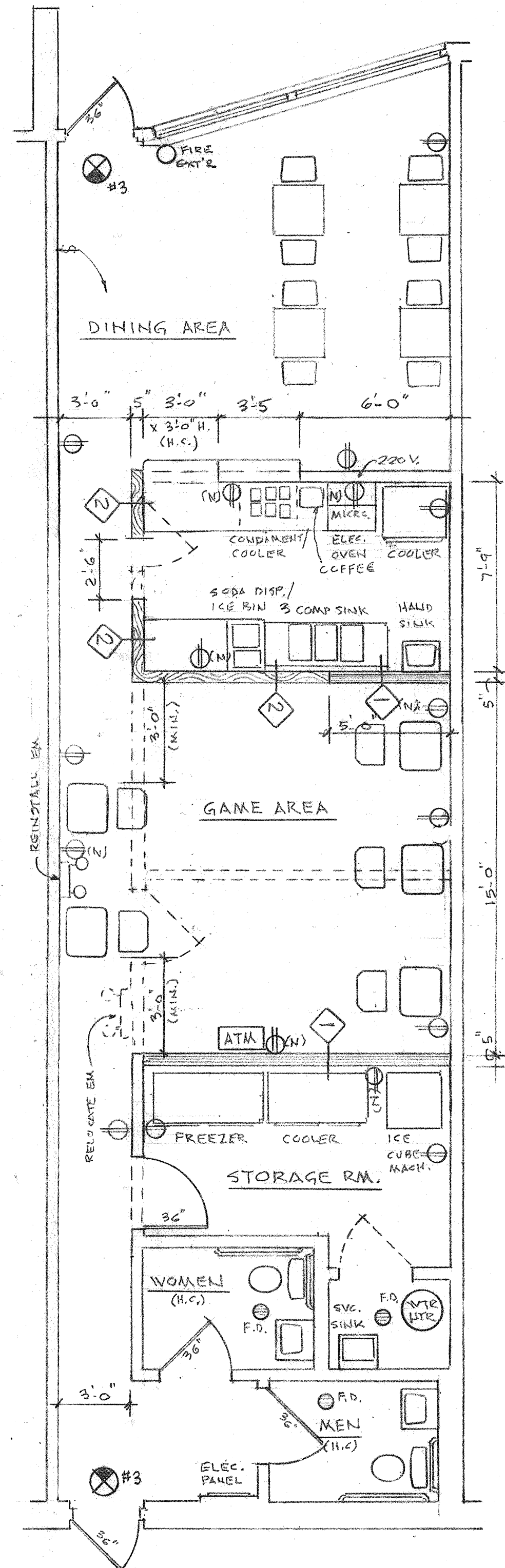


Exhibit received June 22, 2018

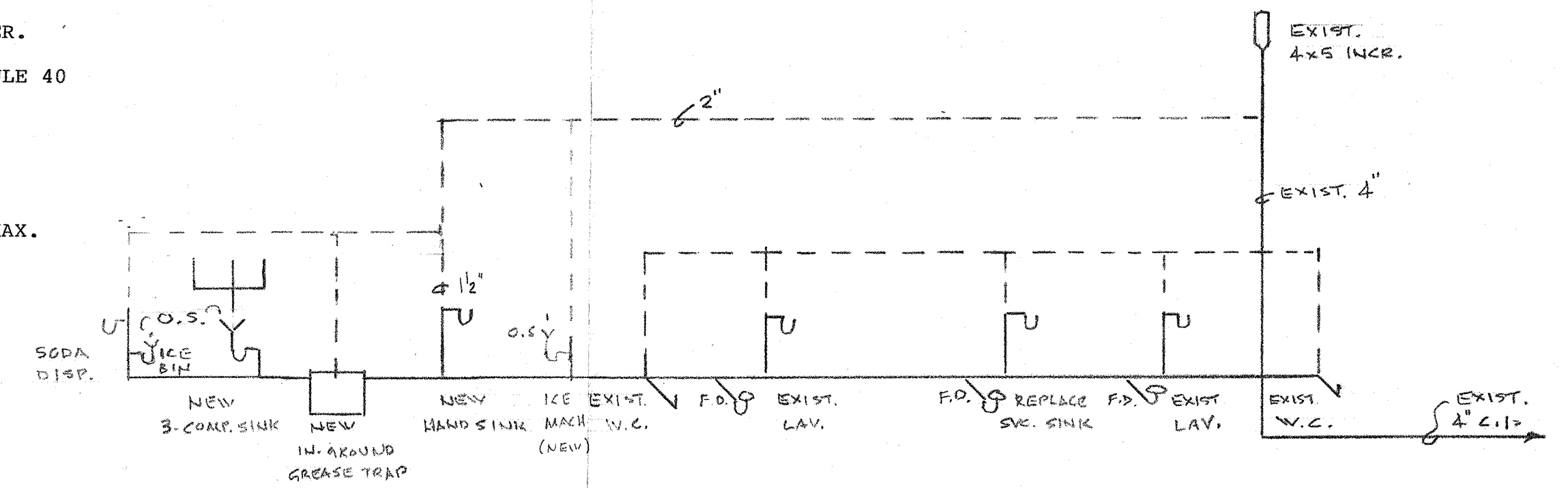


REFLECTED CEILING PLAN 1/4"=1'-0"

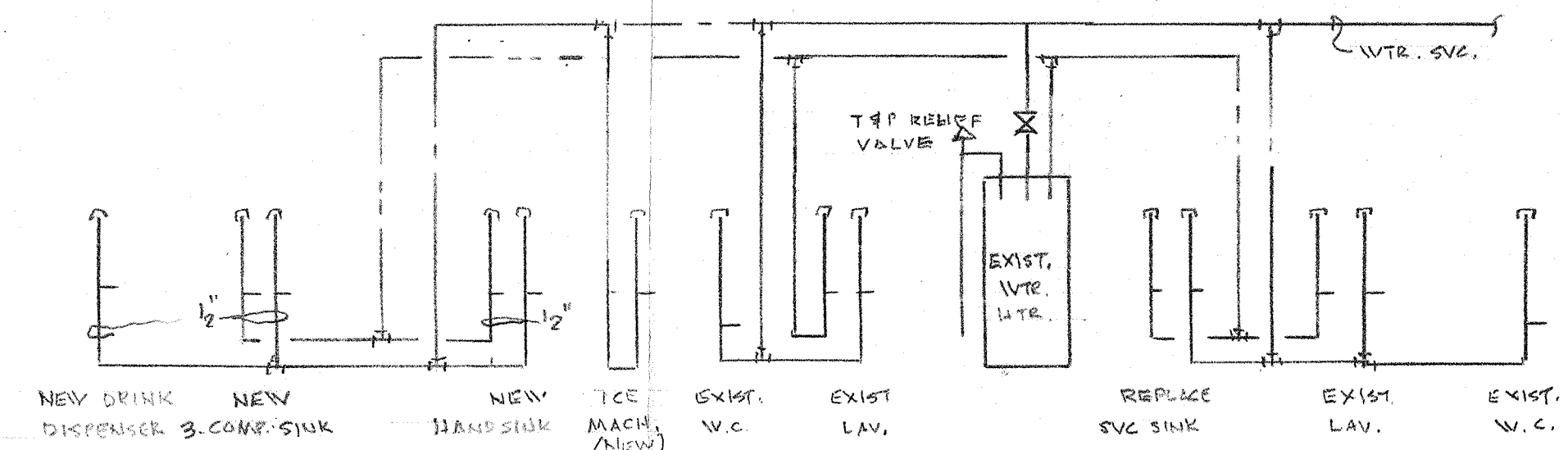


FLOOR PLAN 1/4"=1'-0"

- PLUMBING NOTES**
- SUPPLY PIPING TO BE SCHEDULE 40 IRON OR COPPER.
 - WASTE AND VENT PIPING TO BE CAST IRON, SCHEDULE 40 IRON, COPPER, OR PVC (PER CODE).
 - FIXTURE AIR CHAMBERS TO BE MIN. 12".
 - RISER AIR CHAMBERS TO BE MIN. 18".
 - HOT WATER TO LAVATORIES AND HAND SINK TO BE MAX. 115 DEG. F.



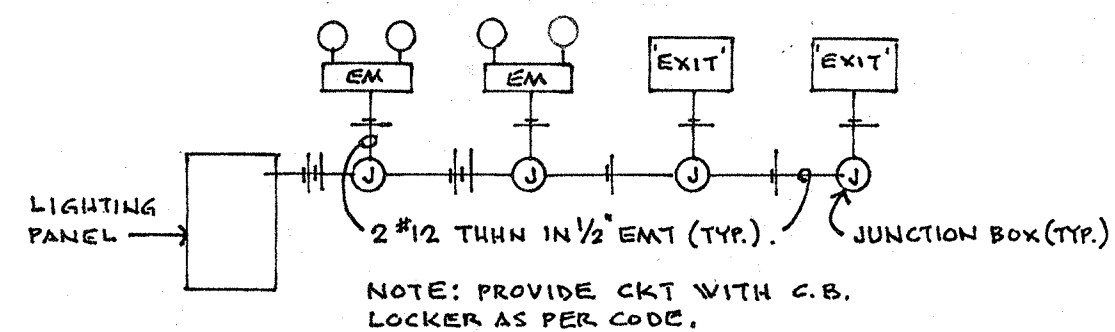
WASTE PIPING DIAGRAM



SUPPLY PIPING DIAGRAM

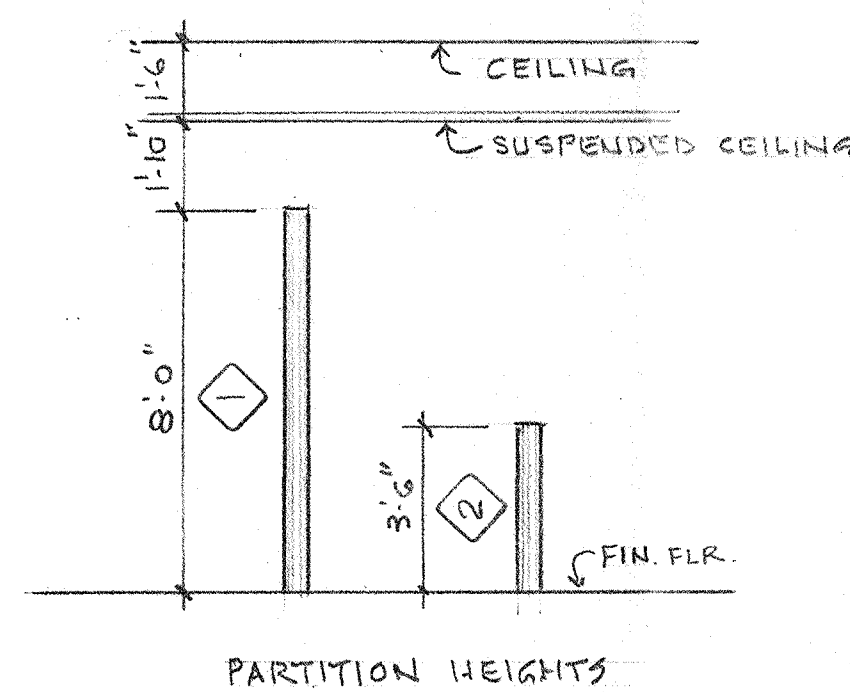
- EMERGENCY EXIT LIGHT, CHICAGO APPROVED, BATTERY OPERATED, HARD WIRED, SURE-LITES MODEL CHX SERIES.**
- EMERGENCY LIGHTING FIXTURE, CHICAGO APPROVED, BATTERY OPERATED, HARD WIRED, 90 MINUTE DURATION (MIN.), SURE-LITES MODEL XR-6-C.**

THE BRANCH CIRCUIT FEEDING THE BATTERY OPERATED EQUIPMENT SHALL BE THE SAME BRANCH CIRCUIT AS THAT SERVING THE NORMAL ILLUMINATION, OR (EMERGENCY ILLUMINATION WHERE PRESENT) IN THE AREA AND CONNECTED AHEAD OF ANY LOCAL SWITCHES.



I-LINE DIAGRAM FOR EMERGENCY LIGHTING

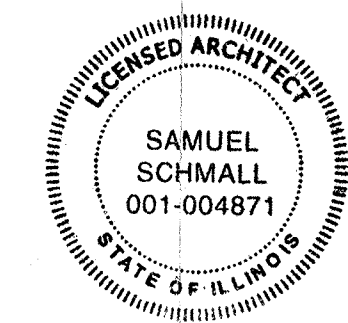
- ELECTRICAL SYMBOLS**
- SWITCH.
 - RECEPTACLE.
 - NEW INSTALLATION.
 - 2 x 4 DROP-IN FLUOR. LIGHTING FIXTURE.



PARTITION HEIGHTS

- GENERAL NOTES**
- ALL DOORS USED IN CONNECTION WITH EXITS SHALL BE READILY OPENED WITHOUT THE USE OF A KEY OR SPECIAL KNOWLEDGE FROM THE SIDE FROM WHICH EGRESS IS MADE.
 - ALL INTERIOR WALL AND CEILING FINISHES AND TRIM TO HAVE MINIMUM CLASS 2 (26-75) FLAME SPREAD RATING.

- SYMBOLS**
- REMOVAL WORK.
 - EXISTING WALLS AND PARTITIONS TO REMAIN.
 - NEW PARTITION: 8'-0" HIGH, 2x4 WD STUDS @ 16" O.C. OR 3 1/2" MET. STUDS @ 16" O.C., WITH 5/8" TYPE X GYPSUM BOARD ON EACH SIDE. U.L. RATING U305 (1 HOUR).
 - NEW PARTITION: 3'-0" HIGH, (SAME SPECIFICATION ABOVE).
 - 24x24 SUPPLY AIR REGISTER.
 - 24x24 RETURN AIR GRILLE.



I HEREBY CERTIFY THAT THESE DRAWINGS WERE PREPARED UNDER MY DIRECTION AND TO THE BEST OF MY KNOWLEDGE COMPLY WITH THE CODES AND ORDINANCES OF WHEELING, IL.

SAMUEL SCHMALL 001-004871 11-30-18 LIC. EXP.

Exhibit received June 22, 2018

No.	DATE	REFERENCE
747 DUNDEE ROAD WHEELING, ILLINOIS		
SCHMALL & ASSOCIATES architects Suite 102 1020 Milwaukee Ave. Deerfield, IL 60015		
PROJECT No.	34673	
DATE:	JUNE 11, 2018	
DRAWN BY:		

REQUEST FOR PLAN COMMISSION ACTION
STAFF PROJECT REVIEW

TO: Chairperson Ruffatto and Members of the
Wheeling Plan Commission

FROM: Andrew C. Jennings, Director of Community Development
Brooke A. Casolari, Senior Planner

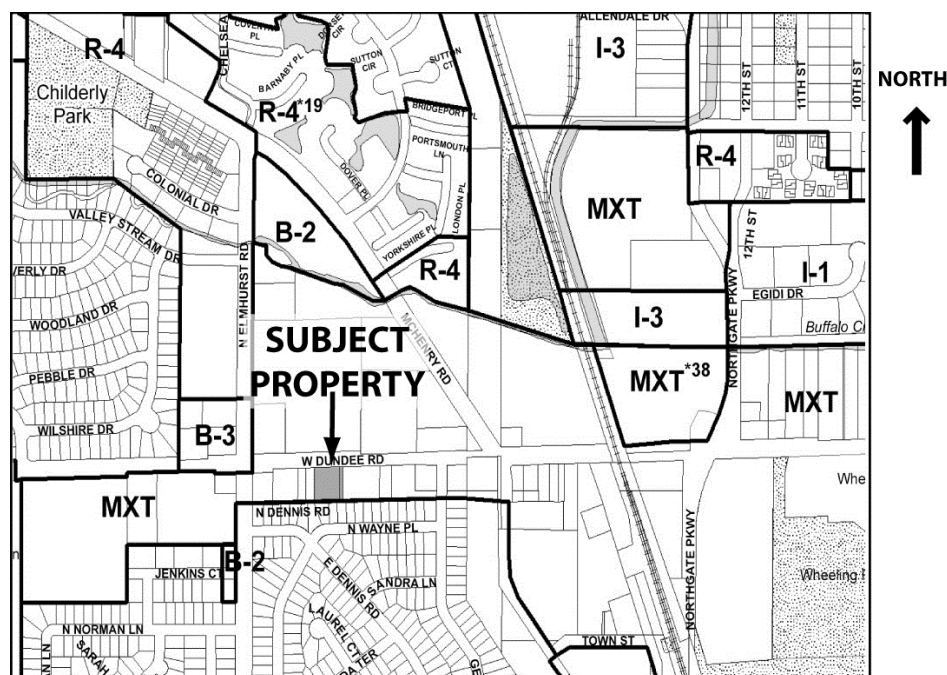
RE: **Docket No. 2018-15**
June's Wheeling
755 W. Dundee Road
Special Use-Site Plan Approval of a Sit-Down Restaurant

DATE OF REPORT: July 17, 2018

DATE OF MEETING: July 26, 2018

PROJECT OVERVIEW: The petitioner is seeking a special use permit to establish a gaming lounge in an existing retail strip center. The unit was previously occupied by a short-term lending facility (TitleMax).

LOCATION MAP:



GENERAL PROPERTY INFORMATION

<u>Applicant Name:</u>	June's Wheeling LLC, restaurant owner
<u>Property Owner Name:</u>	Zachor Property Group, LLC
<u>Common Property Address:</u>	Located on the south side of Dundee Road, between Elmhurst Road and George Street.
<u>Neighboring Property Land Use(s):</u>	North: Vacant commercial

West: Commercial
South: Single-family residential
East: Commercial

Comprehensive Plan Designation:

Transit-oriented mixed use

Property size:

32,159 sq. ft. (property)
1,725 sq. ft. (subject unit)

Existing Use of Property:

Vacant commercial

Proposed Use of Property:

Sit-down restaurant (gaming lounge)

Existing Property Zoning:

MXT, Transit Oriented Mixed Use District

Previous Zoning Action on Property:

2011-23A Ord. No. 4674 (2/10/2012) Granted zoning variations relating to building and parking
2011-23B Ord. No. 4675 (2/10/2012) Granted special use for a new retail auto parts store
2013-9A Ord. No. 4777 (7/01/2013) Granted a zoning variation related to parking (EXPIRED)
2013-9B Ord. No. 4778 (7/01/2013) Granted a special use for a short-term lending facility (EXPIRED)

DESCRIPTION OF PROPOSAL

The applicant, June's Wheeling LLC, is affiliated with the ownership of May's Lounge, which operates several small gaming cafés in the area, including the recently approved gaming café at 280 E. Dundee Road. June's plans to occupy a portion of the vacant retail space at 755 W. Dundee Road, which was previously occupied by TitleMax. The applicant is requesting special use approval for a sit-down restaurant.

The proposal includes a sample floor plan with lounge seating and tables (13 total seats) and five seats at gaming terminals. The maximum occupancy would be 20 customers and one employee at a given time.

According to the project description, the proposed hours of operation are 8:00 AM to 2:00 AM. No exterior changes are proposed to the building façade or site.

SITE PLAN REVIEW

Site plan: No changes are proposed to the existing site.

Floor plan: The floor plan indicates seating for a total of 18 customers (13 in the front lounge area and 5 in the rear gaming area). The project description states that the space can also serve as an event space for small group gatherings for up to 20 people.

Total Number of Parking Spaces: According to the zoning code, the total parking requirement for the current two-unit building is currently 38 stalls (Advance Auto requires 14 stalls based on the size of the sales floor and storage area; the remaining 4,380 sq. ft. unit was previously calculated at 5.5 per 1,000 sq. ft., or 24 total stalls). However, a zoning variation of 8 stalls was previously granted when Advance Auto was approved in order to reduce the parking requirement to 30 stalls.

The parking requirement for June's is based upon the maximum of 20 seats and 1 employee, which is 8 stalls.

The parking requirement for the new vacant third unit (2,655 sq. ft.) at 5.5 per 1,000 sq. ft. is 15 stalls.

Therefore, the total parking requirement for the new three unit shopping center is within the parameters granted by the parking variation for the property.

Trash enclosure: There is an existing trash enclosure for the property at the southeast corner of the site.

Lighting: There are existing pole-mounted and building-mounted site lights.

Bicycle parking: It does not appear that there is bicycle parking on site. A rack for two bicycles is required. A condition of approval has been added to the motion.

Landscaping: The existing site landscaping is in poor condition. Staff has provided the approved landscape plan for the site. The Plan Commission may wish to add a condition of approval that the landscape be installed per the approved plan.

STANDARDS FOR SPECIAL USE

Following are standards for special use with the petitioner's responses. **(Staff comments are in bold.)**

1. State why the Special Use is necessary for the public convenience at the proposed location. (Explain how the proposed use will benefit residents, the neighborhood or the community-at-large.)

"June's will have an upscale rustic design serving craft beer and wine and offering our guests a VIP Vegas experience with video gaming. Special use is required in order to serve alcoholic beverages."

Correction: a special use is required to serve and consume food and beverages on premises. A liquor license is required to serve alcohol.

2. State how the special use will not alter the essential character of the area in which it is to be located. (Explain how the proposed special use is appropriate for the neighborhood or shopping center and how the overall character will not be affected by the special use.)

"The alcohol consumption part of the business is secondary to the food and entertainment provided at June's."

The proposed use will occupy a vacant commercial unit. Staff is not aware of any negative impacts reported at the locations of similar gaming cafés in Wheeling.

3. State how the location and size of the Special Use, the nature and intensity of the operation involved in or conducted in connection with it, the size of the site in relation to it, and the

location of the site with respect to streets giving access to it, will be in harmony with and will not impede the normal, appropriate, and orderly development of the district in which it is to be located and the development of surrounding properties. (Explain how the proposed use will allow the surrounding area to develop appropriately. Is the use too large for the site? Will it be in a location on the lot that will cause conflicts with adjacent properties? Does the use create noise, odor, smoke, or light that will affect other properties?)

“There will be no additional building or any outdoor usage. There will be no effect on the neighboring units or adjacent properties and should only improve the aesthetic of the shopping center with its design and commitment to investment in the space. Other locations have a very quiet client base and have no record of nuisance.”

As noted in the response to Standard #2 (above), Staff is not aware of any negative impacts reported at the locations of similar gaming cafés in Wheeling.

4. State how the location, nature and height of buildings, walls and fences, and the nature and extent of the landscaping on the site shall be such that the use will not hinder or discourage the appropriate development and use of adjacent land and buildings, or will not impair the value thereof. (Explain how the proposed use will not prevent development on adjacent properties. Will the proposed use have a negative impact on existing adjacent land uses?)

“June’s will not be altering anything exterior of the existing building as it stands.”

The existing landscaping is in poor condition. The Plan Commission may wish to add a condition of approval that the landscape be installed per the approved plan.

5. State how the parking areas will be of adequate size for the particular use, properly located, and suitably screened from adjoining residential uses, entrance and exit drives shall be laid out so as to prevent traffic hazards and nuisances, and the development will not cause traffic congestion. (Is adequate parking provided? Is parking area visible from adjacent homes? Are the entrance and exit drives designed for safe access to the site? Will the special use generate so much traffic as to cause congestion? Will visitors to the special use access the site through residential streets?)

“Existing parking lot and drives in/out of the lot have been used for small business formerly. June’s does not generate high traffic or standing parking. At max we may have peak 6 cars in the lot pertaining to our business.”

There is sufficient parking at the existing property for the existing and proposed use.

6. State how the property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulation in that zone. (Other than the special use listed in this application, the proposal must meet all other requirements of the Zoning Code. Note any other exceptions.)

“June’s requires the ability to sell alcohol under the N-V license in order to also place video gaming terminals as ancillary entertainment.”

The petitioner’s response refers to the method in which the State permits gaming terminals, along with the specific license class for a gaming café in Wheeling. Staff

added a condition of approval that “the use shall be consistent with the Class N-V liquor license with respect to food and beverage sales.”

STAFF REVIEW

Fire Department Review: The Fire Department has submitted a memo dated July 19, 2018, which notes the following major concerns: The tenant space shall be installed with an automatic fire sprinkler system and a fire alarm system. The Plan Commission may wish to verify that the petitioner understands these requirements, which may add considerable upfront cost to the business.

Engineering Division Review: The Engineering Division has provided a memo dated July 13, 2018, which states the parking lot striping is not easily visible and that the lot should be restriped. A condition of approval has been added to the motion.

Health Division Review: The Health Officer has reviewed the plans and has no concerns at this time.

Impact on Adjacent Uses: No significant impact is anticipated on adjacent uses.

Staff Recommended Action: Prior to recommending approval of the proposed special use, Staff suggests that the Plan Commission review the following with the petitioner:

1. The condition of the existing landscaping with respect to the approved site landscape plan;
2. Adding a bike rack;
3. The requirement for fire sprinklers and a fire alarm system; and
4. Restriping the lot.

PROPOSED MOTION

If the Plan Commission approves of the requested special use for a restaurant, an appropriate motion would be to:

Recommend approval of Docket No. 2018-15 to grant Special Use-Site Plan Approval as required under Chapter 19-05 Mixed Use Districts, Chapter 19-10 Use Regulations, Chapter 19-12 Site Plan Approval Requirements, and associated sections, to permit a Sit-Down Restaurant in accordance with the project description submitted June 11, 2018 and floor plan submitted June 19, 2018 by June’s Wheeling, to be located at 755 W. Dundee Road, Wheeling, Illinois,

And subject to the following conditions of approval:

1. A rack for two bicycles shall be added to the site prior to occupancy;
2. The use shall be consistent with the Class N-V liquor license with respect to food and beverage sales;
3. The lot shall be restriped prior to occupancy.

Wheeling Plan Commission

Meeting date: July 26, 2018

RE: Docket No. 2018-15



Andrew C. Jennings, AICP
Director of Community Development



Brooke A. Casolari
Senior Planner

Attachments:

[Photos of existing conditions \(staff\)](#)

[Fire Department comments, 7.19.2018](#)

[Engineering Division comments, 7.13.2018](#)

[Project description](#)

[Floor plan](#)

[Approved landscape plan for the subject property \(staff\)](#)

June's – 755 W. Dundee Road

Docket No. 2018-15 (Special Use-Site Plan Approval of a Sit-Down Restaurant)



Existing conditions of subject unit (looking southwest)

June's – 755 W. Dundee Road

Docket No. 2018-15 (Special Use-Site Plan Approval of a Sit-Down Restaurant)



Existing conditions of subject property (looking west)

June's – 755 W. Dundee Road

Docket No. 2018-15 (Special Use-Site Plan Approval of a Sit-Down Restaurant)



Existing conditions of a portion of parking on subject property (looking southeast)



MEMO – Fire Prevention Bureau

TO: Brooke Casolari, Village Planner
FROM: Ronald S. Antor, Fire Inspector
CC: Andrew Jennings, Director of Community Development
Keith MacIsaac, Fire Chief
FPB File
DATE: July 19, 2018
SUBJECT: Proposed New Gaming Cafe – 755 West Dundee Road – June's – Plans received for review by the Fire Department, June 27, 2018.

The Wheeling Fire Department has reviewed the submittals received related to the above referenced project and has the following comments:

Site Plan

1. The proposed plans show do not show any information or proposed changes to the site.

755 West Dundee Road – New Gaming Cafe – June's

1. Based on the documents submitted for review, the proposed remodeled tenant space for the petitioner's proposed use would be considered a (B)Business Use Group with ancillary (A) Assembly Use Group areas as defined in the 2012 Editions of the International Building (IBC) and Fire Prevention Codes (IFC).

The proposed use and would be an increase in occupancy based on the addition of the (A) Assembly Use group areas.

2. This tenant space is located in an existing unsprinklered building. Therefore, due to the increase in occupancy load for the (A) Assembly Use Group an automatic fire sprinkler system shall be provided to protect this tenant space in accordance with the 2012 Editions of the International Building and Fire Prevention Codes as amended by the Village of Wheeling.
3. This tenant space is required to be provided with a fire alarm system and the system in accordance with the 2012 Editions of the International Building and Fire Prevention Codes as amended by the Village of Wheeling.
4. All construction shall comply with the Village's Building and Fire Prevention Codes (2012 Editions of the International Building Code & International Fire Code – with amendments).
5. As shown on the submittal drawing the rear exit from the tenant space would not be allowed as the door opens to far into the width of the exit corridor.
6. Exits would also need to be provided in the vacant tenant space that is being created to the east of the petitioner's tenant space.

At this time there are no other Fire Department comments related to the project as presented in the documents reviewed.



MEMORANDUM

TO: Brooke Casolari, Senior Planner

FROM: Kyle Goetzelmann, Civil Engineer I

COPY: Jon Tack, Village Engineer

DATE: July 13th, 2018

SUBJECT: June's Restaurant – Special Use
755 W. Dundee Rd. - Review Comments

The Engineering Division received a Project Description and Floor Plans for the subject project on June 27th, 2018. The Engineering Division has completed a review of the above referenced submittal and offers the following comments at this time:

1. Current parking lot striping is not easily visible. Parking Lot needs to be re-striped.
2. If external grease basin is required by the health department, MWRD and Village of Wheeling Engineering permits will be required before grease basin can be installed.

June's Wheeling, LLC
May 21, 2018

Village of Wheeling
Community Development
2 Community Boulevard
Wheeling, IL 60090

Dear Village of Wheeling
Community Development:

Per the requirements set forth in Planning and Zoning Application A2 and the basic plan review submittal:

June's Lounge is applying to open as an upscale restaurant with luxurious comfortable seating. We will offer a variety of gourmet food, fine wines, and beer. Our business model embraces hosting our guests in a very high-class and dignified manner providing a very personalized experience for everyone. Our space will also have the ability to serve as an event space for small group gatherings and private parties. In addition to the food and beverage sales, we will also look to include video gaming terminals for guest entertainment.

There are locations that have opened prior to Wheeling with overwhelming reception to the communities they serve. The owner of the restaurants has decades of experience in luxury space and custom furniture design as well as prior restaurant ownership experience with Prairie Rock Brewing Co.

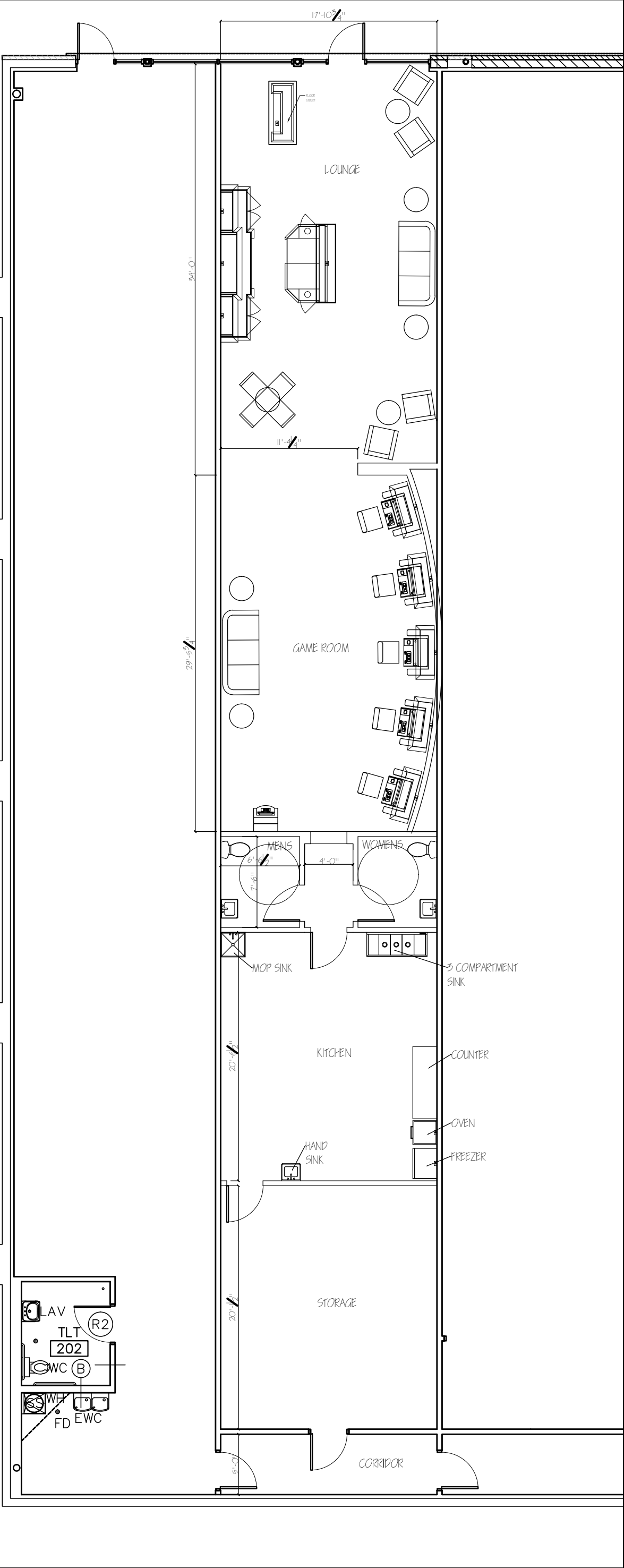
June's Wheeling will have flexible floor plan but as demonstrated in the current sample it will have thirteen front of house seats in a combination of dining and lounge seating available as well as five game seats. Max occupancy will be 20 persons.

Operating hours will be 8:00 AM and 2:00 AM the following day in accordance with Wheeling liquor code. June's will employ 4-6 hosts working on a rotating schedule with one host at any given time. Employee vehicle plus required parking on average for June's is approximately 5-6 spaces.

Please don't hesitate to reach out for further information.

Sincerely,
Angela Atamian

Exhibit received June 11, 2018



NOTES/COMMENT

JUNE'S
755 W. DUNDEE RD. WHEELING

JUNE'S
21660 W. Field Parkway, Deer Park, IL 60010
Phone: 847-844-9500

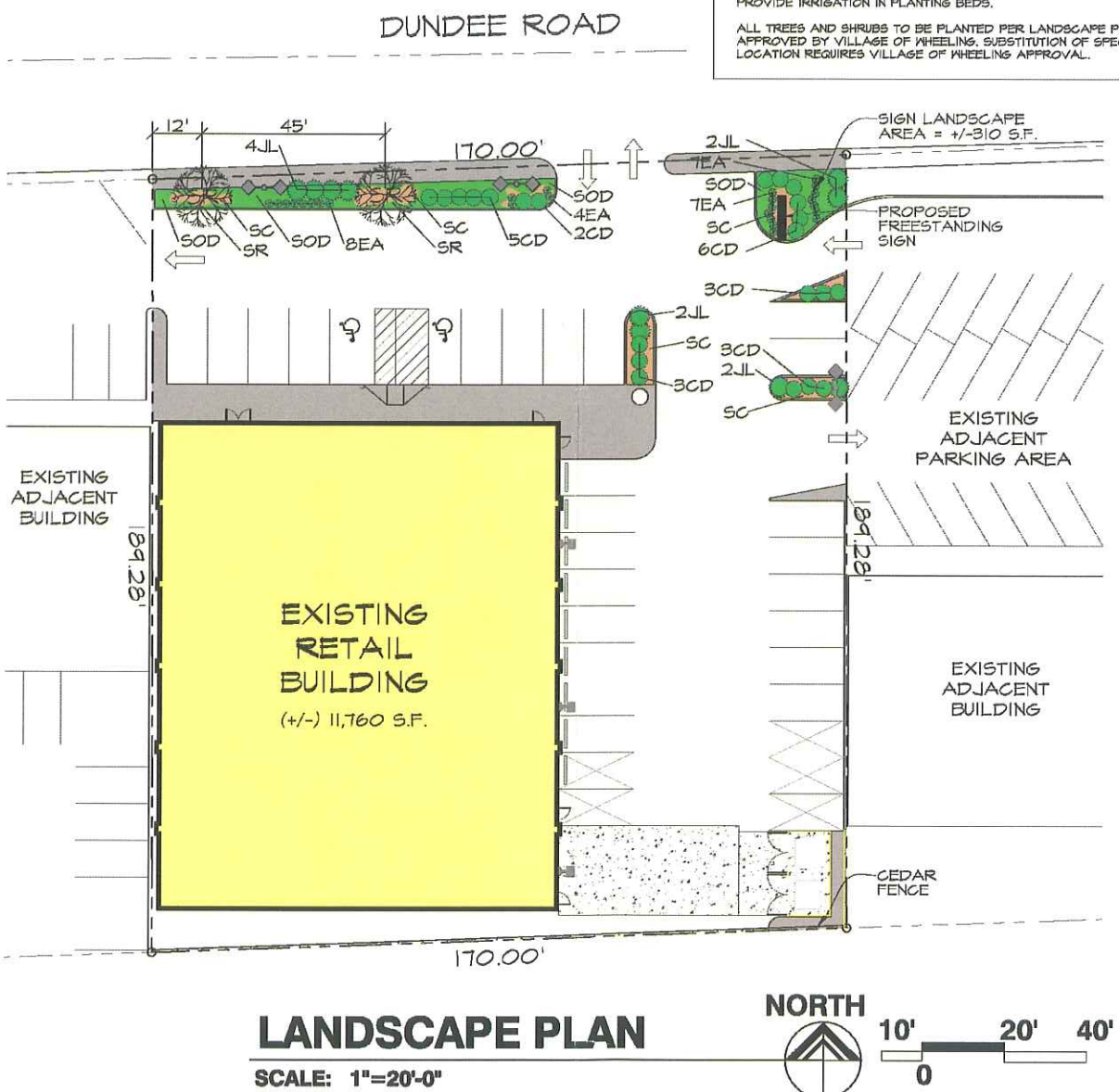
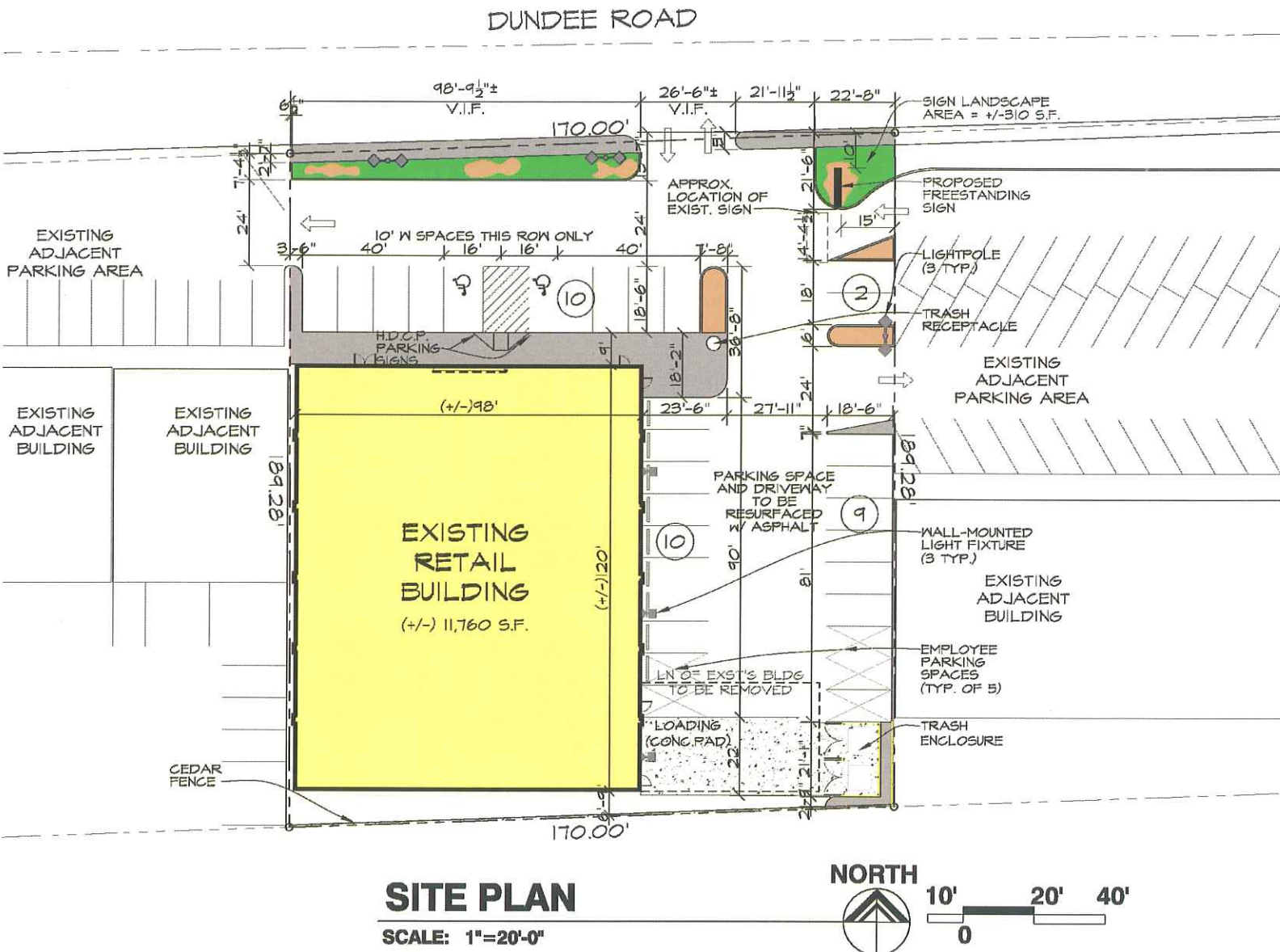
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© COPYRIGHT 2003
JOSEPH NICOLA
South Barrington, Illinois

DATE
5/10/2018

SHEET NO.
1

SITE DATA:
 ZONING: MXT - TRANSIT ORIENTED MIXED USE
 LOT AREA (LOT 42): APPROX. 32,151 ± S.F.
 BUILDING AREA: 11,749 ±
 PARKING REQUIRED
 (1 SPACE/250 SF): 47 CARS
 PARKING PROVIDED: 31 CARS (REQ'D VARIATION)



<u>LANDSCAPE SCHEDULE</u>			
<u>MARK</u>	<u>IDENTITY</u>	<u>PLANTING SIZE/MATURE SIZE</u>	
<u>UNDERSTORY TREES</u>			
SR	JAPANESE TREE LILAC (Syringa reticulata)	25" CALIPER	15-25'
<u>SHRUBS</u>			
EA	IDENTITY: BURNING BUSH, COMPACT (Euonymus alata "Compactus")	8' TALL	4-6'
JL	JUNIPER, BLUE RUG (Juniperus horizontalis "Blue Rug")	12" TALL	1-2'
CD	COTONEASTER, SPREADING (Cotoneaster divaricata)	8' TALL	4-6'
<u>OTHER MATERIALS</u>			
SOD	Quality sod, locally grown bluegrass free of coarse grass, rye and creeping bent. Seed and blanket in lieu of sod except where noted below.		
SC	Shredded Cedar Mulch - 4" Depth Note: Provide min. 3'-0" dia. mulch ring at all trees.		
<u>NOTES</u>			
ALL TREES AND SHRUBS TO BE BALLED AND BURLAPPED U.N.O.			
ALL SHRUBS TO BE IN 4" DEEP MULCHED BEDS EXTENDING TO DRIP LINE OF SHRUB.			
NO BARE-ROOT PLANT MATERIAL TO BE USED.			
MAINTAIN 12' SIGHT TRIANGLES AT ALL DRIVEWAYS.			
PROVIDE IRRIGATION IN PLANTING BEDS.			
ALL TREES AND SHRUBS TO BE PLANTED PER LANDSCAPE PLAN APPROVED BY VILLAGE OF WHEELING. SUBSTITUTION OF SPECIES OR LOCATION REQUIRES VILLAGE OF WHEELING APPROVAL.			

PROPOSED RETAIL DEVELOPMENT
 755 WEST DUNDEE ROAD
 WHEELING, ILLINOIS

AETNA DEVELOPMENT CORPORATION
 200 W. MADISON STREET, SUITE 4200
 CHICAGO, ILLINOIS 60606

KMA & ASSOCIATES, INC. ARCHITECTS
 1161 LAKE COOK ROAD, SUITE C
 DEERFIELD, ILLINOIS

DOCKET NO. 2011-23B
 ADVANCE AUTO PARTS
 SPECIAL USE, S.P., APPEARANCE
 753 W DUNDEE RD
 ORD 4675 PASSED FEB 6, 2012

REQUEST FOR PLAN COMMISSION ACTION
STAFF PROJECT REVIEW

TO: Chairperson Ruffatto and Members of the
Wheeling Plan Commission

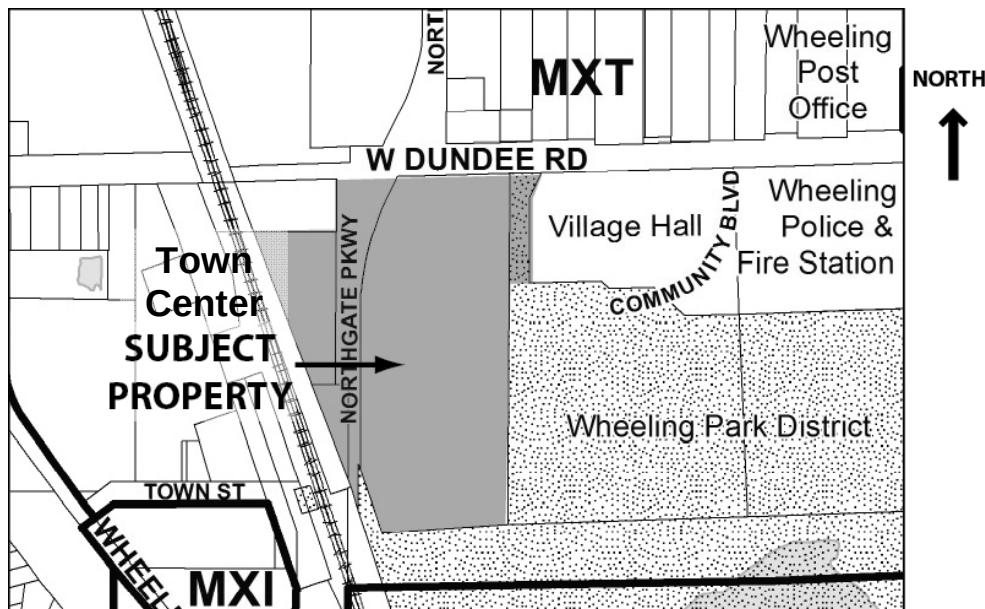
FROM: Andrew C. Jennings, Director of Community Development
Brooke A. Casolari, Senior Planner

RE: Docket No. 2018-16
Mia's Cantina
373 W. Dundee Road
Special Use-Site Plan Approval of a Sit-Down Restaurant

DATE OF REPORT: July 19, 2018

DATE OF MEETING: July 26, 2018

PROJECT OVERVIEW: The petitioner is requesting special use approval for a sit-down restaurant in Building H2 of the Wheeling Town Center.



GENERAL PROPERTY INFORMATION

<u>Applicant Name:</u>	Brad Friedman, The Lynmark Group
<u>Property Owner Name:</u>	Wheeling Commercial Development LLC
<u>Common Location:</u>	Wheeling Town Center Subdivision
<u>Neighboring Property Land Use(s):</u>	North: vacant across Dundee Road & commercial adjacent to Metra lot (Burger King) West: Transportation (Railroad) South: Open Space (Heritage Park) East: Public (Village Hall and Recreation Center)

<u>Comprehensive Plan Designation:</u>	Transit-oriented mixed use
<u>Property size:</u>	Approximately 16 acres (property) 4,550 sq. ft. (unit)
<u>Existing Use of Property:</u>	Vacant – Under construction
<u>Proposed Use of Property:</u>	Sit-down restaurant
<u>Existing Property Zoning:</u>	MXT – Transit-Oriented Mixed Use District

Previous Zoning Action on Property:

2016-20	Wheeling Town Center Final PUD, Ord. No. 5033, passed October 17, 2016.
PC 17-19	Amendments to the Wheeling Town Center PUD, Ord. No. 5151, passed 2.5.2018
PC 18-11	Appearance approval of Building H2 (371-373 W. Dundee), Ord. No. 5793, passed 6.4.2018

DESCRIPTION OF PROPOSAL

At this time, the petitioner is seeking special use approval for a sit-down restaurant in Building H2 of the Wheeling Town Center. The proposed restaurant will occupy 4,550 sq. ft. of the entire 6,315 sq. ft. building.

The appearance of the Building H2 was approved through Docket No. PC 18-11 recently. Staff has provided the approved elevation plans and materials exhibit as a reference, which should be incorporated into the current review.

The restaurant will operate from 11am to 11pm Monday through Thursday and 11am to 12am on Saturday and Sunday, with the kitchen closing an hour early. It is anticipated that there will be 19 employees during peak shift.

SITE PLAN REVIEW

Scale of floor plan: unknown

General site layout: Building H2 is located at the southeast corner of the Village Green, directly south of the recently approved City Works restaurant (H1). The building is a 6,315 sq. ft. structure designed to accommodate the proposed sit-down restaurant (4,550 sq. ft.) and an additional 1,765 sq. ft. of unleased retail space. Patio seating is planned for the west façade and southwest corner of the building, to maximize its location near the Village Green.

Floor Plan: The restaurant's floor plan includes a lounge/waiting area, two dining rooms, and patio seating for 60. There are 152 indoor seats. The total proposed seating count is 212. The Health Officer noted that additional dry storage is required. However, it is anticipated that there is enough room in the kitchen and back of house areas to accommodate this requirement.

Total number of parking spaces: The parking study provided at Final PUD assumed a total of 30,000 sq. ft. of restaurant space in the Town Center development. That September 2016 Shared Parking Study also stated that “additional restaurant space could be considered if the number of seats and parking demand is less than projected.” With the PUD amendment that was approved February 5, 2018, the updated (November 2017) Shared Parking Study indicated the total permissible restaurant space of the development increased to 40,000 sq. ft. An updated (June 2018) Shared Parking Study is provided. It appears that the proposed use can be accommodated by the overall parking of the development.

Trash Enclosure: An integrated trash room is located on the east façade. A service door provides access to the exterior.

BUILDING APPEARANCE REVIEW (Building H2, 371-373 W. Dundee Road)

Appearance review of Building H2 was approved through Docket No. 18-11. Staff has provided such approved exhibits for the Plan Commission to review. If the Plan Commission finds any conflicts between the approved exhibits and the proposed use, then they shall be noted and resolved at this time.

STANDARDS FOR SPECIAL USE

Following are standards for special use with the petitioner's responses. **(Staff comments are in bold.)**

1. State why the Special Use is necessary for the public convenience at the proposed location. (Explain how the proposed use will benefit residents, the neighborhood or the community-at-large.)

“Mia’s Cantina will be occupying approximately 4,500 SF in Building H.2 located within the Town Center. The building sits along the Pedestrian Plaza, across from CMX, just north of ONE – the apartment building at the Town Center. Mia’s Cantina will be offering a comprehensive menu of Mexican style lunch and dinners in a full service, sit-down restaurant with table tops seating, bar seating, a lounge, and outdoor seating along the plaza.”

The proposed use will be complimentary to the adjacent retail, restaurant, and entertainment uses in the Town Center.

2. State how the special use will not alter the essential character of the area in which it is to be located. (Explain how the proposed special use is appropriate for the neighborhood or shopping center and how the overall character will not be affected by the special use.)

“Since the inception of the Town Center project, it has been our vision to provide the community with restaurants that would feature outdoor seating along the pedestrian plaza. Mia’s Cantina is the perfect fit for the Town Center, and the entire project will benefit from their business and lively atmosphere.”

The proposed sit-down restaurant will provide outdoor seating and entertainment to compliment the adjacent Village Green within the Town Center.

3. State how the location and size of the Special Use, the nature and intensity of the operation involved in or conducted in connection with it, the size of the site in relation to it, and the location of the site with respect to streets giving access to it, will be in harmony with and will not impede the normal, appropriate, and orderly development of the district in which it is to be located and the development of surrounding properties. (Explain how the proposed use will allow the surrounding area to develop appropriately. Is the use too large for the site? Will it be in a location on the lot that will cause conflicts with adjacent properties? Does the use create noise, odor, smoke, or light that will affect other properties?)

“Our architects have been working hand-in-hand with the interior restaurant designer, and the operational folks from Mia’s to ensure that the layout of the restaurant will coincide with the neighboring buildings in the Town Center and along the plaza. The outdoor seating was purposefully placed on the west side of the building to help provide separation from the residential apartment building.”

Two different floor plans are provided. The first is a colored plan that shows outdoor seating only on the west side of the building. The more detailed (and black and white) floor plan notes additional outdoor seating on the south wall of the building. The Plan Commission may wish to have the petitioner verify which seating plan is correct.

4. State how the location, nature and height of buildings, walls and fences, and the nature and extent of the landscaping on the site shall be such that the use will not hinder or discourage the appropriate development and use of adjacent land and buildings, or will not impair the value thereof. (Explain how the proposed use will not prevent development on adjacent properties. Will the proposed use have a negative impact on existing adjacent land uses?)

“The structure of the building has already received approval from the Plan Commission based on its appearance. There are no adverse conditions that would prevent additional development in the Town Center or neighboring properties. The color of the awnings on the building can be changed to match the marketing, branding and logo colors of Mia’s Cantina.”

If the petitioner desires to modify the awning color from that which was approved through Docket No. PC 18-11, plans and/or a color sample shall be provided.

5. State how the parking areas will be of adequate size for the particular use, properly located, and suitably screened from adjoining residential uses, entrance and exit drives shall be laid out so as to prevent traffic hazards and nuisances, and the development will not cause traffic congestion. (Is adequate parking provided? Is parking area visible from adjacent homes? Are the entrance and exit drives designed for safe access to the site? Will the special use generate so much traffic as to cause congestion? Will visitors to the special use access the site through residential streets?)

“Employees can park on the top level of the parking deck inside ONE. Customers will have access to the entire shared parking lots in the Town Center. They will also have the ability to drop-off their vehicle at 1 of 2 valet parking stations – which were part of the original PUD site plan approval.”

No additional staff comments.

6. State how the property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulation in that zone. (Other than the special use listed in this application, the proposal must meet all other requirements of the Zoning Code. Note any other exceptions.)

“The proposed use for Mia’s Cantina meets all zoning code regulations. The lively atmosphere, friendly service, bar and lounge inside Mia’

While the Final PUD for the Town Center assumed certain uses for the site, a sit-down restaurant within the development must still obtain special use approval for their specific business operations, floor plan, site plan and appearance.

STAFF REVIEW

Fire Department Review: The Fire Department has submitted a memo dated July 19, 2018, which does not raise any significant concerns with the proposed plans. These issues will be addressed at permit.

Engineering Division Review: The Engineering Division has provided a memo dated July 13, 2018, which will be addressed at permit.

Health Division Review: The Health Officer has reviewed the plans and has the following comments, which can be addressed at permit:

1. A dry storage room which is separate and in addition to the food preparation area, service and utensil and equipment washing area, is required. The separate dry storage space shall have a minimum floor area equal to twenty-five percent of the total floor area of the facility excluding dining and restroom areas, office space, and walk-in refrigeration and walk-in freezer areas.
2. An exterior grease basin is required.

The Health Officer also notes the following: Overhead garage doors are discouraged. Proposals for overhead doors must receive explicit design and appearance approval, provide a tight seal when closed, and allow for full function of fire suppression system when open.

The building appearance, including overhead garage doors, was approved through Docket No. PC 18-11, subject to the following condition of approval:

1. The large “garage door” style windows on the west elevation are subject to review and approval in conjunction with the final floor plan for the tenant space.

The Plan Commission may wish to discuss with the petitioner that the overhead garage door design is subject to the Building and Health Codes. A copy of the Open Air Dining Requirements are provided as a reference.

Impact on adjacent uses: It appears that the proposed changes will not have a negative impact on the adjacent uses.

Staff Recommended Action: Prior to making a motion for approval, staff suggests that the Plan Commission discuss the following:

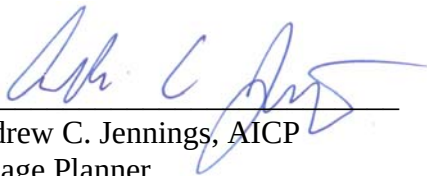
1. Verify that there are no conflicts between the approved exterior design of the building and the proposed use. This includes an understanding that the overhead garage door (window) design on the west elevation is subject to all Building and Health Codes;
2. Identify the correct outdoor seating plan (two different plans are provided); and
3. If the petitioner desires to modify the awning color from that which was approved through Docket No. PC 18-11, plans and/or a color sample shall be provided.

PROPOSED MOTION

If the Plan Commission finds that the petitioner has satisfied the requirements for the granting of the Special Use, Site Plan, and Building Appearance Approval for the sit-down restaurant, an appropriate motion would be to:

Recommend approval of Docket No. 2018-16, granting Special Use, Site Plan, and Building Appearance Approval, as required under Chapter 19-05, Mixed-Use and Overlay Districts, Chapter 19-10 Use Regulations, and Chapter 19-12 Site Plan Approval Requirements, and associated sections, to permit a Sit-Down Restaurant in accordance with the following exhibits submitted June 28, 2018 to be located at 373 W. Dundee Road, Wheeling, Illinois, which is in Building H2 of the Wheeling Town Center:

- Cover letter,
- Floor plans (2 sheets),
- Site plan,
- Approved appearance exhibits to Docket No. PC 18-11 (staff),
- Open Air Dining Requirements (staff),
- Town Center Shared Parking Study (June 2018), and
- Town Center Traffic Study (June 2018).


Andrew C. Jennings, AICP
Village Planner


Brooke A. Casolari
Senior Planner

Attachments: [Fire Department memo, 7.19.2018](#)

[Engineering Division memo, 7.13.2018](#)

[Cover letter](#)

[Floor plans \(2 sheets\)](#)

[Site plan and roof plan](#)

[Approved appearance exhibits to Docket No. PC 18-9](#)

[Open Air Dining Requirements \(staff\)](#)

[Town Center Shared Parking Study \(June 2018\)](#)

[Town Center Traffic Study \(June 2018\)](#)



MEMO – Fire Prevention Bureau

TO: Brooke Casolari, Village Planner
FROM: Ronald S. Antor, Fire Inspector
CC: Andrew Jennings, Director of Community Development
Keith MacIsaac, Fire Chief
FPB File
DATE: July 19, 2018
SUBJECT: Proposed New Restaurant – 373 West Dundee Road – Mia's Cantina – Plans received for review by the Fire Department, June 28, 2018.

The Wheeling Fire Department has reviewed the submittals received related to the above referenced project and has the following comments:

Site Plan

1. The proposed plans show no changes to the existing Fire Department access to the site.
2. The building's Fire Department Connection (FDC) shall not be located where it is blocked by outside seating.

337 West Dundee Road – New Restaurant Facility

1. Based on the documents submitted for review, the petitioner's proposal is for a tenant build-out of a new restaurant within an approved multi-tenant retail building. The petitioner's proposed use would be classified as a (A-2) Assembly Use Group occupancy as defined in the 2012 Editions of the International Building (IBC) and Fire Prevention Codes (IFC).
2. The proposed occupancy load for the occupancy will be verified during the remodeling process.
3. This tenant space is required to be protected with an automatic fire sprinkler system. The tenant space is also within a multi-tenant retail space that is currently under construction and includes a fire sprinkler system. The sprinkler system for this tenant space shall be installed/ modified as required during the build-out of this tenant space in accordance with the 2012 Editions of the International Building and Fire Prevention Codes as amended by the Village of Wheeling.
4. The fire sprinkler system shall also be extended to protect any outdoor seating under canopies or awnings.
5. This tenant space is required to be provided with a fire alarm system. The tenant space is also within a multi-tenant retail space that is currently under construction and includes a fire alarm system. The fire alarm system for this tenant space shall be installed/ modified as required during the build-out of this tenant space in accordance with the 2012 Editions of the International Building and Fire Prevention Codes as amended by the Village of Wheeling.

Ms. Brooke Casolari

SUBJECT: Proposed New Restaurant – 373 West Dundee Road – Mia's Cantina – Plans received for review by the Fire Department, June 28, 2018.

July 19, 2018

Page 2

6. The kitchen cooking equipment is required to be provided with a Type I exhaust hood and protected with a fire extinguishing system designed and installed in accordance with NFPA 17A.
7. Outdoor seating shall be located in a manner that does not impact exiting from the tenant space to the public way.
8. The plaza to the south of the building is a fire apparatus access route for the adjacent residential building. Additional information needs to be provided for review related to the seating shown on one of the documents submitted for review in this area. This may not be allowed after review due to its location in the fire apparatus access route.
9. All construction related to the remodeling shall comply with the Village's Building and Fire Prevention Codes (2012 Editions of the International Building Code & International Fire Code – with amendments).
10. This review is not a review for issuance of a building permit and additional comments will be forthcoming in the permitting process.

At this time there are no other Fire Department comments related to the project as presented in the documents reviewed.



MEMORANDUM

TO: Brooke Casolari, Senior Planner

FROM: Kyle Goetzelmann, Civil Engineer I

COPY: Jon Tack, Village Engineer

DATE: July 13th, 2018

SUBJECT: Mia's Cantina – Special Use
373 W. Dundee Rd. - Review Comments

The Engineering Division received a project description, site plan, and floor plan for the subject project on June 28th, 2018. The Engineering Division has completed a review of the above referenced submittal and offers the following comments at this time:

1. External grease basin will be required. MWRD NRI permit and Village of Wheeling Engineering permit will be required prior to installation of grease basin.

Request for Special Use Permit for Mia's Cantina

The Wheeling Town Center obtained Final PUD approval in October 2016. The project included over 16 acres of land that would be developed into a mixed-use TOD with a 300 unit luxury apartment building, a 40,000 SF CMX movie theater and lounge, and 60,000 SF of other retail and restaurants. We have secured leases from City Works Eatery and Pour House, Starbucks, Inland Bank, Mia's Cantina, 312 Nail & Spa, and The Learning Experience.

Site Plan Changes

The Site Plan Changes to accommodate Outlot Building H.2 were previously approved by the Plan Commission per Docket PC 17-19.

About Mia's Cantina

This family orientated authentic Mexican restaurant will offer affordable lunch and dinner menus. The lunch atmosphere will be neighborhood friendly allowing teens and adults to enjoy freshly homemade foods such as Grandma's Mexican bread, tacos, tamales, tortillas, tortas, and the house specialty taquitos filled with beef, pork, chicken, or shrimp.

The evening atmosphere will offer an interactive gathering including unique and creative drinks made from fresh ingredients by award winning mixologist, Esteban Aquado from Guanajuato Mexico. Esteban has 18 years of experience as a manager, cook, and master mixologist at La Casa Bonita in Libertyville, Fuego in Arlington Heights, Frontera Grill and Adobe Grill in Chicago.

Esteban has been recognized by Check Please the Daily Herald and Metromix for his bartending skills, creativity and diligence in using fresh produce and the highest quality of tequilas and liquors. He is especially noted for pairing drinks with meals and his blending of aguas frescas using fresh and seasonal produce and his creative orchata mixes such as the pineapple orchata. He is also renowned for his Tepache or pineapple juice tequila from Guanajuato as well as his famous watermelon margaritas using freshly squeezed lime.

Anticipated Hours of Operation:

Sunday – Thursday: 11am - 11pm (Kitchen will close at 10pm)

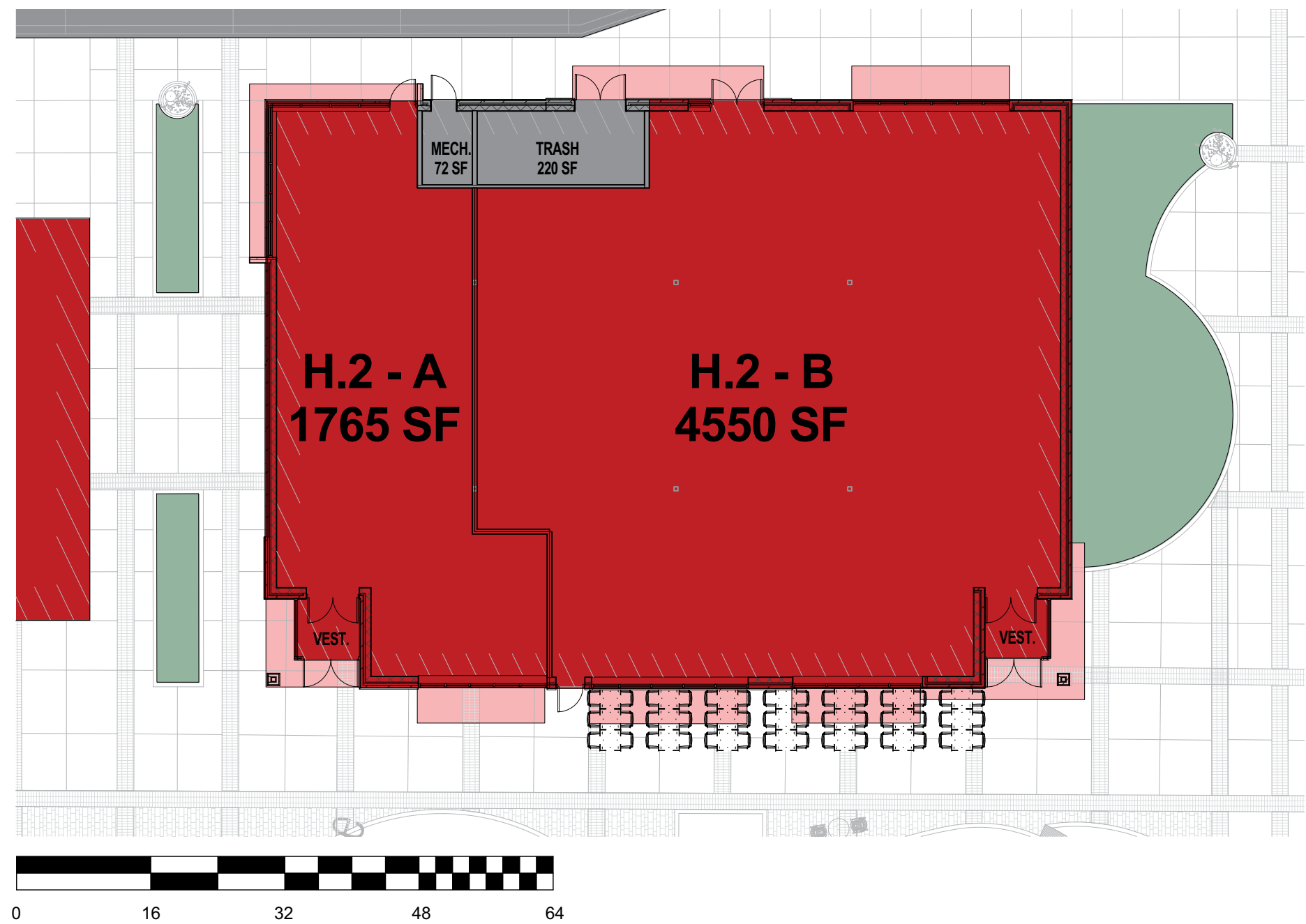
Friday and Saturday: 11am - 12am (Kitchen will close at 11pm)

Estimated Number of Employees:

Sunday – Thursday: 17

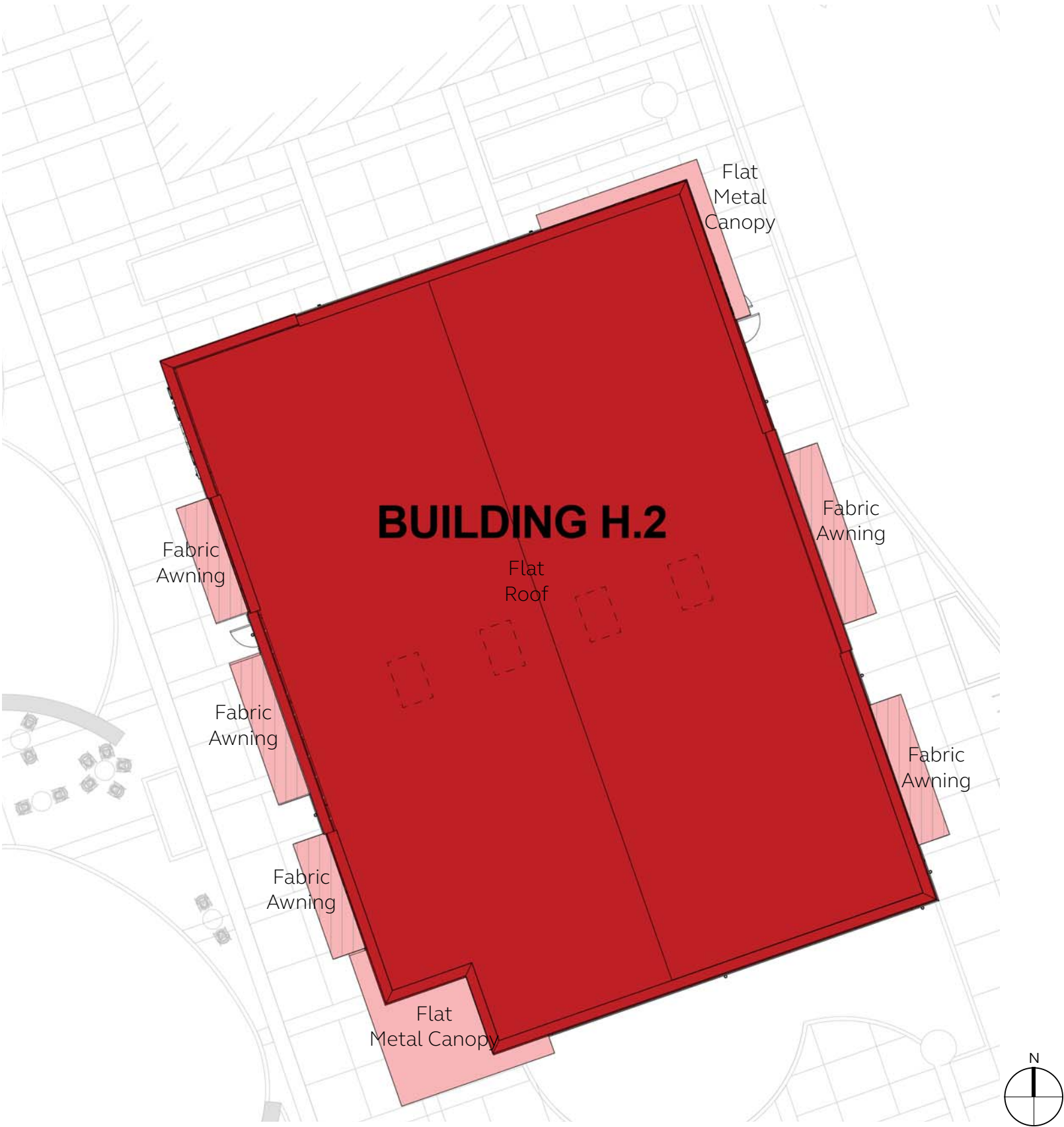
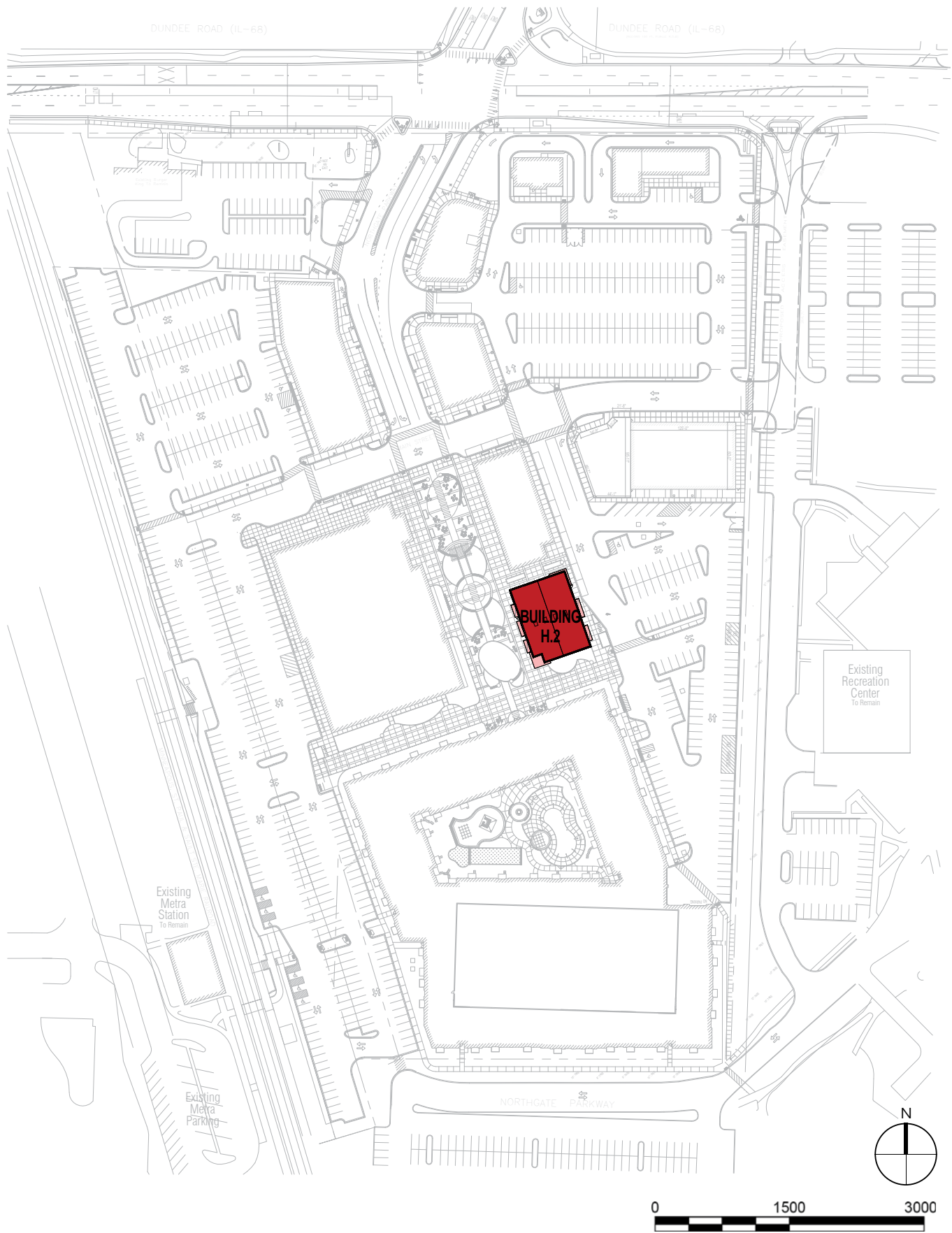
Friday and Saturday: 19

Floor Plan

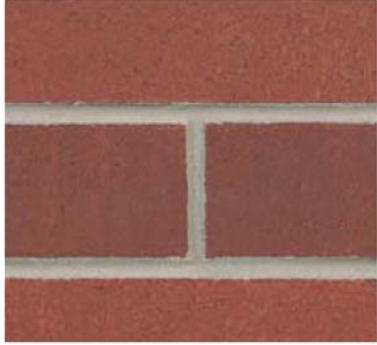




SITE PLAN & ROOF PLAN



FINISH PALETTE



BR-1 - BRICK VENEER - 1
MANUFACTURER: QUIK-BRIK TRADITIONAL
COLOR: RICHFIELD FLASHED



BR-2 - BRICK VENEER - 1
MANUFACTURER: ECHELON
COLOR: ASH BLEND
*PREVIOUSLY APPROVED MATERIAL - STARBUCKS



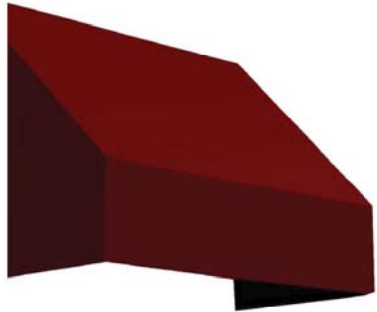
ST-01 - CAST STONE
MANUFACTURER: CUSTOM STONE WORKS
COLOR: GREY
*PREVIOUSLY APPROVED MATERIAL - STARBUCKS



MTL-1 - ANODIZED ALUMINUM STOREFRONT FINISH
MANUFACTURER: TBD
COLOR: DARK BRONZE
*PREVIOUSLY APPROVED MATERIAL - STARBUCKS



SC-1 - SCONCE
MANUFACTURER: BEGA
FINISH: BLACK



FA-1 - FABRIC AWNING
MANUFACTURER: TBD
COLORS: RED & BLACK



EIFS-1 - STUCCO
MANUFACTURER: QUIKRETE
COLOR: GRAY



MTL-2 - ALUMINUM BREAK METAL
MANUFACTURER: CENTRIA
COLOR: LIGHT GRAY

West Elevation

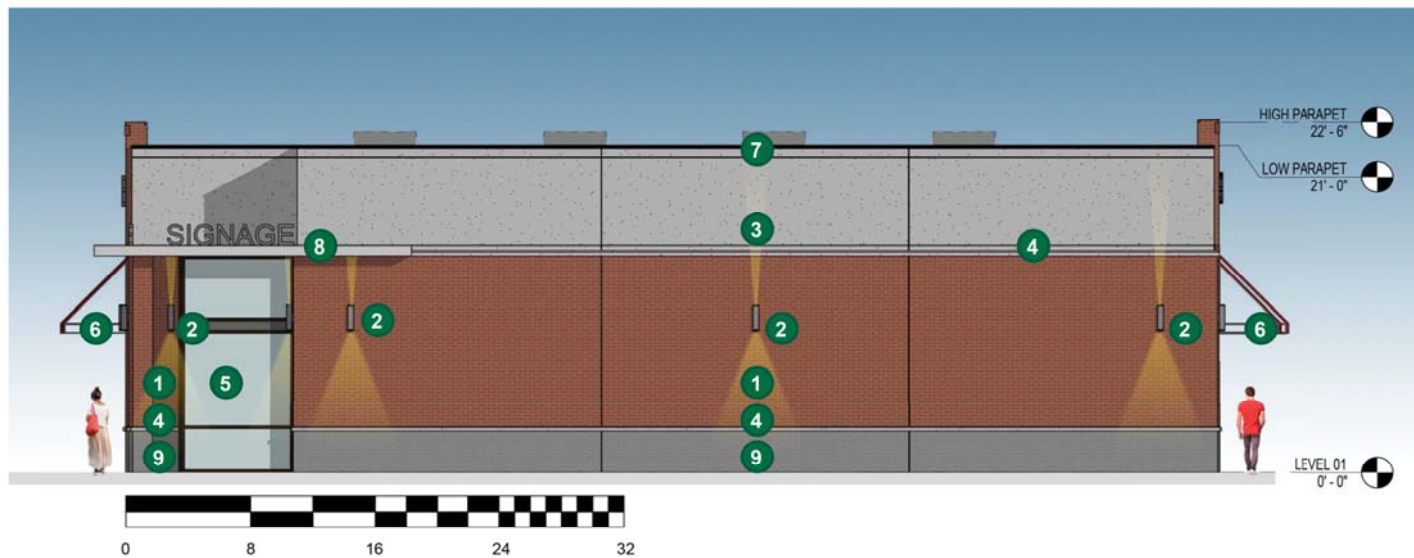
MATERIAL SCHEDULE

1	BRICK VENEER - 1
2	SCONCE
3	EIFS - GREY
4	CAST STONE
5	STOREFRONT / GARAGE DOORS ON WEST ELEVATION AS SHOWN
6	FABRIC AWNING
7	METAL ROOF COPING
8	BREAK METAL
9	BRICK VENEER - 2



South Elevation

MATERIAL SCHEDULE	
1	BRICK VENEER - 1
2	SCONCE
3	EIFS - GREY
4	CAST STONE
5	STOREFRONT / GARAGE DOORS ON WEST ELEVATION AS SHOWN
6	FABRIC AWNING
7	METAL ROOF COPING
8	BREAK METAL
9	BRICK VENEER - 2



South Elevation - Landscape



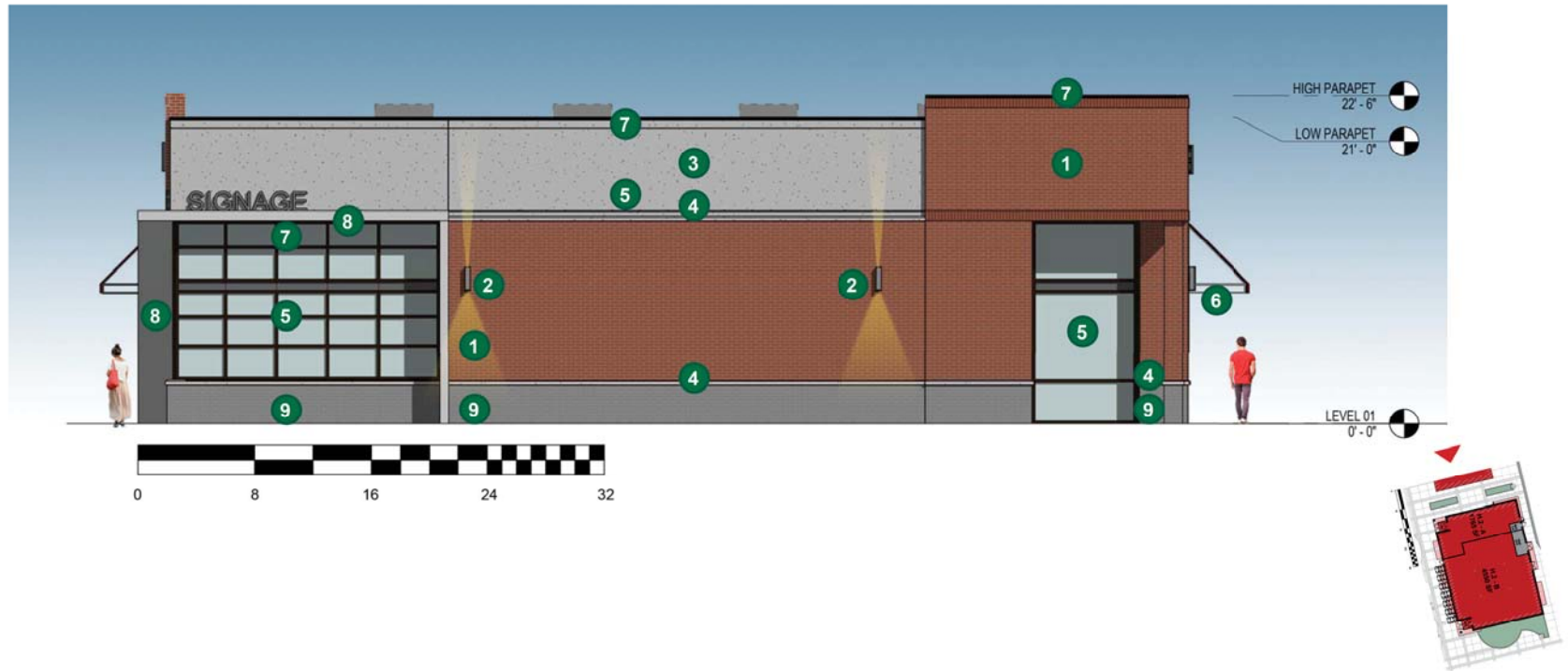
East Elevation

MATERIAL SCHEDULE	
1	BRICK VENEER - 1
2	SCONCE
3	EIFS - GREY
4	CAST STONE
5	STOREFRONT
6	FABRIC AWNING
7	METAL ROOF COPING
8	BREAK METAL
9	BRICK VENEER - 2



North Elevation

MATERIAL SCHEDULE	
1	BRICK VENEER - 1
2	SCONCE
3	EIFS - GREY
4	CAST STONE
5	STOREFRONT / GARAGE DOORS ON WEST ELEVATION AS SHOWN
6	FABRIC AWNING
7	METAL ROOF COPING
8	BREAK METAL
9	BRICK VENEER - 2



North Elevation - Landscape



Southwest Corner View



Southeast Corner View



Northeast Corner View



Northwest Corner View



Village of Wheeling

Open Air Dining – Minimum Requirements

The Village of Wheeling will permit open air dining in approved restaurant establishments subject to submittal of detailed plans and specifications in accordance with the following requirements:

1. Overhead garage doors are discouraged. Proposals for overhead doors must receive explicit design and appearance approval, provide a tight seal when closed and allow for full function of fire suppression system when open.
2. An Air Curtain is required to be installed at the top of windows/overhead doors proposed to be open. Manufacturer specifications on the best and quietest model must be provided for review and approval by the Health Department. The Air Curtain must provide sufficient air flow to prevent entry of pests into the establishment.
3. The number of windows/overhead doors permitted to be open shall be pre-established during permit review and subject to approval by the Village.
4. Open Air windows and overhead garage doors shall not be allowed at grade level. A minimum 2 foot high knee wall must be provided.
5. The Air Curtain must be on when windows/overhead doors are open – and must be accomplished via automatic switching.
6. Kitchen must be completely enclosed with tight-fitting, self-closing doors and walls e.g. no open kitchen concept.
7. Buffet style and self- serving foods/equipment are prohibited in open air dining area.
8. For establishments with a bar inside the open air dining area, all food items, such as fruit and condiments, shall be protected or covered while windows/overhead doors are open.
9. Monthly pest control service is required by a licensed pest control company.
10. Other measures will be required by the Village if the air curtains are ineffective and pest control becomes a continuous problem.
11. No construction may begin without submitting detailed Building and Health Department plans and specifications and obtaining approval from the Village.

As with all Building and Health Code requirements if the above measures are ineffective and other measures to prevent pests within the establishment are not taken, citations will be issued and the open air dining approval can be revoked.

January 24, 2018

June 2018

Wheeling Town Center

Shared Parking Study



Prepared for:

WTC LLC

Eriksson Engineering Associates, Ltd.

145 Commerce Drive, Suite A

Grayslake, IL 60030

(847) 223-4804

INTRODUCTION

Eriksson Engineering Associates (EEA) was retained by Wheeling Town Center Development to analyze the parking needs for the Wheeling Town Center (WTC) in Wheeling, Illinois. WTC is under construction as a mixed-use project with residential, retail, restaurants, and theater land-uses along with parking for commuters. The proposed development plan contains 301 apartments, a 795-seat cinema, and 56,137 square feet of retail, child development, and restaurant uses. Parking will be provided by a 595 space garage with 705 spaces in surface lots. A total of 1,300 spaces will serve the development. Metra commuters will have the use of parking within the development during the weekday.

This report provides the updated parking calculations reflecting changes to the site plan that has occurred based on the building plans for proposed users.

Changes to the plan included:

1. The actual building plans show a total reduction from 98,904 to 94,123 square feet of commercial space (-5%).
2. The breakfast/lunch restaurant building size was reduced from 5,000 to 4,000 square feet, and Meat and Potatoes was increased from 3,500 to 4,000 square feet. The breakfast/lunch restaurant will be open for breakfast and lunch and close at 2:30 PM. This will free up parking for the evening hours.
3. Building B will include a 2,000 square foot bank with a single drive-thru lane.
4. Building E will contain a 10,000 square foot child development user, The Learning Experience, instead of retail or restaurant space.
5. An increase in the parking variation from the zoning requirement from 446 to 474 spaces.

ZONING CODE PARKING REQUIREMENTS

The parking requirements were updated for the WTC development using the Village of Wheeling's Zoning Code (see **Table 1**).

Overall, the development requires a parking variation of 474 spaces. One component of the parking variation is for the 156 commuter spaces (33%) which will be occupied during the day when the spaces will not be needed for the retail/restaurant spaces. For the residential portion of the development, the proposed parking supply is 95 spaces short of the zoning requirement. The parking demand of apartments within a transit-oriented development supports a lower parking ratio of 1.65 spaces per unit. Commercial parking is projected to be short by 223 spaces. Part of this shortage will be dependent on the actual seating and staffing plans for the individual restaurants.

RESIDENTIAL PARKING REQUIREMENTS

A review of national and local parking data for apartments, mixed-use developments, and transit-oriented projects clearly indicated a lower parking ratio is warranted for the project. The proposed parking ratio for the apartments at WTC at 1.65 spaces per unit allows for 50% of the units to park two vehicles and maintain some overnight guest parking. This ratio exceeds the national and local parking data (1.23 to 1.39 spaces per unit). These ratios do not include a discount for transit or mixed use developments. Data collected by the RTA and the Village of Palatine at TOD projects support lower rates also at 1.30 to 1.41 spaces per unit. The provision of car sharing at the development will further reduce the residential parking demand.

Table 1
Zoning Code Parking Requirements

Use	Size	Zoning Code	Required Parking	Spaces Provided
Apartments	11 studios	1.7 spaces per unit	238	
	129 1-bedroom			
	152 2-bedroom	2.2 spaces per unit	354	
	9 3-bedroom			
	301 units	Residential Parking Required	592	497 (84%)
Theater	37,986 sq. ft. (795 seats) (40 employees peak shift)	1 space per 3 seats plus one space per employee	305	
Childcare	10,000 sq. ft. (180 kids/24 staff)	2 spaces per 1,000 sq. ft., plus one space per employee	44	
Retail	4,997 sq. ft.	4 spaces per 1,000 sq. ft.	20	
Coffee Shop	2,100 sq. ft. (70 seats)	1 space per 3 seats plus one space per employee ⁽¹⁾	29	
City Works	8,223 sq. ft. (251 seats incl. patio)		108	
Mia's Cantina	4,337 sq. ft. (212 seats incl. patio)		90	
Meat and Potatoes	4,000 sq. ft.		65	
Breakfast/Lunch	4,000 sq. ft.		65	
Other Restaurants	18,480 sq. ft.		300	
	94,123 sq. ft.	Commercial Parking Required	1,026	803 (78%)
Wheeling Town Center Parking Requirement			1,618	1,300(80%)
Metra East Commuter Lot Parking Agreement			156	

(1) Seats based on 25 gross sq. ft. per seat and three employees per 1,000 sq. ft.

The lack of parking at any development is always a concern with the possibility overflow parking impacting adjacent properties. The proposed apartments are part of a larger development with 1,300 parking spaces of which 497 spaces are reserved for the exclusive use the renters in the parking garage.

Within the center of the apartment building, a six level 595 space parking garage is planned with 497 spaces reserved for the residents and their guests. The remaining 98 spaces will be reserved for employees or valet parking of the commercial uses within WTC on the top level. Use of the parking garage will be controlled with a gate system to limit its use to residents and guests and the designated employees or valet operators.

Table 2 shows the updated residential parking demand throughout the day. Peak demand occurs in the evening and overnight time periods when the residents are at home. Detailed calculations of the apartment guest and resident parking are included in the **Appendix**.

Table 2
Hourly Apartment Parking Demand

Hour	Weekday Residential Parking			Weekend Residential Parking		
	Total Vehicles	Percent of Capacity	Open Spaces	Total Vehicles	Percent of Capacity	Open Spaces
6:00 AM	421	85%	76	421	85%	76
7:00 AM	384	77%	113	388	78%	109
8:00 AM	367	74%	130	367	74%	130
9:00 AM	346	70%	151	346	70%	151
10:00 AM	325	65%	172	325	65%	172
11:00 AM	304	61%	193	304	61%	193
Noon	283	57%	214	283	57%	214
1:00 PM	304	61%	193	304	61%	193
2:00 PM	304	61%	193	304	61%	193
3:00 PM	304	61%	193	304	61%	193
4:00 PM	325	65%	172	325	65%	172
5:00 PM	376	76%	121	376	76%	121
6:00 PM	406	82%	91	406	82%	91
7:00 PM	454	91%	43	454	91%	43
8:00 PM	458	92%	39	458	92%	39
9:00 PM	462	93%	35	462	93%	35
10:00 PM	467	94%	30	467	94%	30
11:00 PM	458	92%	39	458	92%	39
Midnight	444	89%	53	444	89%	53

Note: 497 resident parking spaces provided in parking garage.

COMMERCIAL PARKING REQUIREMENTS

Using shared parking principals, the hourly parking demand was recalculated for the retail, child development, bank, coffee shop with drive-thru, the theater, and quality or family/fast casual restaurants for a weekday and a weekend. The weekday and potential weekend Metra commuter parking demand was included. The parking supply of 803 spaces will be provided in the east surface lot (299 spaces), the west lot (406 spaces), and one level of the residential parking garage (98 spaces). **Table 3** summarizes the commercial parking needed for the development with detailed calculations in the **Appendix**.

During the weekday, the peak demand is 717 spaces at 1:00 PM or 89% of the lots' capacity. With additional restaurant space and the child development parking not used in the evening and on weekends, the weekday peak is the early afternoon.

On weekends, the peak-demand still occurred in the evening at 8:00 PM with 708 vehicles occupying 88% of the available spaces due to the restaurant/theater uses. Ideally, with retail/restaurant uses, up to 10% of the spaces should be available to minimize excessive parking lot traffic searching for an open space.

Table 3
Hourly Commercial/Metra Parking Demand

Hour	Weekday Parking			Weekend Parking		
	Total Vehicles	Percent of Capacity	Open Spaces	Total Vehicles	Percent of Capacity	Open Spaces
6:00 AM	137	17%	666	74	9%	729
7:00 AM	295	37%	508	155	19%	648
8:00 AM	351	44%	452	218	27%	585
9:00 AM	391	49%	412	296	37%	507
10:00 AM	446	56%	357	357	44%	446
11:00 AM	524	65%	279	408	51%	395
Noon	693	86%	110	599	75%	204
1:00 PM	717	89%	86	629	78%	174
2:00 PM	646	80%	157	577	72%	226
3:00 PM	542	67%	261	495	62%	308
4:00 PM	583	73%	220	498	62%	305
5:00 PM	651	81%	152	572	71%	231
6:00 PM	644	80%	159	668	83%	135
7:00 PM	623	78%	180	708	88%	95
8:00 PM	640	80%	163	744	93%	59
9:00 PM	608	76%	195	646	80%	157
10:00 PM	551	69%	252	630	78%	173
11:00 PM	458	57%	345	567	71%	302
Midnight	223	28%	580	193	24%	625

Note: 816 spaces provided for commercial and Metra uses.

The parking analysis increased the maximum permitted space for restaurant uses from 30,000 to 41,140 square feet based on the site plan modifications since the Final PUD approval. Additional restaurant space is now possible due to the reduction in seats estimated for the City Works space, the child development parking available in the evenings/weekends, and the breakfast/lunch restaurant closing at 2:30 PM.

RECCOMENDATIONS

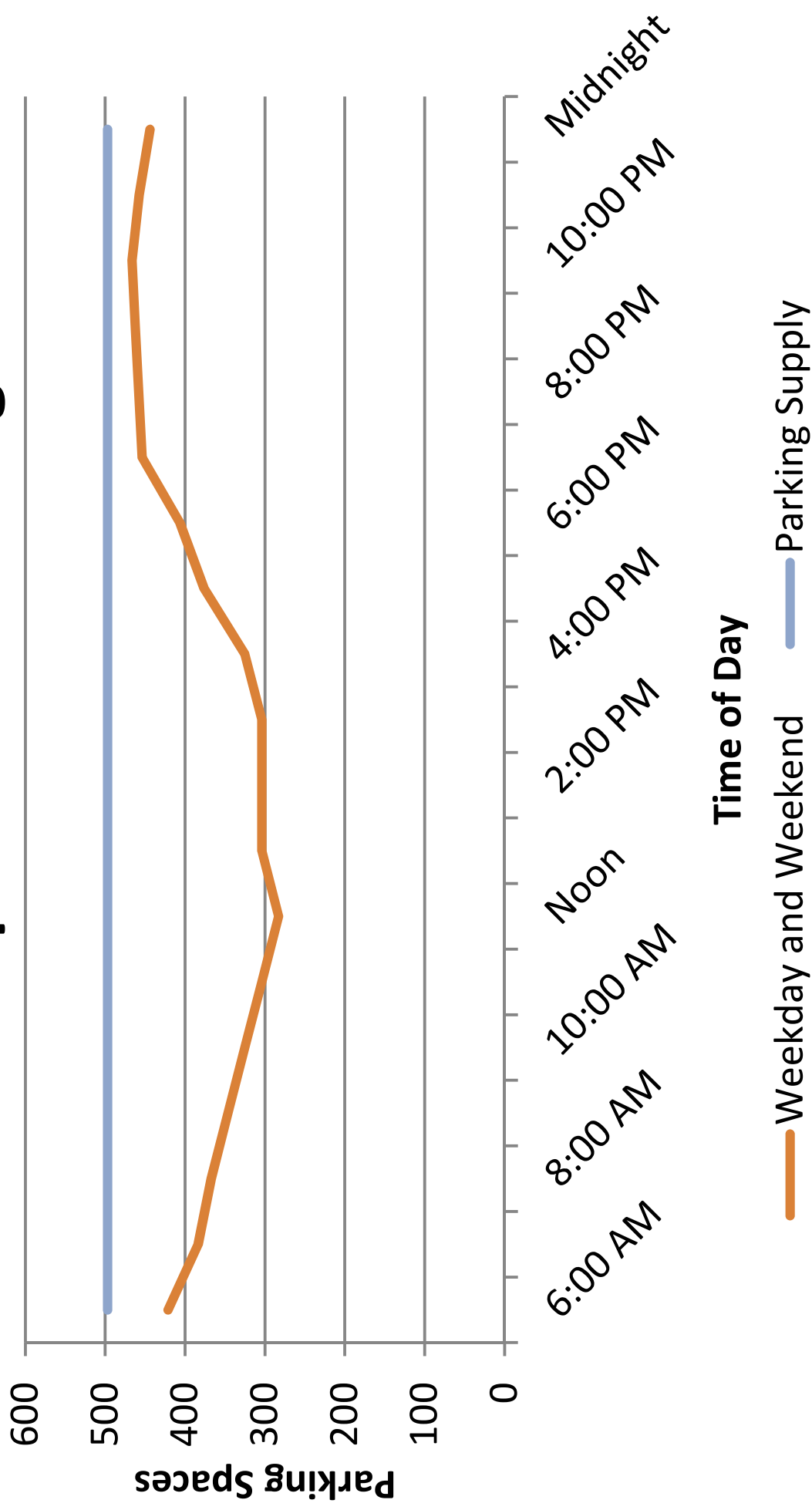
Based on the shared parking analysis the following conclusions and recommendations were reached:

- The zoning code requirement of 1,618 parking spaces and 156 reserved commuter spaces exceeds the proposed supply of 1,300 spaces.
- The parking analysis is based on a maximum of 41,140 square feet of restaurant uses on the site.
- Parking requirements for the apartment portion of the development should be reduced to 1.65 spaces per unit based on national and local studies along and its location in a transit oriented development.
- Parking for the apartments will be provided in 497 reserved spaces in the 595 space parking garage. Access to the parking garage will be controlled to only allow residents or their guests.
- The remaining commercial uses and Metra commuters will have 705 surface spaces and 98 spaces in the parking garage. The parking garage spaces will be reserved for employees or the parking valet.
- Based on the shared parking analysis, there is sufficient parking to accommodate the commercial parking demand on a weekday and weekend without overflow.

Appendix Table 1
Wheeling Town Center
Hourly Apartment Parking Calculations

Weekday	Visitor Parking		Resident Parking			Weekday		
	Size	301	Size	301	Total	Garage		
	Parking Ratio	0.15	Parking Ratio	1.4	Apt.	Parking	Percent	Open
	Peak Demand	45.2	Peak Demand	421.4	Parking	Provided	Occupancy	Spaces
	%	veh.	%	veh.				
6:00 AM	0%	0.0	100%	421.4	421	497	85%	76
7:00 AM	10%	4.5	90%	379.3	384	497	77%	113
8:00 AM	20%	9.0	85%	358.2	367	497	74%	130
9:00 AM	20%	9.0	80%	337.1	346	497	70%	151
10:00 AM	20%	9.0	75%	316.1	325	497	65%	172
11:00 AM	20%	9.0	70%	295.0	304	497	61%	193
Noon	20%	9.0	65%	273.9	283	497	57%	214
1:00 PM	20%	9.0	70%	295.0	304	497	61%	193
2:00 PM	20%	9.0	70%	295.0	304	497	61%	193
3:00 PM	20%	9.0	70%	295.0	304	497	61%	193
4:00 PM	20%	9.0	75%	316.1	325	497	65%	172
5:00 PM	40%	18.1	85%	358.2	376	497	76%	121
6:00 PM	60%	27.1	90%	379.3	406	497	82%	91
7:00 PM	100%	45.2	97%	408.8	454	497	91%	43
8:00 PM	100%	45.2	98%	413.0	458	497	92%	39
9:00 PM	100%	45.2	99%	417.2	462	497	93%	35
10:00 PM	100%	45.2	100%	421.4	467	497	94%	30
11:00 PM	80%	36.1	100%	421.4	458	497	92%	39
Midnight	50%	22.6	100%	421.4	444	497	89%	53
WEEKEND								
Weekend	Visitor Parking		Resident Parking			Weekend		
	Size	301	Size	301	Total	Garage		
	Parking Ratio	0.15	Parking Ratio	1.4	Apt.	Parking	Percent	Open
	Peak Demand	45.2	Peak Demand	421.4	Parking	Provided	Occupancy	Spaces
	%	veh.	%	veh.				
6:00 AM	0%	0.0	100%	421.4	421	497	85%	76
7:00 AM	20%	9.0	90%	379.3	388	497	78%	109
8:00 AM	20%	9.0	85%	358.2	367	497	74%	130
9:00 AM	20%	9.0	80%	337.1	346	497	70%	151
10:00 AM	20%	9.0	75%	316.1	325	497	65%	172
11:00 AM	20%	9.0	70%	295.0	304	497	61%	193
Noon	20%	9.0	65%	273.9	283	497	57%	214
1:00 PM	20%	9.0	70%	295.0	304	497	61%	193
2:00 PM	20%	9.0	70%	295.0	304	497	61%	193
3:00 PM	20%	9.0	70%	295.0	304	497	61%	193
4:00 PM	20%	9.0	75%	316.1	325	497	65%	172
5:00 PM	40%	18.1	85%	358.2	376	497	76%	121
6:00 PM	60%	27.1	90%	379.3	406	497	82%	91
7:00 PM	100%	45.2	97%	408.8	454	497	91%	43
8:00 PM	100%	45.2	98%	413.0	458	497	92%	39
9:00 PM	100%	45.2	99%	417.2	462	497	93%	35
10:00 PM	100%	45.2	100%	421.4	467	497	94%	30
11:00 PM	80%	36.1	100%	421.4	458	497	92%	39
Midnight	50%	22.6	100%	421.4	444	497	89%	53

WTC Apartment Parking



Appendix Table 2A
Wheeling Town Center

Hourly Commercial Parking Calculations

WEEKDAY Size = Parking Ratio Peak Demand	RETAIL					THEATER					BANK					COFFEE					DAYCARE					SubTotal 2A	
	Customer Parking	Employee Parking	4,997	4,997	Total	Customer Parking	Employee Parking	795	Total	Customer Parking	Employee Parking	2,000	2,000	Total	Customer Parking	Employee Parking	2,100	2,100	Total	Customer Parking	Employee Parking	Kids	180	24	1		staff
	%	%	veh.	veh.	Parking	%	%	veh.	Parking	%	%	veh.	veh.	Parking	%	%	veh.	veh.	Parking	%	%	veh.	veh.	veh.	veh.		Parking
6:00 AM	1%	10%	0.1	0.3	0.5	0%	0%	0.0	0.0	0%	0%	0.0	0.0	0.0	0%	0%	9.2	3.4	12.6	0%	50%	0.0	0.0	50%	12.0	25.1	
7:00 AM	5%	15%	0.7	0.5	1.2	0%	0%	0.0	0.0	0%	0%	0.0	0.0	0.0	0%	0%	13.5	3.4	16.9	100%	75%	27.0	27.0	18.0	45.0	63.1	
8:00 AM	15%	40%	2.2	1.4	3.6	0%	0%	0.0	0.0	50%	3.0	3.0	3.0	4.9	100%	100%	18.5	3.4	21.8	100%	100%	27.0	27.0	24.0	51.0	81.3	
9:00 AM	35%	75%	5.1	2.6	7.7	0%	0%	0.0	0.0	90%	5.4	5.4	5.4	8.6	63%	100%	11.6	3.4	15.0	100%	100%	27.0	27.0	24.0	51.0	82.3	
10:00 AM	65%	85%	9.4	3.0	12.4	0%	0%	0.0	0.0	100%	6.0	6.0	6.0	9.2	57%	100%	10.5	3.4	13.9	25%	100%	6.8	6.8	24.0	30.8	66.2	
11:00 AM	85%	95%	12.3	3.3	15.6	0%	0%	0.0	0.0	50%	3.0	3.0	3.0	6.2	42%	100%	7.8	3.4	11.1	25%	100%	6.8	6.8	24.0	30.8	63.7	
Neon	95%	100%	13.8	3.5	17.3	20%	30.2	30.2	50.2	50%	3.0	3.0	3.0	6.2	39%	100%	7.2	3.4	10.6	25%	100%	6.8	6.8	24.0	30.8	115.0	
1:00 PM	100%	14.5	100%	3.5	18.0	45%	68.0	68.0	92.0	60%	24.0	3.0	3.0	6.2	27%	100%	5.0	3.4	8.3	25%	100%	6.8	6.8	24.0	30.8	155.3	
2:00 PM	95%	13.8	100%	3.5	17.3	55%	83.1	83.1	107.1	60%	24.0	4.2	4.2	7.4	50%	100%	9.2	3.4	12.6	25%	100%	6.8	6.8	24.0	30.8	175.1	
3:00 PM	90%	13.0	100%	3.5	16.5	55%	83.1	83.1	113.1	75%	30.0	3.0	3.0	6.2	50%	100%	9.2	2.5	11.8	50%	100%	13.5	13.5	24.0	37.5	185.1	
4:00 PM	90%	13.0	100%	3.5	16.5	55%	83.1	83.1	113.1	75%	30.0	3.0	3.0	6.2	50%	100%	9.2	2.5	11.8	100%	100%	27.0	27.0	24.0	51.0	200.4	
5:00 PM	95%	13.8	95%	3.3	17.1	60%	90.6	90.6	130.6	100%	40.0	6.0	6.0	9.2	50%	100%	9.2	2.5	11.8	100%	100%	27.0	27.0	24.0	51.0	219.7	
6:00 PM	95%	13.8	95%	3.3	17.1	60%	90.6	90.6	130.6	100%	40.0	6.0	6.0	9.2	50%	100%	9.2	2.5	11.8	75%	75%	27.0	27.0	12.0	39.0	198.5	
7:00 PM	95%	13.8	95%	3.3	17.1	80%	120.8	120.8	160.8	100%	40.0	6.0	6.0	11.8	50%	100%	9.2	2.5	11.8	50%	100%	27.0	27.0	12.0	39.0	189.7	
8:00 PM	80%	11.6	90%	3.1	14.7	100%	151.1	151.1	191.1	100%	40.0	6.0	6.0	11.8	50%	100%	9.2	2.5	11.8	75%	75%	27.0	27.0	12.0	39.0	217.6	
9:00 PM	50%	7.2	75%	2.6	9.9	100%	151.1	151.1	191.1	100%	40.0	6.0	6.0	11.8	50%	100%	9.2	2.5	11.8	75%	75%	27.0	27.0	12.0	39.0	212.7	
10:00 PM	30%	4.3	40%	1.4	5.7	80%	120.8	120.8	160.8	100%	40.0	6.0	6.0	11.8	50%	100%	9.2	2.5	11.8	75%	75%	27.0	27.0	12.0	39.0	178.3	
11:00 PM	10%	1.4	15%	0.5	2.0	65%	98.2	98.2	126.2	70%	28.0	6.0	6.0	11.8	50%	100%	9.2	2.5	11.8	75%	75%	27.0	27.0	12.0	39.0	139.9	
Midnight	0%	0.0	0%	0.0	0.0	40%	60.4	60.4	80.4	50%	20.0	6.0	6.0	11.8	50%	100%	9.2	2.5	11.8	75%	75%	27.0	27.0	12.0	39.0	92.2	

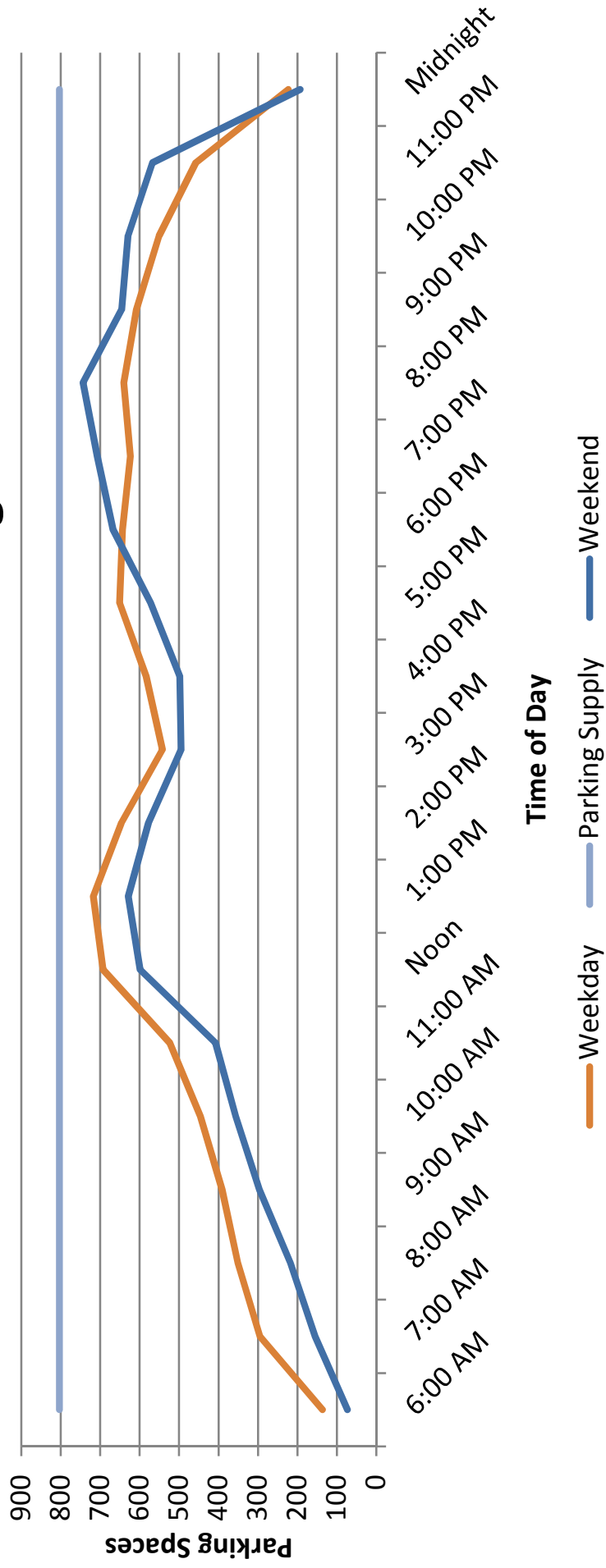
WEEKEND Size = Parking Ratio Peak Demand	RETAIL					Theater					BANK					COFFEE					DAYCARE					SubTotal 2A
	Customer Parking	Employee Parking	4,997	4,997	Total	Customer Parking	Employee Parking	795	Total	Customer Parking	Employee Parking	2,000	2,000	Total	Customer Parking	Employee Parking	2,100	2,100	Total	Customer Parking	Employee Parking	CLOSED	CLOSED	Total	Parking	
	%	%	veh.	veh.	Parking	%	%	veh.	Parking	%	%	veh.	veh.	Parking	%	%	veh.	veh.	Parking	%	%	veh.	veh.	veh.	veh.	
6:00 AM	1%	10%	0.2	0.4	0.6	0%	0%	0.0	0.0	0%	0%	0.0	0.0	0.0	0%	0%	9.2	3.4	12.6	50%	100%	0.0	0.0	100%	13.2	
7:00 AM	5%	15%	0.8	0.6	1.4	0%	0%	0.0	0.0	0%	0%	0.0	0.0	0.0	0%	0%	18.5	3.4	21.8	100%	100%	0.0	0.0	100%	23.2	
8:00 AM	10%	1.6	1.6	3.2	3.2	0%	0%	0.0	0.0	25%	1.5	1.5	1.5	4.4	90%	2.9	16.6	3.4	20.0	90%	100%	0.0	0.0	100%	27.6	
9:00 AM	30%	4.8	75%	3.0	7.8	0%	0%	0.0	0.0	40%	2.4	2.4	2.4	5.6	100%	3.2	14.8	3.4	18.1	80%	100%	0.0	0.0	100%	31.5	
10:00 AM	50%	8.0	85%	3.4	11.4	0%	0%	0.0	0.0	75%	4.5	4.5	4.5	7.7	100%	3.2	12.0	3.4	15.4	65%	100%	0.0	0.0	100%	34.5	
11:00 AM	65%	10.4	95%	3.8	14.2	0%	0%	0.0	0.0	100%	6.0	6.0	6.0	9.2	100%	3.2	11.5	3.4	14.8	62%	100%	0.0	0.0	100%	38.2	
Neon	80%	12.8	100%	4.0	16.8	20%	41.3	41.3	61.3	90%	5.4	5.4	5.4	8.6	100%	3.2	7.4	3.4	10.8	40%	100%	0.0	0.0	100%	97.5	
1:00 PM	90%	14.4	100%	4.0	18.4	45%	93.0	93.0	117.0	60%	24.0	6.0	6.0	9.3	32%	5.9	5.9	3.4	9.3	32%	100%	0.0	0.0	100%	144.7	
2:00 PM	100%	16.0	100%	4.0	20.0	55%	113.7	113.7	137.7	60%	24.0	6.0	6.0	10.8	40%	7.4	7.4	3.4	10.8	40%	100%	0.0	0.0	100%	168.4	
3:00 PM	100%	16.0	100%	4.0	20.0	55%	113.7	113.7	137.7	75%	30.0	6.0	6.0	9.9	40%	7.4	7.4	2.5	9.9	40%	100%	0.0	0.0	100%	173.6	
4:00 PM	95%	15.2	100%	4.0	19.2	55%	113.7	113.7	143.7	75%	30.0	6.0	6.0	9.9	40%	7.4	7.4	2.5	9.9	40%	100%	0.0	0.0	100%	172.8	
5:00 PM	90%	14.4	95%	3.8	18.2	60%	124.0	124.0	164.0	100%	40.0	6.0	6.0	9.9	40%	7.4	7.4	2.5	9.9	40%	100%	0.0	0.0	100%	192.1	
6:00 PM	80%	12.8	85%	3.4	16.2	60%	124.0	124.0	164.0	100%	40.0	6.0	6.0	9.9	40%	7.4	7.4	2.5	9.9	40%	100%	0.0	0.0	100%	190.1	
7:00 PM	75%	12.0	80%	3.2	15.2	80%	165.4	165.4	205.4	100%	40.0	6.0	6.0	9.9	40%	7.4	7.4	2.5	9.9	40%	100%	0.0	0.0	100%	230.5	
8:00 PM	65%	10.4	75%	3.0	13.4	100%	206.7	206.7	246.7	100%	40.0	6.0	6.0	9.9	40%	7.4	7.4	2.5	9.9	40%	100%	0.0	0.0	100%	270.0	
9:00 PM	50%	8.0	65%	2.6	10.6	100%	206.7	206.7	246.7	100%	40.0	6.0	6.0	9.9	40%	7.4	7.4	2.5	9.9	40%	100%	0.0	0.0	100%	267.2	
10:00 PM	35%	5.6	45%	1.8	7.4	100%	206.7	206.7	246.7	70%	28.0	6.0	6.0	9.9	40%	7.4	7.4	2.5	9.9	40%	100%	0.0	0.0	100%	264.0	
11:00 PM	15%	2.4	15%	0.6	3.0	80%	165.4	165.4	193.4	70%	28.0	6.0	6.0	9.9	40%	7.4	7.4	2.5	9.9	40%	100%	0.0	0.0	100%	260.3	
Midnight	0%	0.0	0%	0.0	0.0	50%	103.4	103.4	123.4	50%	20.0	6.0	6.0	9.9	40%	7.4	7.4	2.5	9.9	40%	100%	0.0	0.0	100%	133.3	

Hourly Commercial Parking Calculations

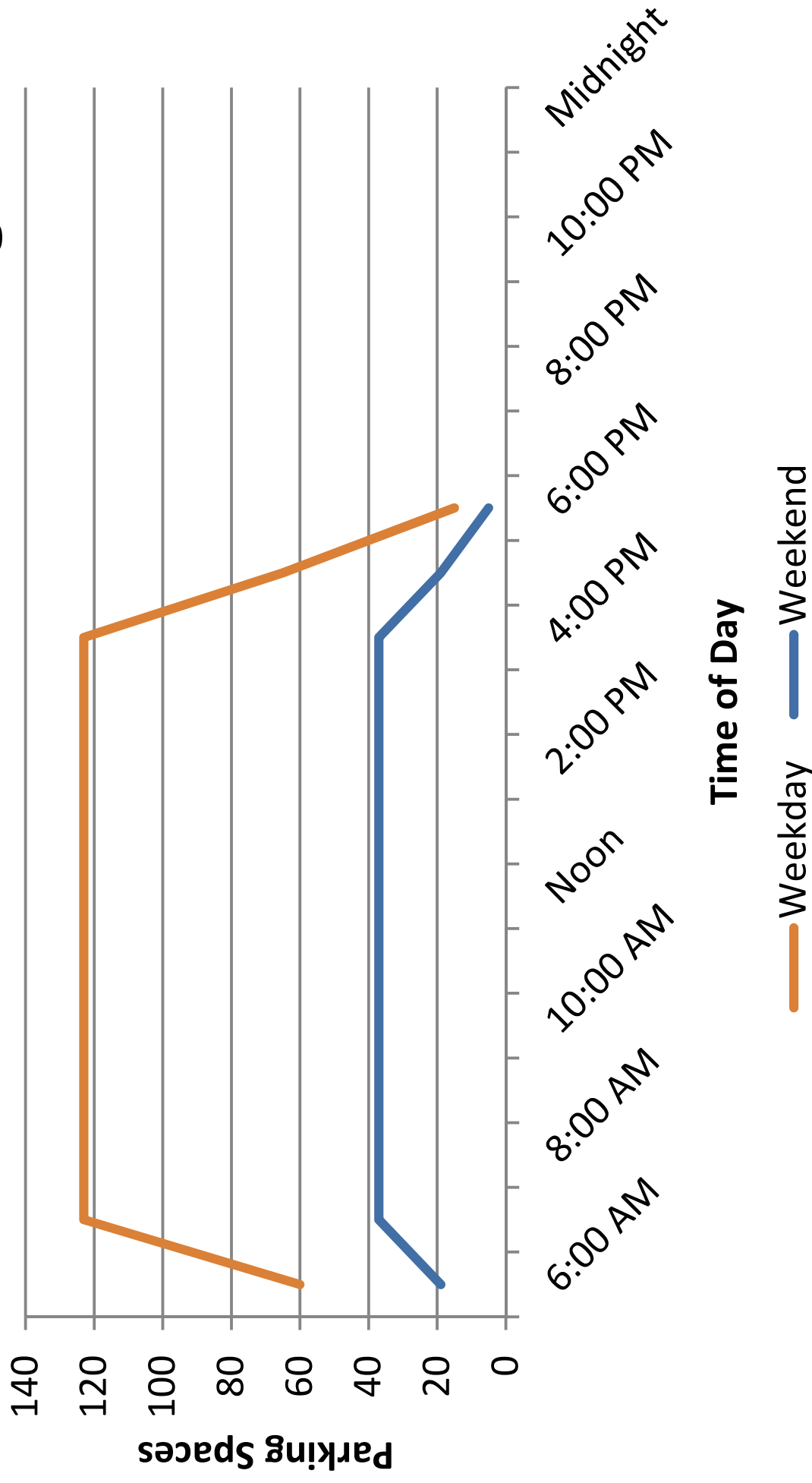
WEEKDAY	RESTAURANT			Breakfast/Lunch			RESTAURANT			Family/High Turn Over			RESTAURANT			Employee Parking			RESTAURANT			Employee Parking			Quality			WEEKDAY			SubTotal 2A	Mehra Parking	Resident Parking Credit	Total Parking	Percent Occ.	Parking Provided	Extra Pk.
	Customer Parking	Employee Parking	4,000	Customer Parking	Employee Parking	13,240	%	Total Parking	Customer Parking	Employee Parking	8,223	sq. ft.	8,223	seats	24.0	%	Total Parking	Customer Parking	Employee Parking	13,577	15.25	2.75	13,577	%	veh.	%	veh.	%	veh.								
Size =	4,000	9	36.0	4,000	1.5	13,240	9	119.2	13,240	1.5	13,240	1.5	13,240	8,223	251	84.0	251	24.0	8,223	13,577	15.25	2.75	13,577	207.0	37.3	13,577	25	60	137	17%	803	666					
Parking Ratio	9	36.0	36.0	9	119.2	119.2	119.2	119.2	119.2	119.2	119.2	119.2	119.2	251	84.0	84.0	251	24.0	8,223	13,577	15.25	2.75	13,577	207.0	37.3	13,577	63	123	295	37%	803	508					
Peak Demand	36.0	36.0	36.0	36.0	119.2	119.2	119.2	119.2	119.2	119.2	119.2	119.2	119.2	84.0	84.0	84.0	84.0	24.0	8,223	13,577	15.25	2.75	13,577	207.0	37.3	13,577	81	123	351	44%	803	452					
6:00 AM	25%	50%	9.0	3.0	50%	12.0	25%	29.8	25%	29.8	50%	9.9	39.7	0%	0.0	0%	0.0	0.0	8,223	13,577	15.25	2.75	13,577	207.0	37.3	13,577	25	60	137	17%	803	666					
7:00 AM	50%	75%	18.0	4.5	75%	22.5	50%	59.6	50%	59.6	75%	14.9	74.5	0%	0.0	20%	4.8	0%	8,223	13,577	15.25	2.75	13,577	207.0	37.3	13,577	63	123	295	37%	803	508					
8:00 AM	60%	90%	21.6	5.4	90%	27.0	60%	71.5	60%	71.5	90%	17.9	89.4	0%	0.0	50%	12.0	0%	8,223	13,577	15.25	2.75	13,577	207.0	37.3	13,577	81	123	351	44%	803	452					
9:00 AM	75%	90%	27.0	5.4	90%	32.4	75%	89.4	75%	89.4	90%	17.9	107.2	0%	0.0	75%	18.0	0%	8,223	13,577	15.25	2.75	13,577	207.0	37.3	13,577	82	123	391	49%	803	412					
10:00 AM	85%	100%	30.6	6.0	100%	36.6	85%	101.3	85%	101.3	100%	19.9	121.1	15%	12.6	90%	21.6	0%	8,223	13,577	15.25	2.75	13,577	207.0	37.3	13,577	66	123	446	56%	803	357					
11:00 AM	90%	100%	32.4	6.0	100%	38.4	90%	107.2	90%	107.2	100%	19.9	127.1	40%	33.6	90%	21.6	0%	8,223	13,577	15.25	2.75	13,577	207.0	37.3	13,577	64	123	446	65%	803	279					
Neon	100%	100%	36.0	6.0	100%	42.0	100%	119.2	100%	119.2	100%	19.9	139.0	75%	63.0	90%	21.6	0%	8,223	13,577	15.25	2.75	13,577	207.0	37.3	13,577	115	123	693	86%	803	110					
1:00 PM	90%	100%	32.4	6.0	100%	38.4	90%	107.2	100%	107.2	100%	19.9	127.1	75%	63.0	90%	21.6	0%	8,223	13,577	15.25	2.75	13,577	207.0	37.3	13,577	155	123	717	89%	803	86					
2:00 PM	50%	100%	18.0	4.5	100%	24.0	50%	59.6	50%	59.6	100%	19.9	79.4	65%	54.6	75%	18.0	0%	8,223	13,577	15.25	2.75	13,577	207.0	37.3	13,577	175	123	646	80%	803	157					
3:00 PM	0%	50%	0.0	3.0	50%	3.0	45%	53.6	45%	53.6	75%	14.9	68.5	40%	33.6	75%	18.0	0%	8,223	13,577	15.25	2.75	13,577	207.0	37.3	13,577	185	123	542	67%	803	261					
4:00 PM	0%	50%	0.0	3.0	50%	3.0	45%	53.6	45%	53.6	75%	14.9	68.5	50%	42.0	75%	18.0	0%	8,223	13,577	15.25	2.75	13,577	207.0	37.3	13,577	200	123	583	73%	803	220					
5:00 PM	0%	50%	0.0	3.0	50%	3.0	45%	53.6	45%	53.6	75%	14.9	68.5	50%	42.0	75%	18.0	0%	8,223	13,577	15.25	2.75	13,577	207.0	37.3	13,577	220	123	651	81%	803	152					
6:00 PM	0%	50%	0.0	3.0	50%	3.0	45%	53.6	45%	53.6	75%	14.9	68.5	50%	42.0	75%	18.0	0%	8,223	13,577	15.25	2.75	13,577	207.0	37.3	13,577	198	15	644	80%	803	159					
7:00 PM	0%	50%	0.0	3.0	50%	3.0	45%	53.6	45%	53.6	75%	14.9	68.5	50%	42.0	75%	18.0	0%	8,223	13,577	15.25	2.75	13,577	207.0	37.3	13,577	190	15	623	78%	803	180					
8:00 PM	0%	50%	0.0	3.0	50%	3.0	45%	53.6	45%	53.6	75%	14.9	68.5	50%	42.0	75%	18.0	0%	8,223	13,577	15.25	2.75	13,577	207.0	37.3	13,577	218	15	640	80%	803	163					
9:00 PM	0%	50%	0.0	3.0	50%	3.0	45%	53.6	45%	53.6	75%	14.9	68.5	50%	42.0	75%	18.0	0%	8,223	13,577	15.25	2.75	13,577	207.0	37.3	13,577	213	15	608	76%	803	195					
10:00 PM	0%	50%	0.0	3.0	50%	3.0	45%	53.6	45%	53.6	75%	14.9	68.5	50%	42.0	75%	18.0	0%	8,223	13,577	15.25	2.75	13,577	207.0	37.3	13,577	178	15	551	69%	803	345					
11:00 PM	0%	50%	0.0	3.0	50%	3.0	45%	53.6	45%	53.6	75%	14.9	68.5	50%	42.0	75%	18.0	0%	8,223	13,577	15.25	2.75	13,577	207.0	37.3	13,577	140	15	458	57%	803	252					
Midnight	0%	50%	0.0	3.0	50%	3.0	45%	53.6	45%	53.6	75%	14.9	68.5	50%	42.0	75%	18.0	0%	8,223	13,577	15.25	2.75	13,577	207.0	37.3	13,577	92	15	223	28%	803	580					

WEEKEND	RESTAURANT			Breakfast/Lunch			RESTAURANT			Family/High Turn Over			RESTAURANT			Employee Parking			RESTAURANT			Employee Parking			WEEKEND			SubTotal 2A	Mehra Parking	Resident Parking Credit	Total Parking	Percent Occ.	Parking Provided	Extra Pk.
	Customer Parking	Employee Parking	4,000	Customer Parking	Employee Parking	13,240	%	Total Parking	Customer Parking	Employee Parking	8,223	sq. ft.	8,223	seats	24.0	%	Total Parking	Customer Parking	Employee Parking	13,577	15.25	2.75	13,577	%	veh.	%	veh.							
Size =	4,000	9	36.0	4,000	2.25	13,240	9	168.8	13,240	2.25	13,240	2.25	13,240	8,223	251	84.0	251	24.0	8,223	13,577	17	3	13,577	230.8	40.7	13,577	13	19	74	9%	803	729		
Parking Ratio	9	36.0	36.0	9	168.8	168.8	168.8	168.8	168.8	168.8	168.8	168.8	168.8	84.0	84.0	84.0	84.0	24.0	8,223	13,577	17	3	13,577	230.8	40.7	13,577	23	37	155	19%	803	648		
Peak Demand	36.0	36.0	36.0	36.0	168.8	168.8	168.8	168.8	168.8	168.8	168.8	168.8	168.8	84.0	84.0	84.0	84.0	24.0	8,223	13,577	17	3	13,577	230.8	40.7	13,577	28	37	218	27%	803	585		
6:00 AM	10%	50%	5.1	4.5	50%	9.6	10%	16.9	10%	16.9	50%	14.9	31.8	0%	0.0	0%	0.0	0%	8,223	13,577	17	3	13,577	230.8	40.7	13,577	13	19	74	9%	803	729		
7:00 AM	25%	70%	12.8	6.3	70%	19.1	25%	42.2	25%	42.2	70%	20.9	63.1	0%	0.0	20%	4.8	0%	8,223	13,577	17	3	13,577	230.8	40.7	13,577	23	37	155	19%	803	648		
8:00 AM	45%	90%	23.0	8.1	90%	31.1	45%	76.0	45%	76.0	90%	26.8	102.8	0%	0.0	30%	7.2	0%	8,223	13,577	17	3	13,577	230.8	40.7	13,577	28	37	218	27%	803	585		
9:00 AM	70%	90%	35.7	8.1	90%	43.8	70%	118.2	70%	118.2	90%	26.8	145.0	0%	0.0	60%	14.4	0%	8,223	13,577	17	3	13,577	230.8	40.7	13,577	32	37	296	37%	803	507		
10:00 AM	90%	100%	45.9	9.0	100%	54.9	90%	151.9	90%	151.9	100%	29.8	181.7	0%	0.0	75%	18.0	0%	8,223	13,577	17	3	13,577	230.8	40.7	13,577	34	37	357	44%	803	446		
11:00 AM	90%	100%	45.9	9.0	100%	54.9	90%	151.9	90%	151.9	100%	29.8	181.7	15%	12.6	75%	18.0	0%	8,223	13,577	17	3	13,577	230.8	40.7	13,577	38	37	408	51%	803	395		
Neon	100%	100%	51.0	9.0	100%	60.0	100%	168.8	100%	168.8	100%	29.8	198.6	50%	42.0	100%	24.0	0%	8,223	13,577	17	3	13,577	230.8	40.7	13,577	97	37	599	75%	803	204		
1:00 PM	85%	100%	43.4	9.0	100%	52.4	85%	143.5	85%	143.5	100%	29.8	173.3	55%	46.2	75%	18.0	0%	8,223	13,577	17	3	13,577	230.8	40.7	13,577	145	37	629	78%	803	174		
2:00 PM	65%	100%	33.2	4.5	100%	42.2	65%	109.7	65%	109.7	100%	29.8	139.5	45%	37.8	75%	18.0	0%	8,223	13,577	17	3	13,577	230.8	40.7	13,577	168	37	577	72%	803	226		
3:00 PM	0%	50%	0.0	4.5	50%	4.5	40%	67.5	40%	67.5	75%	22.3	89.9	45%	37.8	75%	18.0	0%	8,223	13,577	17	3	13,577	230.8	40.7	13,577	174	37	495	62%	803	308		
4:00 PM	0%	50%	0.0	4.5	50%	4.5	45%	76.0	45%	76.0	75%	22.3	98.3	45%	37.8	75%	18.0	0%	8,223	13,577	17	3	13,577	230.8	40.7	13,577	173	37	498	62%	803	305		
5:00 PM	0%	50%	0.0	4.5	50%	4.5	60%	101.3	60%	101.3	95%	28.3	129.6	60%	50.4	100%	24.0	0%	8,223	13,577	17	3	13,577	230.8	40.7	13,577	192	19	572	71%	803	231		
6:00 PM	0%	50%	0.0	4.5	50%	4.5	70%	118.2	70%	118.2	95%	28.3	146.5	90%	75.6	100%	24.0	0%	8,223	13,577	17	3	13,577	230.8	40.7	13,577	190	5	668	83%	803	135		
7:00 PM	0%	50%	0.0	4.5	50%	4.5	70%	118.2	70%	118.2	95%	28.3	146.5	95%	79.8	100%	24.0	0%	8,223	13,577	17	3	13,577	230.8	40.7	13,577	230	5	708	88%	803	95		
8:00 PM	0%	50%	0.0	4.5	50%	4.5	65%	109.7	65%	109.7	95%	28.3	138.0	100%	84.0	100%	24.0	0%	8,223	13,577	17	3	13,577	230.8	40.7	13,577	270	44	744	93%	803	59		
9:00 PM	0%	50%	0.0	4.5	50%	4.5	30%	50.6	30%	50.6	80%	23.8	74.5	90%	75.6	100%	24.0	0%	8,223	13,577	17	3	13,577											

WTC Commercial Parking



Metra East Lot Commuter Parking



June 2018

Wheeling Town Center

Traffic Study Update



Prepared for:

WTC LLC

Eriksson Engineering Associates, Ltd.

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This report summarizes Eriksson Engineering Associates' (EEA) update of the traffic study for the Wheeling Town Center's Planned Unit Development (PUD) in Wheeling, Illinois. The Planned Unit Development (PUD) proposes a new land plan with of 301 apartments, a 37,986 square foot cinema, a 10,000 square foot child development center, and 46,137 square feet of retail, bank, and restaurant buildings. The total commercial building area is 94,123 square feet. This report reviews the changes to the site plan and their impact on traffic conditions.

Trip Generation Rates

Traffic estimates were made for the new plan using data provided by the Institute of Transportation Engineer's Trip Generation 9th Ed. manual which contains trip generation surveys of the proposed land-uses. These trip generation rates do not assume the use of public transportation by residents or employees and any linked trips between uses on-site. Linked trips are those trips when a person drives to the site and visits several of the individual uses within the development in that single visit.

Table 1 provides the total trip generation estimate from the Illinois Department of Transportation approved traffic study used to design the intersection of Dundee Road (IL 68) and Northgate Parkway. **Table 2** shows the revised estimate based on the changes for the PUD revisions. During the morning peak-hour, the overall trip generation increases by a 164 vehicles per hour primarily due to the new daycare facility. The revised capacity analysis (attached) shows the delays increasing from Level of Service B with 13.9 second of total delay to Level of Service B with 18.4 seconds of delay.

The total evening and Saturday peak-hours have lower traffic volumes (-11% evening and -29% Saturday) due to the changes to the plan.

Overall, the changes included in the Final PUD plan will a minimal or positive impact on traffic conditions and not require any additional roadway improvements.

Child Development Center Drop-Off and Pick-Up

The Learning Experience requires that each parent park their vehicle and check-in inside the building before dropping-off or picking-up their child. The average time is 5 to 8 minutes. In the morning, the drop-off is spread over a three hour period (6:30 to 9:30 AM). Afternoon pick-up also occurs over three hours from 3:30 to 6:30 PM.

A building lobby/entrance is on the south side of the building (Building E). The Learning Experience estimate that 43 children arrive or depart in the peak 30 minute period. With 67% of cars having one child and 33% with two or more children, that equates to 32 vehicles per half hour period. Assuming that one parking space is used for 10 minutes, versus the 5-8 minutes estimated, each space can accommodate three cars over 30 minutes. A total of 11 parking spaces would be required at peak times near the entrance.

It is recommended that the northern east-west parking aisle be signed "Do Not Enter – Weekdays before 6:30 PM" to simplify the traffic patterns by the building entrance. Parents should turn into the parking lot further south and make a counter-clockwise maneuver toward the lobby area. Vehicles can queue in the parking lot, if needed, and not block the north-south access road between buildings E and H.

Conclusion

The changes made to the Wheeling Town Center Final PUD land plan did not alter the transportation recommendations for the site due to the minimal change or reduction in traffic volumes.

Table 1
Wheeling Town Center Trip Generation Estimates
(IDOT Intersection Design Study)

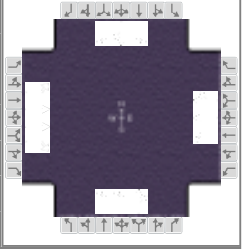
Land Use	ITE LUC	Size	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
			In	Out	Total	In	Out	Total	In	Out	Total
Apartments	220	295 Units	30	119	149	117	63	180	70	70	140
Theater	445	1,032 seats	-	-	-	62	41	103	66	27	93
Retail	820	38,320 sq. ft.	54	33	87	150	165	315	248	220	468
Bank	912	3,404 sq. ft.	23	18	41	41	41	82	46	44	90
Coffee	937	1,716 sq. ft.	88	85	173	37	37	74	76	76	152
High Turn-Over Restaurant	932	10,000 sq. ft.	59	49	108	59	39	98	75	66	141
Quality Restaurant	931	10,000 sq. ft.	4	4	8	50	25	75	64	44	108
Total			258	308	566	516	411	927	645	547	1,192

Table 2
Wheeling Town Center Trip Generation Estimates
(June 2018 Plan)

Land Use	ITE LUC	Size	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
			In	Out	Total	In	Out	Total	In	Out	Total
Apartments	220	301 Units	30	121	151	119	64	183	71	71	142
Theater	445	795 seats	-	-	-	30	20	50	32	12	44
Retail	820	12,037 sq. ft.	10	10	20	22	22	44	30	30	60
Coffee	937	2,100 sq. ft.	107	104	211	45	45	90	89	89	178
Bank	912	2,000 sq. ft.	12	12	24	24	24	48	26	26	52
Child Development	565	185 kids	78	70	148	70	78	148	Closed		
High Turn-Over Restaurant	932	15,000 sq. ft.	89	73	162	89	59	148	112	99	211
Quality Restaurant	931	15,000 sq. ft.	6	6	12	75	37	112	96	67	163
Final PUD Total			332	396	728	474	349	823	456	394	850
Table 1 - Prior IDOT Total			258	308	566	516	411	927	645	547	1,192
Net Change			+74	+88	+162	-42	-62	-104	-189	-154	-343

HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	Eriksson Engineering			Duration, h	0.25
Analyst	SBC	Analysis Date	Jun 25, 2018	Area Type	Other
Jurisdiction	IDOT/Wheeling	Time Period	AM Peak Hour	PHF	0.95
Urban Street	Dundee Road (IL 68)	Analysis Year	2026	Analysis Period	1> 7:30
Intersection	Northgate Parkway	File Name	Northgate AM Total 2026.xus		
Project Description	Proposed Geometrics				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	418	1834	128	71	712	72	87	91	159	38	74	161

Signal Information														
Cycle, s	140.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	On											
Force Mode	Fixed	Simult. Gap N/S	On											
				Green	4.5	10.6	72.5	4.1	1.5	23.3				
				Yellow	3.5	3.5	4.5	3.5	0.0	4.5				
				Red	0.0	0.0	1.5	1.0	0.0	1.5				

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	418	1834	128	71	712	72	87	91	159	38	74	161
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h	None			None			None			None		
Heavy Vehicles (P_{HV}), %	3	3	0	3	3		3	3		3	3	3
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filtering (I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0		11.0	12.0	12.0
Turn Bay Length, ft	355	0	170	145	0		200	0		220	0	430
Grade (P_g), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	25	25	25	30	30	30

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	51.8	84.0	12.0	44.2	14.0	30.0	14.0	30.0
Yellow Change Interval (Y), s	3.5	4.5	3.5	4.5	3.5	4.5	3.5	4.5
Red Clearance Interval (R_c), s	0.0	1.5	0.0	1.5	1.0	1.5	1.0	1.5
Minimum Green (G_{min}), s	3	15	3	15	3	8	3	8
Start-Up Lost Time (l_t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	3.0	7.0	3.0	7.0	3.0	4.0	3.0	4.0
Passage (PT), s	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
Recall Mode	Off	Max	Off	Max	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk ($Walk$), s	0.0	7.0	0.0	7.0	0.0	7.0	0.0	7.0
Pedestrian Clearance Time (PC), s	0.0	23.0	0.0	23.0	0.0	29.0	0.0	29.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	35	No	50	35	No	50	30	No	50	30	No	50
Walkway / Crosswalk Width / Length, ft	9.0	8	75	9.0	8	75	9.0	8	75	9.0	8	75
Street Width / Island / Curb	0	1	Yes	0	1	Yes	0	0	Yes	0	0	Yes
Width Outside / Bike Lane / Shoulder, ft	12	0.0	0.0	12	0.0	0.0	12	0.0	0.0	12	0.0	0.0
Pedestrian Signal / Occupied Parking	Yes	0.00		Yes	0.00		Yes	0.00		Yes	0.00	

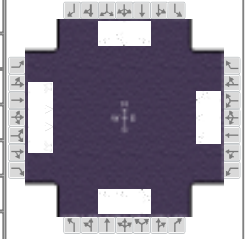
HCS7 Signalized Intersection Results Summary

General Information

Agency	Eriksson Engineering
Analyst	SBC
Jurisdiction	IDOT/Wheeling
Urban Street	Dundee Road (IL 68)
Intersection	Northgate Parkway
Project Description	Proposed Geometrics

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.95
Analysis Period	1> 7:30
File Name	Northgate AM Total 2026.xus



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	418	1834	128	71	712	72	87	91	159	38	74	161

Signal Information

Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	2.0	4.0	2.0	3.0
Phase Duration, s	22.1	92.6	8.0	78.5	10.1	30.8	8.6	29.3
Change Period, ($Y+R_c$), s	3.5	6.0	3.5	6.0	4.5	6.0	4.5	6.0
Max Allow Headway (MAH), s	4.1	0.0	4.1	0.0	4.3	5.3	4.2	5.3
Queue Clearance Time (g_s), s	16.9		4.7		5.7	23.2	5.1	11.6
Green Extension Time (g_e), s	1.8	0.0	0.1	0.0	0.1	1.6	0.0	2.8
Phase Call Probability	1.00		0.95		0.97	1.00	0.79	1.00
Max Out Probability	0.00		0.01		1.00	0.80	0.78	0.06

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	440	1931	135	75	419	406	92	263		40	134	114
Adjusted Saturation Flow Rate (s), veh/h/ln	1767	1859	1610	1767	1856	1795	1716	1665		1767	1737	1572
Queue Service Time (g_s), s	14.9	30.2	3.5	2.7	11.9	13.2	3.7	21.2		3.1	9.6	8.9
Cycle Queue Clearance Time (g_c), s	14.9	30.2	3.5	2.7	11.9	13.2	3.7	21.2		3.1	9.6	8.9
Green Ratio (g/C)	0.68	0.65	0.73	0.56	0.55	0.55	0.05	0.19		0.04	0.18	0.18
Capacity (c), veh/h	583	2432	1175	210	1027	993	161	319		64	314	284
Volume-to-Capacity Ratio (X)	0.755	0.794	0.115	0.356	0.408	0.409	0.568	0.825		0.626	0.426	0.399
Back of Queue (Q), ft/ln (95 th percentile)	249.3	239.4	51.8	52.3	200.4	212.2	77.8	394.5		73.1	197.6	168
Back of Queue (Q), veh/ln (95 th percentile)	9.7	9.4	2.1	2.0	7.8	8.5	3.0	15.4		2.9	7.7	6.6
Queue Storage Ratio (RQ) (95 th percentile)	0.70	0.00	0.30	0.36	0.00	0.00	0.39	0.00		0.33	0.00	0.39
Uniform Delay (d_1), s/veh	12.1	5.6	5.6	15.8	10.5	11.2	65.3	54.3		66.5	51.7	50.6
Incremental Delay (d_2), s/veh	2.0	2.8	0.2	1.0	1.2	1.2	3.1	13.4		9.6	1.3	1.3
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	14.1	8.4	5.8	16.8	11.7	12.5	68.4	67.7		76.2	53.0	51.9
Level of Service (LOS)	B	A	A	B	B	B	E	E		E	D	D
Approach Delay, s/veh / LOS	9.3		A	12.5		B	67.9		E	55.8		E
Intersection Delay, s/veh / LOS	18.4						B					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS												
Bicycle LOS Score / LOS	3.63		D	2.30		B	2.14		B	2.03		B

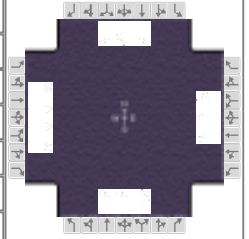
HCS7 Signalized Intersection Intermediate Values

General Information

Agency	Eriksson Engineering
Analyst	SBC
Jurisdiction	IDOT/Wheeling
Urban Street	Dundee Road (IL 68)
Intersection	Northgate Parkway
Project Description	Proposed Geometrics

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.95
Analysis Period	1> 7:30
File Name	Northgate AM Total 2026.xus



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	418	1834	128	71	712	72	87	91	159	38	74	161

Signal Information

Cycle, s	140.0	Reference Phase	2																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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Saturation Flow / Delay

	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.977	0.977	1.000	0.977	0.977	1.000	0.977	0.977	1.000	0.977	0.977	0.977
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	1.000	1.000	0.971	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.967	0.967		0.897	0.897		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{WZ})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1767	3719	1610	1767	3316	335	3432	606	1059	1767	1737	1572
Proportion of Vehicles Arriving on Green (P)	0.14	0.87	0.65	0.04	0.74	0.55	0.05	0.19	0.19	0.04	0.18	0.18
Incremental Delay Factor (k)	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.30		0.11	0.15	0.15

Signal Timing / Movement Groups

	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	2.5	1.0	2.5	1.0	3.5	4.0	3.5	4.0
Green Ratio (g/C)	0.68	0.65	0.56	0.55	0.05	0.19	0.04	0.18
Permitted Saturation Flow Rate (S_p), veh/h/ln	659	0	229	0	0	0	0	0
Shared Saturation Flow Rate (S_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	75.5	0.0	73.5	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	60.3	0.0	54.4	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s	30.6		9.3					
Time to First Blockage (g_t), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{ts}), s								
Protected Right Saturation Flow (S_R), veh/h/ln		1610						0
Protected Right Effective Green Time (g_R), s		10.6						0.0

Multimodal

	EB			WB			NB			SB		
Pedestrian F_w / F_v												
Pedestrian F_s / F_{delay}												
Pedestrian M_{corner} / M_{cw}												
Bicycle c_b / d_b	1236.76	10.19	1035.22	16.29	354.82	47.37	333.12	48.62				
Bicycle F_w / F_v	-2.57	2.07	-2.57	0.74	-2.57	0.59	-2.57	0.47				

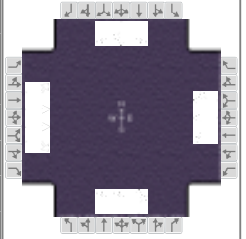
HCS7 Signalized Intersection Results Graphical Summary

General Information

Agency	Eriksson Engineering
Analyst	SBC
Jurisdiction	IDOT/Wheeling
Urban Street	Dundee Road (IL 68)
Intersection	Northgate Parkway
Project Description	Proposed Geometrics

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.95
Analysis Period	1> 7:30
File Name	Northgate AM Total 2026.xus



Demand Information

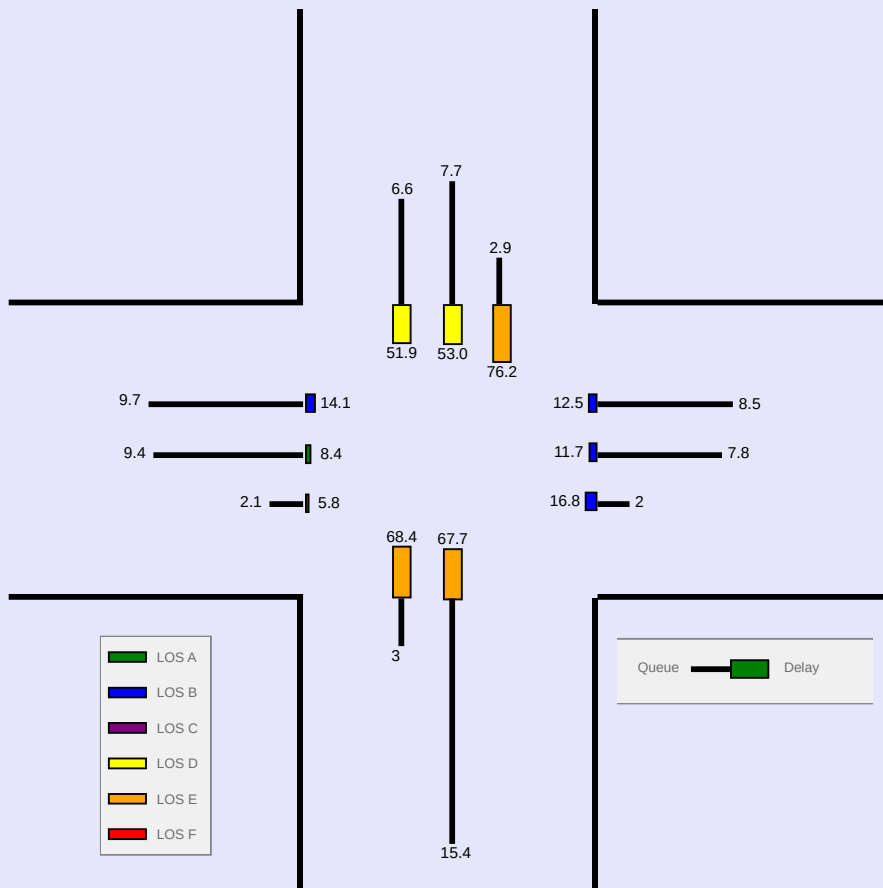
	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	418	1834	128	71	712	72	87	91	159	38	74	161

Signal Information

Cycle, s	140.0	Reference Phase	2											
Offset, s	0	Reference Point	End	Green	4.5	10.6	72.5	4.1	1.5	23.3	1	2	3	4
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.5	3.5	4.5	3.5	0.0	4.5				
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	1.5	1.0	0.0	1.5	5	6	7	8

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (Q), ft/l n (95 th percentile)	249.3	239.4	51.8	52.3	200.4	212.2	77.8	394.5		73.1	197.6	168
Back of Queue (Q), veh/l n (95 th percentile)	9.7	9.4	2.1	2.0	7.8	8.5	3.0	15.4		2.9	7.7	6.6
Queue Storage Ratio (RQ) (95 th percentile)	0.70	0.00	0.30	0.36	0.00	0.00	0.39	0.00		0.33	0.00	0.39
Control Delay (d), s/veh	14.1	8.4	5.8	16.8	11.7	12.5	68.4	67.7		76.2	53.0	51.9
Level of Service (LOS)	B	A	A	B	B	B	E	E		E	D	D
Approach Delay, s/veh / LOS	9.3	A		12.5	B		67.9	E		55.8	E	
Intersection Delay, s/veh / LOS	18.4						B					



--- Messages ---

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

--- Comments ---

REQUEST FOR PLAN COMMISSION ACTION
STAFF PROJECT REVIEW

TO: Chairperson Ruffatto and Members of the
Wheeling Plan Commission

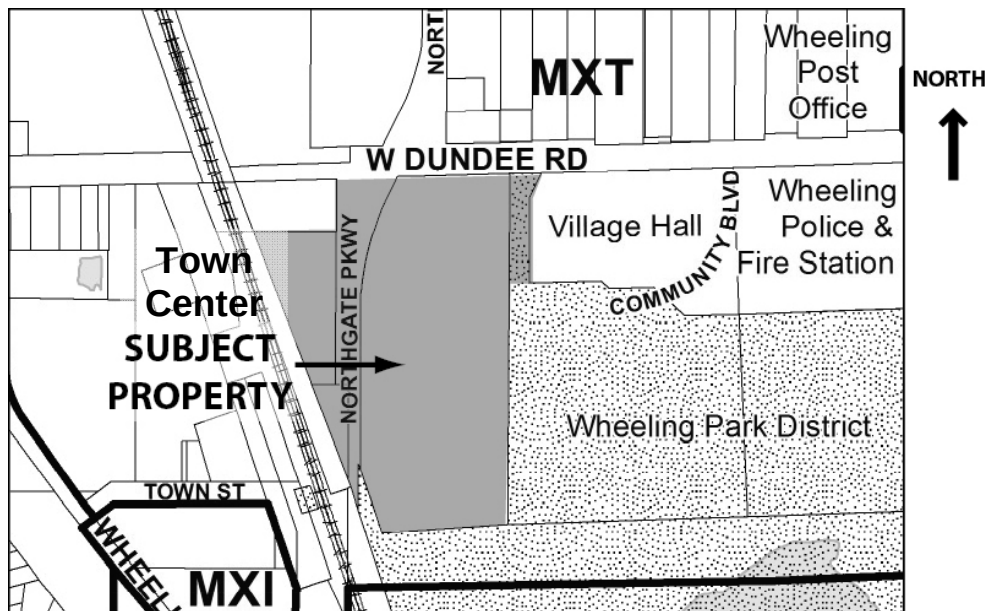
FROM: Andrew C. Jennings, Director of Community Development
Brooke A. Casolari, Senior Planner

RE: Docket No. 2018-17
Inland Bank
335 W. Dundee Road
Special Use-Site Plan Approval of a Drive-Through Bank

DATE OF REPORT: July 19, 2018

DATE OF MEETING: July 26, 2018

PROJECT OVERVIEW: The petitioner is requesting special use approval for a drive-through bank in Building B of the Wheeling Town Center.



GENERAL PROPERTY INFORMATION

<u>Applicant Name:</u>	Brad Friedman, The Lynmark Group
<u>Property Owner Name:</u>	Wheeling Commercial Development LLC
<u>Common Location:</u>	Wheeling Town Center Subdivision
<u>Neighboring Property Land Use(s):</u>	North: vacant across Dundee Road & commercial adjacent to Metra lot (Burger King) West: Transportation (Railroad) South: Open Space (Heritage Park) East: Public (Village Hall and Recreation Center)

<u>Comprehensive Plan Designation:</u>	Transit-oriented mixed use
<u>Property size:</u>	Approximately 16 acres (property) 2,000 sq. ft. (unit)
<u>Existing Use of Property:</u>	Vacant – Under construction
<u>Proposed Use of Property:</u>	Sit-down restaurant
<u>Existing Property Zoning:</u>	MXT – Transit-Oriented Mixed Use District

Previous Zoning Action on Property:

2016-20	Wheeling Town Center Final PUD, Ord. No. 5033, passed October 17, 2016.
PC 17-19	Amendments to the Wheeling Town Center PUD, Ord. No. 5151, passed 2.5.2018
PC 18-9	Appearance approval of Building B (335-337 W. Dundee), Ord. No. 5791, passed 6.4.2018

DESCRIPTION OF PROPOSAL

At this time, the petitioner is seeking special use approval for a bank with drive-through facilities in Building B of the Wheeling Town Center. The proposed restaurant will occupy 2,000 sq. ft. of the entire 4,500 sq. ft. building.

The appearance of the Building B was approved through Docket No. PC 18-9 recently. Staff has provided the approved elevation plans and materials exhibit as a reference, which should be incorporated into the current review.

The bank will operate from 8am to 6pm Monday through Friday and 8am to 1pm on Saturday, with the drive-up hours slightly longer than the lobby hours. It is anticipated that there will be 5 full time employees.

SITE PLAN REVIEW

Scale of floor plan: 3/16" = 1'

General site layout: Building B is located at the northeast corner of the development, to the east of the recently approved Starbucks building. The building is a 4,500 sq. ft. structure designed to accommodate the proposed drive-through bank (2,000 sq. ft.) and an additional 2,500 sq. ft. of unleased retail space. Drive-through customers will enter the queue from the east in order to utilize the drive-up window on the west façade of the building.

An updated (June 2018) Traffic Study for the Wheeling Town Center is provided.

Floor Plan: The bank's floor plan includes a lobby, two offices, a teller area to accommodate walk-in customers and drive-through customers, and various other employee areas.

Total number of parking spaces: The parking study provided at Final PUD assumed a restaurant would occupy Building B. The proposed use, a drive-through bank, has a much lower parking demand than a restaurant. According to the Zoning Code, a bank requires 3 stalls per 1,000 sq. ft. and one stall for each employee. As such, the proposed use requires only 11 parking stalls. An updated (June 2018) Shared Parking Study is provided for the Wheeling Town Center, incorporating the current assumptions, including Mia's Cantina and a daycare center, which is scheduled to be reviewed by the Plan Commission on August 9th.

Trash Enclosure: During review of Docket No. 17-19, the location and appearance of the trash enclosure for Building A (Starbucks) and Building B was approved. This shared trash enclosure is located in the northern parking aisle, between buildings A and B. A trash enclosure is noted on the site plan. The Plan Commission may wish to verify that this trash enclosure will still be utilized for the proposed bank.

BUILDING APPEARANCE REVIEW (Building B, 335-337 W. Dundee Road)

Appearance review of Building B was approved through Docket No. 18-9. Staff has provided such approved exhibits for the Plan Commission to review. If the Plan Commission finds any conflicts between the approved exhibits and the proposed use, then they shall be noted and resolved at this time.

STANDARDS FOR SPECIAL USE

Following are standards for special use with the petitioner's responses. **(Staff comments are in bold.)**

1. State why the Special Use is necessary for the public convenience at the proposed location. (Explain how the proposed use will benefit residents, the neighborhood or the community-at-large.)

"Inland Bank is proud to offer its local customers the financial reliability that comes from the strength of their nationally recognized parent corporation. Located in Oak Brook, Illinois, Inland Bancorp, Inc. is the holding company for Inland Bank and Trust with ten locations in the Chicagoland area. While they pride themselves on having friendly faces, they're able to take service to a much higher level – with a broad spectrum of deposit accounts, savings products and loans that are sure to suit individual and business needs."

The proposed use will be complimentary to the adjacent retail, restaurant, and entertainment uses in the Town Center, the eastbound morning commuters along Dundee Road, and the Metra commuters.

2. State how the special use will not alter the essential character of the area in which it is to be located. (Explain how the proposed special use is appropriate for the neighborhood or shopping center and how the overall character will not be affected by the special use.)

“The original Town Center PUD approval included an Outlot that was speculated to be occupied by a Bank with a drive-thru lane. The building architecture, the internal operation of the bank, and the drive-thru will not affect the overall character of the Town Center. It will help increase the day-time traffic, and serve as a benefit to nearby residents and business owners looking for a one-on-one banking relationship.”

The proposed outlot was approved through the Town Center Final PUD as a space that would likely include a drive-through restaurant. However, at Preliminary PUD, it was contemplated as a drive-through bank. As an outlot, customers will have easy access from Dundee Road. However, it will also attract other Town Center guests and residents.

3. State how the location and size of the Special Use, the nature and intensity of the operation involved in or conducted in connection with it, the size of the site in relation to it, and the location of the site with respect to streets giving access to it, will be in harmony with and will not impede the normal, appropriate, and orderly development of the district in which it is to be located and the development of surrounding properties. (Explain how the proposed use will allow the surrounding area to develop appropriately. Is the use too large for the site? Will it be in a location on the lot that will cause conflicts with adjacent properties? Does the use create noise, odor, smoke, or light that will affect other properties?)

“Outlot Building B will have 2 tenants, one of which will be a 2,000 sq. ft. bank facility with a drive-thru. The design of the building and the drive-thru has been coordinated to work collectively with the comprehensive Site Plan for the Town Center project. The drive-thru stacking will not spill-out to Dundee Road or cause a back-up in the Town Center parking lot. The traffic and parking study that has been submitted will support this use.”

During review of Docket No. 17-19, the current site configuration of Building B was approved. At that time, it was noted that occasionally stacking in the adjacent Starbucks queue would obstruct the east-west drive aisle and the Building B drive-through lane. To prevent the obstruction of the Building B drive-through lane, it was agreed that “Do Not Block Intersection” signs would be posted at the drive-through exit of Building B.

4. State how the location, nature and height of buildings, walls and fences, and the nature and extent of the landscaping on the site shall be such that the use will not hinder or discourage the appropriate development and use of adjacent land and buildings, or will not impair the value thereof. (Explain how the proposed use will not prevent development on adjacent properties. Will the proposed use have a negative impact on existing adjacent land uses?)

“The structure of the building has already received approval from the Plan Commission based on its appearance. There are no adverse conditions that would prevent additional development in the Town Center or neighboring properties.”

No additional staff comment.

5. State how the parking areas will be of adequate size for the particular use, properly located, and suitably screened from adjoining residential uses, entrance and exit drives shall be laid out so as to prevent traffic hazards and nuisances, and the development will not cause traffic congestion. (Is adequate parking provided? Is parking area visible from adjacent homes? Are the entrance and exit drives designed for safe access to the site? Will the special use generate so much traffic as to cause congestion? Will visitors to the special use access the site through residential streets?)

“The Town Center shared parking plan will provide ample spaced for the Bank employees and its customers. There will not be any traffic congestion caused by the drive-thru based on the long drive-thru queue lane.”

The existing parking approved through the Final PUD for the Town Center is adequate for the proposed use.

6. State how the property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulation in that zone. (Other than the special use listed in this application, the proposal must meet all other requirements of the Zoning Code. Note any other exceptions.)

“The proposed use for Inland Bank meets all zoning code regulations. The personal and professional aspect of the bank (and other financial services offered) will be a nice addition to the Town Center. Nearby residents and business will be able to utilize their services.”

While the Final PUD for the Town Center assumed certain uses for the site, a drive-through bank within the development must still obtain special use approval for their specific business operations, floor plan, drive-through site plan and appearance.

STAFF REVIEW

Fire Department Review: The Fire Department has submitted a memo dated July 19, 2018, which does not raise any significant concerns with the proposed plans. These issues will be addressed at permit.

Engineering Division Review: The Engineering Division has no comments at this time.

Impact on adjacent uses: It appears that the proposed changes will not have a negative impact on the adjacent uses.

Staff Recommended Action: Prior to making a motion for approval, staff suggests that the Plan Commission discuss the following:

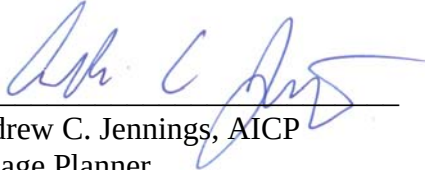
1. Determine whether the trash enclosure in the parking aisle between Building A and Building B is still intended to be used for the bank; and
2. Verify that there are no conflicts between the approved exterior design of the building and the proposed use.

PROPOSED MOTION

If the Plan Commission finds that the petitioner has satisfied the requirements for the granting of the Special Use, Site Plan, and Building Appearance Approval for the drive-through bank, an appropriate motion would be to:

Recommend approval of Docket No. 2018-17, granting Special Use, Site Plan, and Building Appearance Approval, as required under Chapter 19-05, Mixed-Use and Overlay Districts, Chapter 19-10 Use Regulations, and Chapter 19-12 Site Plan Approval Requirements, and associated sections, to permit a Bank with Drive-Through Facilities in accordance with the following exhibits submitted June 28, 2018 to be located at 337 W. Dundee Road, Wheeling, Illinois, which is in Building B of the Wheeling Town Center:

- Cover letter,
- Floor plan,
- Site plan & roof plan,
- Approved appearance exhibits to Docket No. PC 18-9 (staff),
- Town Center Shared Parking Study (June 2018), and
- Town Center Traffic Study (June 2018).


Andrew C. Jennings, AICP
Village Planner


Brooke A. Casolari
Senior Planner

Attachments:

[Fire Department memo, 7.19.2018](#)

[Cover letter](#)

[Floor plan](#)

[Site plan and roof plan](#)

[Approved appearance exhibits to Docket No. PC 18-9](#)

[Town Center Shared Parking Study \(June 2018\)](#)

[Town Center Traffic Study \(June 2018\)](#)



MEMO – Fire Prevention Bureau

TO: Brooke Casolari, Village Planner
FROM: Ronald S. Antor, Fire Inspector
CC: Andrew Jennings, Director of Community Development
Keith MacIsaac, Fire Chief
FPB File
DATE: July 19, 2018
SUBJECT: Proposed New Banking Facility – 337 West Dundee Road – Inland Bank – Plans received for review by the Fire Department, June 28, 2018.

The Wheeling Fire Department has reviewed the submittals received related to the above referenced project and has the following comments:

Site Plan

1. The proposed plans show no changes to the existing Fire Department access to the site.
2. The building's Fire Department Connection (FDC) shall not be located in the teller drive-through lane.

337 West Dundee Road – New Banking Facility

1. Based on the documents submitted for review, the petitioner's proposal is for a tenant build-out of a new banking facility within an approved multi-tenant retail building. The petitioner's proposed use would be classified as a (B) Business Use Group occupancy as defined in the 2012 Editions of the International Building (IBC) and Fire Prevention Codes (IFC).
2. The proposed occupancy load for the occupancy will be verified during the remodeling process.
3. This tenant space is required to be protected with an automatic fire sprinkler system. The tenant space is also within a multi-tenant retail space that is currently under construction and includes a fire sprinkler system. The sprinkler system for this tenant space shall be installed/ modified as required during the build-out of this tenant space in accordance with the 2012 Editions of the International Building and Fire Prevention Codes as amended by the Village of Wheeling.
4. This tenant space is required to be provided with a fire alarm system. The tenant space is also within a multi-tenant retail space that is currently under construction and includes a fire alarm system. The fire alarm system for this tenant space shall be installed/ modified as required during the build-out of this tenant space in accordance with the 2012 Editions of the International Building and Fire Prevention Codes as amended by the Village of Wheeling.
5. All construction related to the remodeling shall comply with the Village's Building and Fire Prevention Codes (2012 Editions of the International Building Code & International Fire Code – with amendments).

Ms. Brooke Casolari

SUBJECT: Proposed New Banking Facility – 337 West Dundee Road – Inland Bank – Plans
received for review by the Fire Department, June 28, 2018.

July 19, 2018

Page 2

6. This review is not a review for issuance of a building permit and additional comments will be forthcoming in the permitting process.

At this time there are no other Fire Department comments related to the project as presented in the documents reviewed.

Request for Special Use Permit for Inland Bank

The Wheeling Town Center obtained Final PUD approval in October 2016. The project included over 16 acres of land that would be developed into a mixed-use TOD with a 300 unit luxury apartment building, a 40,000 SF CMX movie theater and lounge, and 60,000 SF of other retail and restaurants. We have secured leases from City Works Eatery and Pour House, Starbucks, Inland Bank, Mia's Cantina, 312 Nail & Spa, and The Learning Experience.

Site Plan Changes

The Site Plan Changes to accommodate Outlot Building B were previously approved by the Plan Commission per Docket PC 17-19.

About Inland Bank

Inland Bank and Trust offers customers a friendly, local bank that is backed by the same kind of financial strength as larger banks. Their goal is to deliver first-class banking services to all individuals, families and businesses within the communities served.

Inland Bank is proud to offer its local customers the financial reliability that comes from the strength of their nationally recognized parent corporation. Located in Oak Brook, Illinois, Inland Bancorp, Inc. is the holding company for Inland Bank and Trust with ten locations in the Chicagoland area.

While they pride themselves on having friendly faces, they're able to take service to a much higher level - with a broad spectrum of deposit accounts, savings products and loans that are sure to suit individual and business needs.

Estimated Hours of Operation:

Lobby

Monday thru Thursday: 8:30am – 5pm

Friday: 8:30am - 5:30pm

Saturday: 8:30 - Noon

Drive up

Monday thru Thursday: 8am - 5:30pm

Friday: 8am - 5:30pm (maybe 6)

Saturday: 8am - 1pm

The estimated number of customers throughout the day is 35 (including drive-thru window customers)

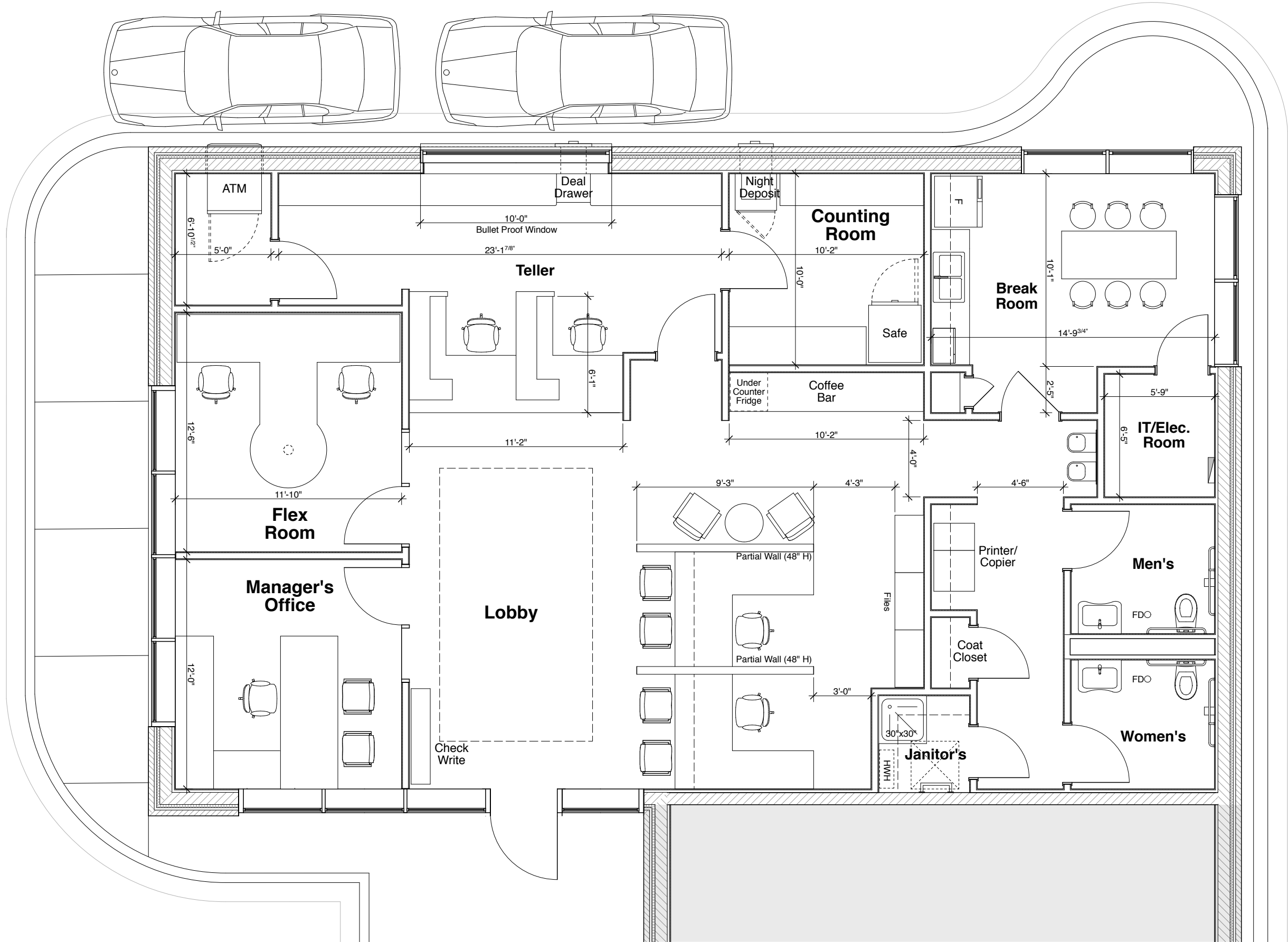
They anticipate 5 full-time employees to be working at any given time.



Floor Plan -Alternate
Scale: 3/16" = 1'-0"



Exhibit received June 28, 2018

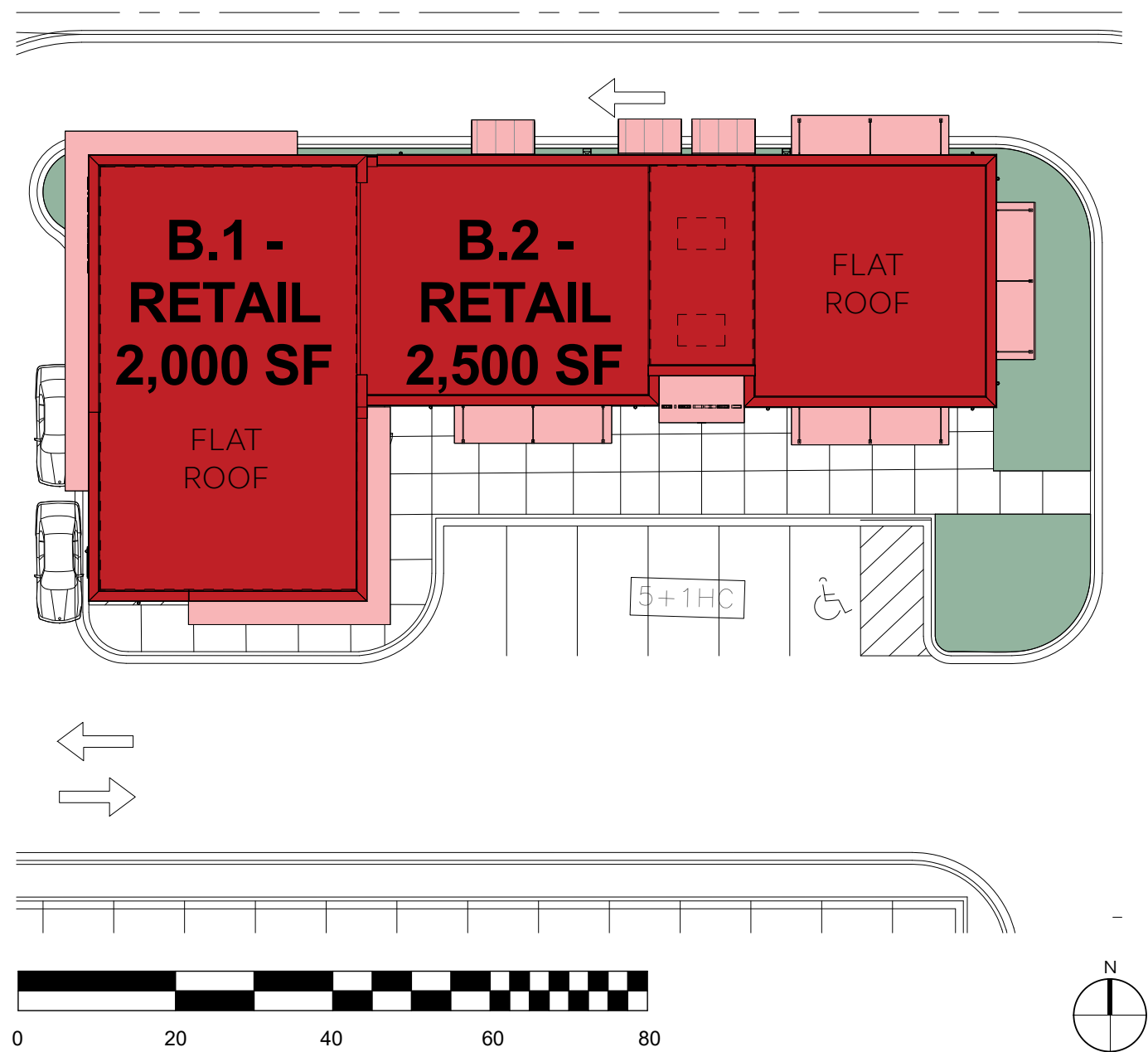
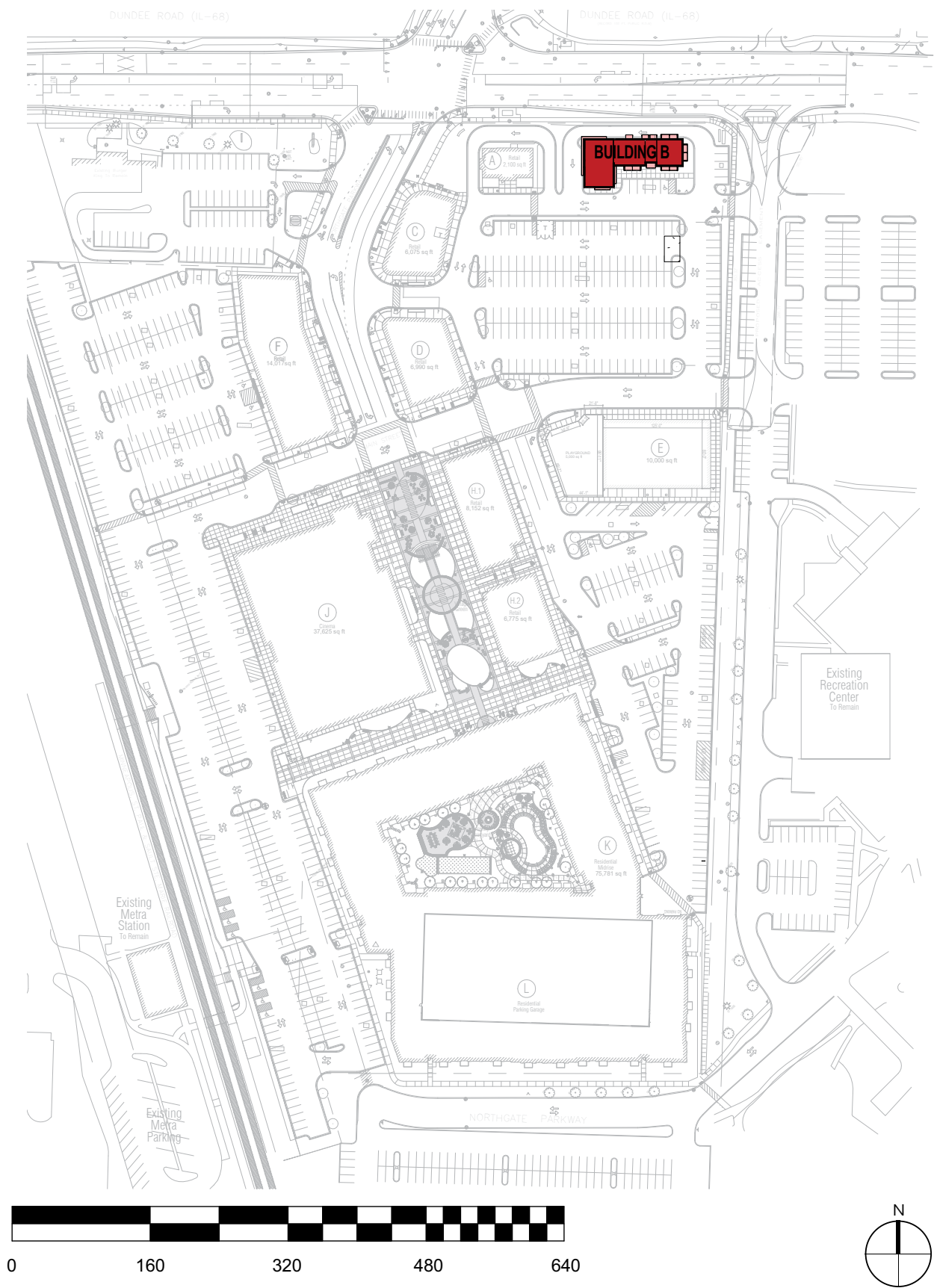


Inland Bank
developer

PAPPAGEORGE
HAYMES

pappageorgehaymes partners
www.pappageorgehaymes.com

SITE PLAN & ROOF PLAN



FINISH PALETTE



FB-1 - BRICK VENEER - 1
MANUFACTURER: ECHELON
COLOR: BRANDYWINE
*PREVIOUSLY APPROVED MATERIAL - RESIDENTIAL



FB-2 - BRICK VENEER - 2
MANUFACTURER: ECHELON
COLOR: ASH BLEND
*PREVIOUSLY APPROVED MATERIAL - STARBUCKS



MTL-2 - ALUMINUM BREAK METAL
MANUFACTURER: CENTRIA
COLOR: DARK BRONZE / RED



CST-1B - STONE VENEER
MANUFACTURER: CUSTOM STONE WORKS
COLOR: GREY
*PREVIOUSLY APPROVED MATERIAL - STARBUCKS



MTL-3 - ANODIZED ALUMINUM STOREFRONT
MANUFACTURER: VARIES
COLOR: DARK BRONZE
*PREVIOUSLY APPROVED MATERIAL - STARBUCKS



MTL-3 - CORRUGATED METAL SIDING
MANUFACTURER: AEP SPAN
FINISH: BLACK
*PREVIOUSLY APPROVED MATERIAL - CITYWORKS



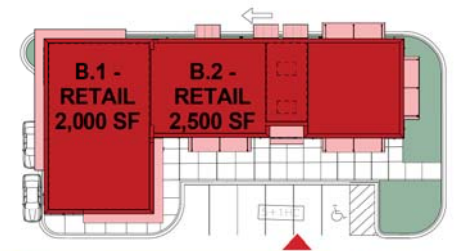
SC-1 - SCONCE
MANUFACTURER: BEGA
FINISH: BLACK



CMU-1 - BURNISHED CMU
MANUFACTURER: GRAND BLANC CEMENT PRODUCTS
COLOR: DARK GREY
*PREVIOUSLY APPROVED MATERIAL - CITYWORKS

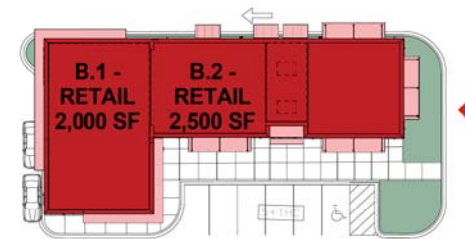
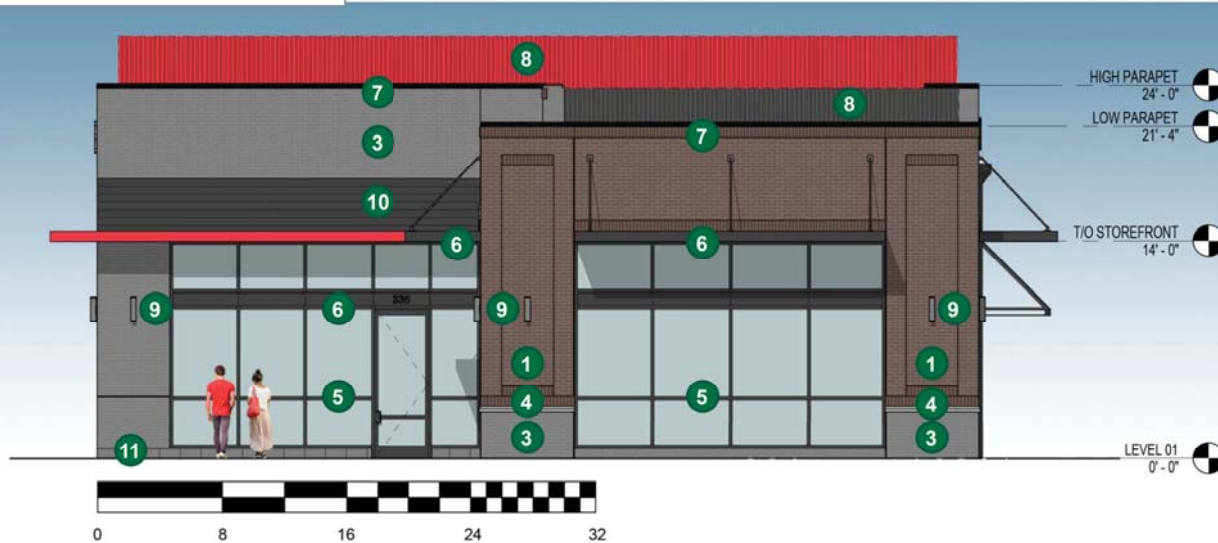
South Elevation

MATERIAL SCHEDULE	
1	BRICK VENEER 1 - STANDARD
2	BRICK VENEER 1 - UTILITY
3	BRICK VENEER 2 - STANDARD
4	CAST STONE
5	STOREFRONT
6	METAL CANOPY
7	METAL ROOF COPING
8	CORRUGATED METAL PANEL
9	SCONCE
10	METAL LOUVER
11	CMU-1



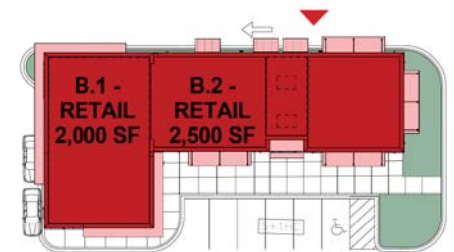
East Elevation

MATERIAL SCHEDULE	
1	BRICK VENEER 1 - STANDARD
2	BRICK VENEER 1 - UTILITY
3	BRICK VENEER 2 - STANDARD
4	CAST STONE
5	STOREFRONT
6	METAL CANOPY
7	METAL ROOF COPING
8	CORRUGATED METAL PANEL
9	SCONCE
10	METAL LOUVER
11	CMU-1



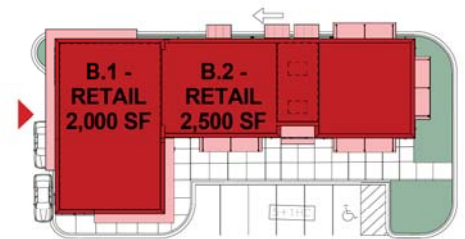
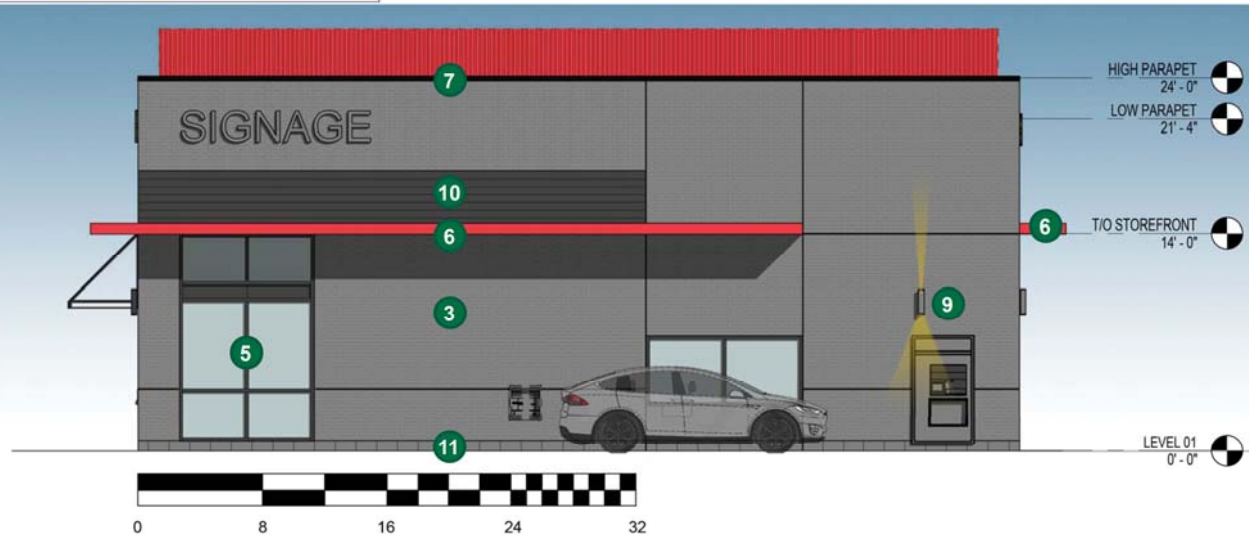
North Elevation

MATERIAL SCHEDULE	
1	BRICK VENEER 1 - STANDARD
2	BRICK VENEER 1 - UTILITY
3	BRICK VENEER 2 - STANDARD
4	CAST STONE
5	STOREFRONT
6	METAL CANOPY
7	METAL ROOF COPING
8	CORRUGATED METAL PANEL
9	SCONCE
10	METAL LOUVER
11	CMU-1

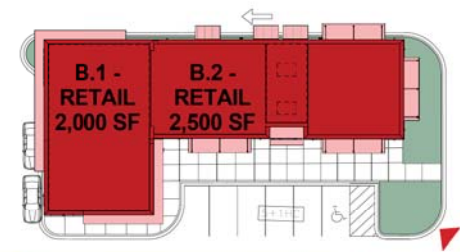


West Elevation

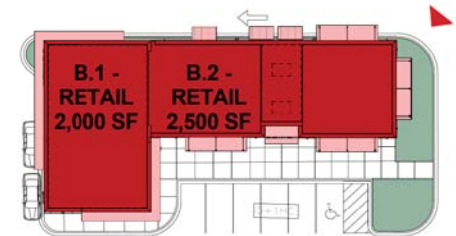
MATERIAL SCHEDULE	
1	BRICK VENEER 1 - STANDARD
2	BRICK VENEER 1 - UTILITY
3	BRICK VENEER 2 - STANDARD
4	CAST STONE
5	STOREFRONT
6	METAL CANOPY
7	METAL ROOF COPING
8	CORRUGATED METAL PANEL
9	SCONCE
10	METAL LOUVER
11	CMU-1



Southeast Corner View

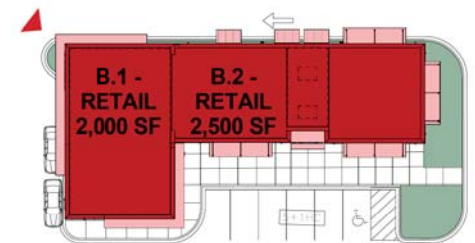


Northeast Corner View



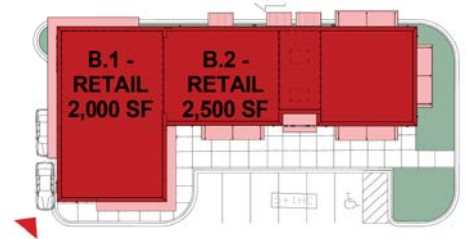
Docket No. PC 18-9
Building B of WTC
335-337 W. Dundee Rd.
Building Appearance Approval
Ord. No. 5791, passed June 4, 2018

Northwest Corner View



Docket No. PC 18-9
Building B of WTC
335-337 W. Dundee Rd.
Building Appearance Approval
Ord. No. 5791, passed June 4, 2018

Southwest Corner View



Docket No. PC 18-9
Building B of WTC
335-337 W. Dundee Rd.
Building Appearance Approval
Ord. No. 5791, passed June 4, 2018

June 2018

Wheeling Town Center

Shared Parking Study



Prepared for:

WTC LLC

Eriksson Engineering Associates, Ltd.

145 Commerce Drive, Suite A

Grayslake, IL 60030

(847) 223-4804

INTRODUCTION

Eriksson Engineering Associates (EEA) was retained by Wheeling Town Center Development to analyze the parking needs for the Wheeling Town Center (WTC) in Wheeling, Illinois. WTC is under construction as a mixed-use project with residential, retail, restaurants, and theater land-uses along with parking for commuters. The proposed development plan contains 301 apartments, a 795-seat cinema, and 56,137 square feet of retail, child development, and restaurant uses. Parking will be provided by a 595 space garage with 705 spaces in surface lots. A total of 1,300 spaces will serve the development. Metra commuters will have the use of parking within the development during the weekday.

This report provides the updated parking calculations reflecting changes to the site plan that has occurred based on the building plans for proposed users.

Changes to the plan included:

1. The actual building plans show a total reduction from 98,904 to 94,123 square feet of commercial space (-5%).
2. The breakfast/lunch restaurant building size was reduced from 5,000 to 4,000 square feet, and Meat and Potatoes was increased from 3,500 to 4,000 square feet. The breakfast/lunch restaurant will be open for breakfast and lunch and close at 2:30 PM. This will free up parking for the evening hours.
3. Building B will include a 2,000 square foot bank with a single drive-thru lane.
4. Building E will contain a 10,000 square foot child development user, The Learning Experience, instead of retail or restaurant space.
5. An increase in the parking variation from the zoning requirement from 446 to 474 spaces.

ZONING CODE PARKING REQUIREMENTS

The parking requirements were updated for the WTC development using the Village of Wheeling's Zoning Code (see **Table 1**).

Overall, the development requires a parking variation of 474 spaces. One component of the parking variation is for the 156 commuter spaces (33%) which will be occupied during the day when the spaces will not be needed for the retail/restaurant spaces. For the residential portion of the development, the proposed parking supply is 95 spaces short of the zoning requirement. The parking demand of apartments within a transit-oriented development supports a lower parking ratio of 1.65 spaces per unit. Commercial parking is projected to be short by 223 spaces. Part of this shortage will be dependent on the actual seating and staffing plans for the individual restaurants.

RESIDENTIAL PARKING REQUIREMENTS

A review of national and local parking data for apartments, mixed-use developments, and transit-oriented projects clearly indicated a lower parking ratio is warranted for the project. The proposed parking ratio for the apartments at WTC at 1.65 spaces per unit allows for 50% of the units to park two vehicles and maintain some overnight guest parking. This ratio exceeds the national and local parking data (1.23 to 1.39 spaces per unit). These ratios do not include a discount for transit or mixed use developments. Data collected by the RTA and the Village of Palatine at TOD projects support lower rates also at 1.30 to 1.41 spaces per unit. The provision of car sharing at the development will further reduce the residential parking demand.

Table 1
Zoning Code Parking Requirements

Use	Size	Zoning Code	Required Parking	Spaces Provided
Apartments	11 studios	1.7 spaces per unit	238	
	129 1-bedroom			
	152 2-bedroom	2.2 spaces per unit	354	
	9 3-bedroom			
	301 units	Residential Parking Required	592	497 (84%)
Theater	37,986 sq. ft. (795 seats) (40 employees peak shift)	1 space per 3 seats plus one space per employee	305	
Childcare	10,000 sq. ft. (180 kids/24 staff)	2 spaces per 1,000 sq. ft., plus one space per employee	44	
Retail	4,997 sq. ft.	4 spaces per 1,000 sq. ft.	20	
Coffee Shop	2,100 sq. ft. (70 seats)	1 space per 3 seats plus one space per employee ⁽¹⁾	29	
City Works	8,223 sq. ft. (251 seats incl. patio)		108	
Mia's Cantina	4,337 sq. ft. (212 seats incl. patio)		90	
Meat and Potatoes	4,000 sq. ft.		65	
Breakfast/Lunch	4,000 sq. ft.		65	
Other Restaurants	18,480 sq. ft.		300	
	94,123 sq. ft.	Commercial Parking Required	1,026	803 (78%)
Wheeling Town Center Parking Requirement			1,618	1,300(80%)
Metra East Commuter Lot Parking Agreement			156	

(1) Seats based on 25 gross sq. ft. per seat and three employees per 1,000 sq. ft.

The lack of parking at any development is always a concern with the possibility overflow parking impacting adjacent properties. The proposed apartments are part of a larger development with 1,300 parking spaces of which 497 spaces are reserved for the exclusive use the renters in the parking garage.

Within the center of the apartment building, a six level 595 space parking garage is planned with 497 spaces reserved for the residents and their guests. The remaining 98 spaces will be reserved for employees or valet parking of the commercial uses within WTC on the top level. Use of the parking garage will be controlled with a gate system to limit its use to residents and guests and the designated employees or valet operators.

Table 2 shows the updated residential parking demand throughout the day. Peak demand occurs in the evening and overnight time periods when the residents are at home. Detailed calculations of the apartment guest and resident parking are included in the **Appendix**.

Table 2
Hourly Apartment Parking Demand

Hour	Weekday Residential Parking			Weekend Residential Parking		
	Total Vehicles	Percent of Capacity	Open Spaces	Total Vehicles	Percent of Capacity	Open Spaces
6:00 AM	421	85%	76	421	85%	76
7:00 AM	384	77%	113	388	78%	109
8:00 AM	367	74%	130	367	74%	130
9:00 AM	346	70%	151	346	70%	151
10:00 AM	325	65%	172	325	65%	172
11:00 AM	304	61%	193	304	61%	193
Noon	283	57%	214	283	57%	214
1:00 PM	304	61%	193	304	61%	193
2:00 PM	304	61%	193	304	61%	193
3:00 PM	304	61%	193	304	61%	193
4:00 PM	325	65%	172	325	65%	172
5:00 PM	376	76%	121	376	76%	121
6:00 PM	406	82%	91	406	82%	91
7:00 PM	454	91%	43	454	91%	43
8:00 PM	458	92%	39	458	92%	39
9:00 PM	462	93%	35	462	93%	35
10:00 PM	467	94%	30	467	94%	30
11:00 PM	458	92%	39	458	92%	39
Midnight	444	89%	53	444	89%	53

Note: 497 resident parking spaces provided in parking garage.

COMMERCIAL PARKING REQUIREMENTS

Using shared parking principals, the hourly parking demand was recalculated for the retail, child development, bank, coffee shop with drive-thru, the theater, and quality or family/fast casual restaurants for a weekday and a weekend. The weekday and potential weekend Metra commuter parking demand was included. The parking supply of 803 spaces will be provided in the east surface lot (299 spaces), the west lot (406 spaces), and one level of the residential parking garage (98 spaces). **Table 3** summarizes the commercial parking needed for the development with detailed calculations in the **Appendix**.

During the weekday, the peak demand is 717 spaces at 1:00 PM or 89% of the lots' capacity. With additional restaurant space and the child development parking not used in the evening and on weekends, the weekday peak is the early afternoon.

On weekends, the peak-demand still occurred in the evening at 8:00 PM with 708 vehicles occupying 88% of the available spaces due to the restaurant/theater uses. Ideally, with retail/restaurant uses, up to 10% of the spaces should be available to minimize excessive parking lot traffic searching for an open space.

Table 3
Hourly Commercial/Metra Parking Demand

Hour	Weekday Parking			Weekend Parking		
	Total Vehicles	Percent of Capacity	Open Spaces	Total Vehicles	Percent of Capacity	Open Spaces
6:00 AM	137	17%	666	74	9%	729
7:00 AM	295	37%	508	155	19%	648
8:00 AM	351	44%	452	218	27%	585
9:00 AM	391	49%	412	296	37%	507
10:00 AM	446	56%	357	357	44%	446
11:00 AM	524	65%	279	408	51%	395
Noon	693	86%	110	599	75%	204
1:00 PM	717	89%	86	629	78%	174
2:00 PM	646	80%	157	577	72%	226
3:00 PM	542	67%	261	495	62%	308
4:00 PM	583	73%	220	498	62%	305
5:00 PM	651	81%	152	572	71%	231
6:00 PM	644	80%	159	668	83%	135
7:00 PM	623	78%	180	708	88%	95
8:00 PM	640	80%	163	744	93%	59
9:00 PM	608	76%	195	646	80%	157
10:00 PM	551	69%	252	630	78%	173
11:00 PM	458	57%	345	567	71%	302
Midnight	223	28%	580	193	24%	625

Note: 816 spaces provided for commercial and Metra uses.

The parking analysis increased the maximum permitted space for restaurant uses from 30,000 to 41,140 square feet based on the site plan modifications since the Final PUD approval. Additional restaurant space is now possible due to the reduction in seats estimated for the City Works space, the child development parking available in the evenings/weekends, and the breakfast/lunch restaurant closing at 2:30 PM.

RECCOMENDATIONS

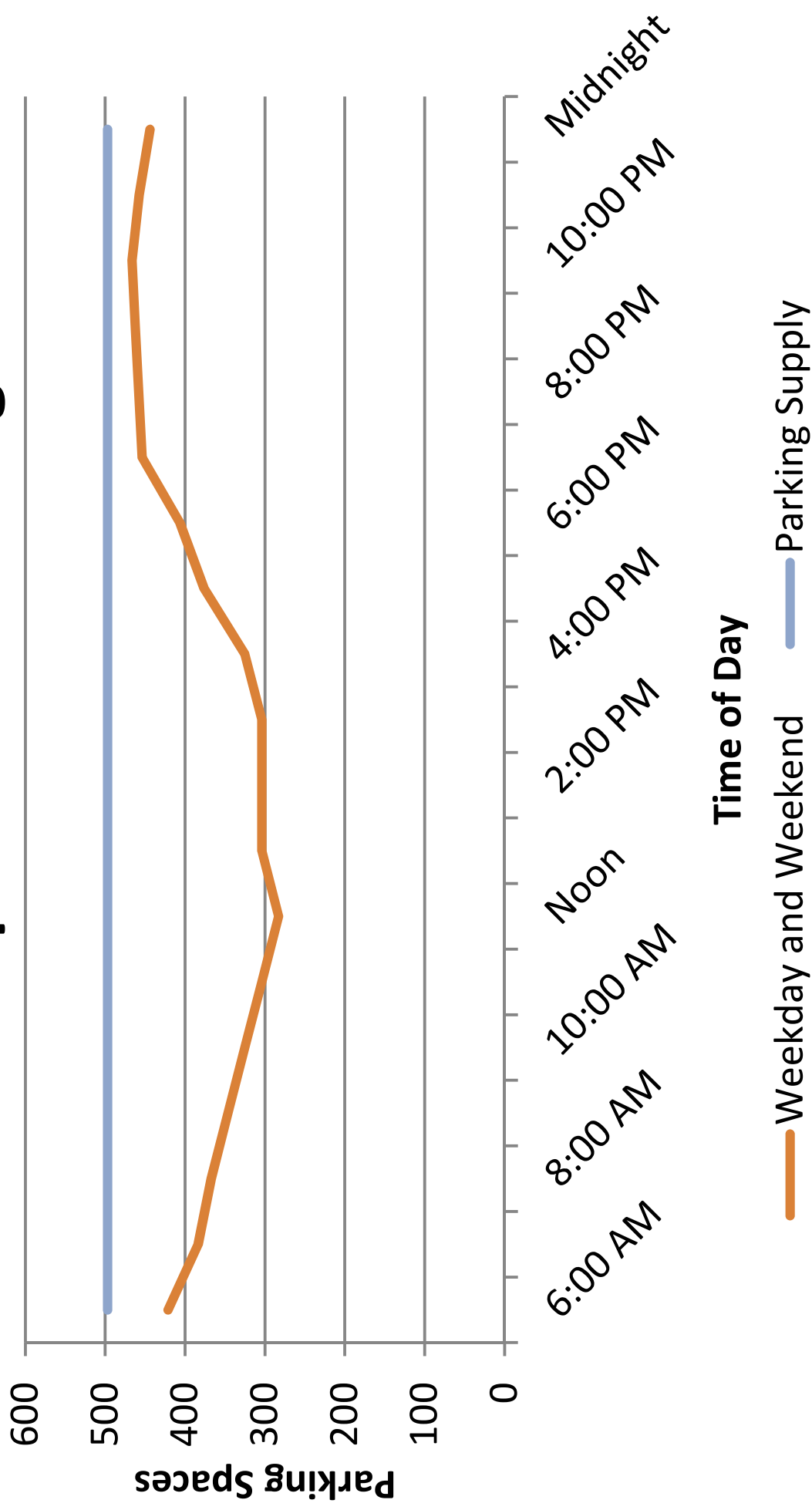
Based on the shared parking analysis the following conclusions and recommendations were reached:

- The zoning code requirement of 1,618 parking spaces and 156 reserved commuter spaces exceeds the proposed supply of 1,300 spaces.
- The parking analysis is based on a maximum of 41,140 square feet of restaurant uses on the site.
- Parking requirements for the apartment portion of the development should be reduced to 1.65 spaces per unit based on national and local studies along and its location in a transit oriented development.
- Parking for the apartments will be provided in 497 reserved spaces in the 595 space parking garage. Access to the parking garage will be controlled to only allow residents or their guests.
- The remaining commercial uses and Metra commuters will have 705 surface spaces and 98 spaces in the parking garage. The parking garage spaces will be reserved for employees or the parking valet.
- Based on the shared parking analysis, there is sufficient parking to accommodate the commercial parking demand on a weekday and weekend without overflow.

Appendix Table 1
Wheeling Town Center
Hourly Apartment Parking Calculations

Weekday	Visitor Parking		Resident Parking			Weekday		
	Size	301	Size	301	Total	Garage		
	Parking Ratio	0.15	Parking Ratio	1.4	Apt.	Parking	Percent	Open
	Peak Demand	45.2	Peak Demand	421.4	Parking	Provided	Occupancy	Spaces
	%	veh.	%	veh.				
6:00 AM	0%	0.0	100%	421.4	421	497	85%	76
7:00 AM	10%	4.5	90%	379.3	384	497	77%	113
8:00 AM	20%	9.0	85%	358.2	367	497	74%	130
9:00 AM	20%	9.0	80%	337.1	346	497	70%	151
10:00 AM	20%	9.0	75%	316.1	325	497	65%	172
11:00 AM	20%	9.0	70%	295.0	304	497	61%	193
Noon	20%	9.0	65%	273.9	283	497	57%	214
1:00 PM	20%	9.0	70%	295.0	304	497	61%	193
2:00 PM	20%	9.0	70%	295.0	304	497	61%	193
3:00 PM	20%	9.0	70%	295.0	304	497	61%	193
4:00 PM	20%	9.0	75%	316.1	325	497	65%	172
5:00 PM	40%	18.1	85%	358.2	376	497	76%	121
6:00 PM	60%	27.1	90%	379.3	406	497	82%	91
7:00 PM	100%	45.2	97%	408.8	454	497	91%	43
8:00 PM	100%	45.2	98%	413.0	458	497	92%	39
9:00 PM	100%	45.2	99%	417.2	462	497	93%	35
10:00 PM	100%	45.2	100%	421.4	467	497	94%	30
11:00 PM	80%	36.1	100%	421.4	458	497	92%	39
Midnight	50%	22.6	100%	421.4	444	497	89%	53
WEEKEND								
Weekend	Visitor Parking		Resident Parking			Weekend		
	Size	301	Size	301	Total	Garage		
	Parking Ratio	0.15	Parking Ratio	1.4	Apt.	Parking	Percent	Open
	Peak Demand	45.2	Peak Demand	421.4	Parking	Provided	Occupancy	Spaces
	%	veh.	%	veh.				
6:00 AM	0%	0.0	100%	421.4	421	497	85%	76
7:00 AM	20%	9.0	90%	379.3	388	497	78%	109
8:00 AM	20%	9.0	85%	358.2	367	497	74%	130
9:00 AM	20%	9.0	80%	337.1	346	497	70%	151
10:00 AM	20%	9.0	75%	316.1	325	497	65%	172
11:00 AM	20%	9.0	70%	295.0	304	497	61%	193
Noon	20%	9.0	65%	273.9	283	497	57%	214
1:00 PM	20%	9.0	70%	295.0	304	497	61%	193
2:00 PM	20%	9.0	70%	295.0	304	497	61%	193
3:00 PM	20%	9.0	70%	295.0	304	497	61%	193
4:00 PM	20%	9.0	75%	316.1	325	497	65%	172
5:00 PM	40%	18.1	85%	358.2	376	497	76%	121
6:00 PM	60%	27.1	90%	379.3	406	497	82%	91
7:00 PM	100%	45.2	97%	408.8	454	497	91%	43
8:00 PM	100%	45.2	98%	413.0	458	497	92%	39
9:00 PM	100%	45.2	99%	417.2	462	497	93%	35
10:00 PM	100%	45.2	100%	421.4	467	497	94%	30
11:00 PM	80%	36.1	100%	421.4	458	497	92%	39
Midnight	50%	22.6	100%	421.4	444	497	89%	53

WTC Apartment Parking



Appendix Table 2A

Wheeling Town Center

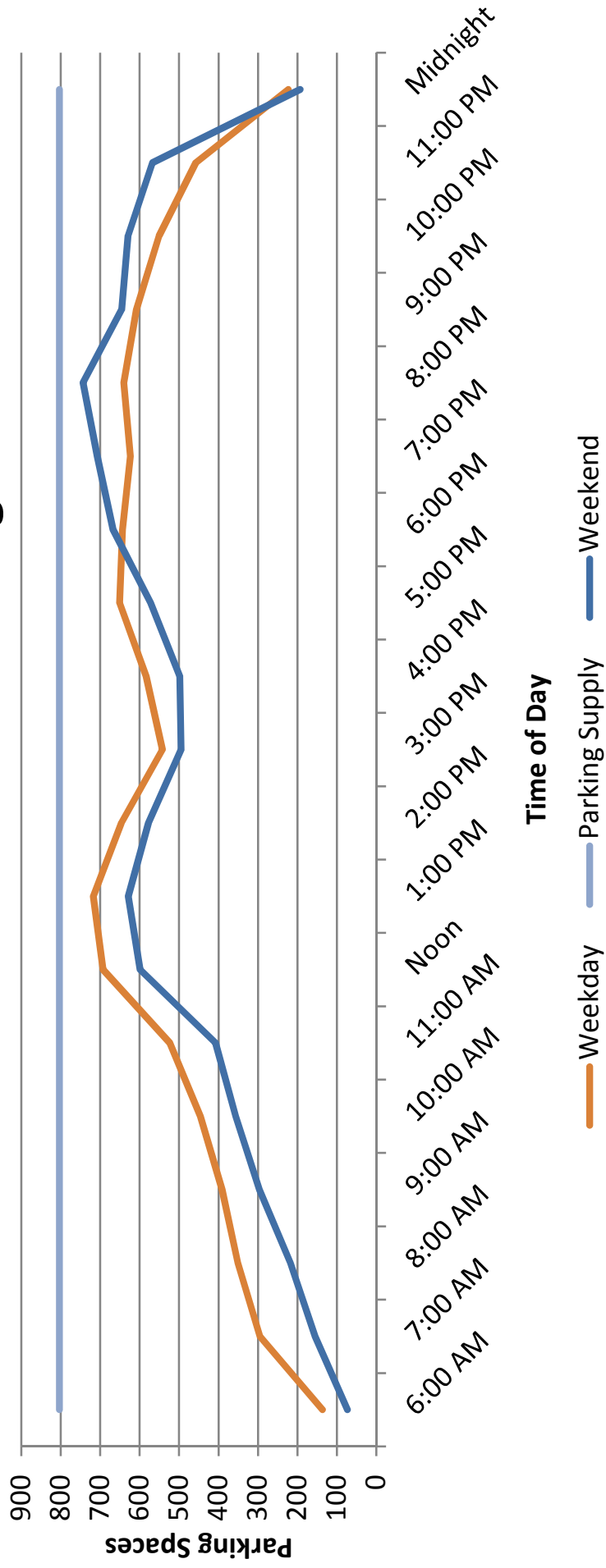
Hourly Commercial Parking Calculations

Hourly Commercial Parking Calculations									Inland Bank					Starbucks								
WEEKDAY	RETAIL		THEATER		BANK			COFFEE		DAYCARE		6:30 AM to 6:30 PM		SubTotal 2A								
	Customer Parking	Employee Parking	Customer Parking	Employee Parking	Customer Parking	Employee Parking	Customer Parking	Employee Parking	Customer Parking	Employee Parking	Customer Parking	Employee Parking										
	Size =	4,997	795	2,000	2,000	2,100	2,100	Kids	180	24	staff											
	Parking Ratio	2.9	3.7	3	1.6	8.8	1.6	0.15	1	Total												
Peak Demand	14.5	151.1	40.0	6.0	3.2	18.5	3.4	27.0	24.0	Total												
	% veh.	% veh.	% veh.	% veh.	% veh.	% veh.	% veh.	% veh.	% veh.	% veh.	% veh.	% veh.										
6:00 AM	1%	0.1	10%	0.3	0%	0.0	0%	0.0	50%	9.2	100%	3.4	12.6	0%	0.0	50%	12.0	12.0	25.1			
7:00 AM	5%	0.7	15%	0.5	0%	0.0	0%	0.0	73%	13.5	100%	3.4	16.9	100%	27.0	75%	18.0	45.0	63.1			
8:00 AM	15%	2.2	40%	1.4	0%	0.0	50%	3.0	60%	1.9	4.9	100%	18.5	100%	3.4	100%	24.0	51.0	81.3			
9:00 AM	35%	5.1	75%	2.6	0%	0.0	90%	5.4	100%	3.2	8.6	63%	11.6	100%	3.4	100%	24.0	51.0	82.3			
10:00 AM	65%	9.4	85%	3.0	0%	0.0	100%	6.0	100%	3.2	9.2	57%	10.5	100%	3.4	100%	24.0	30.8	66.2			
11:00 AM	85%	12.3	95%	3.3	0%	0.0	50%	3.0	100%	3.2	6.2	42%	7.8	100%	3.4	100%	24.0	30.8	63.7			
Neon	95%	13.8	100%	3.5	20%	30.2	50%	20.0	100%	3.2	6.2	39%	7.2	100%	3.4	100%	24.0	30.8	115.0			
1:00 PM	100%	14.5	100%	3.5	45%	68.0	60%	24.0	100%	3.2	6.2	27%	5.0	100%	3.4	100%	24.0	30.8	155.3			
2:00 PM	95%	13.8	100%	3.5	55%	83.1	60%	24.0	50%	9.2	7.4	50%	9.2	100%	3.4	100%	24.0	30.8	175.1			
3:00 PM	90%	13.0	100%	3.5	55%	83.1	75%	30.0	50%	3.0	6.2	50%	9.2	75%	2.5	50%	13.5	100%	185.1			
4:00 PM	90%	13.0	100%	3.5	55%	83.1	75%	30.0	80%	4.8	8.0	50%	9.2	75%	2.5	100%	24.0	51.0	200.4			
5:00 PM	95%	13.8	95%	3.3	60%	90.6	100%	40.0	100%	6.0	9.2	50%	9.2	75%	2.5	100%	24.0	51.0	219.7			
6:00 PM	95%	13.8	95%	3.3	60%	90.6	100%	40.0	50%	9.2	7.4	50%	9.2	75%	2.5	100%	24.0	51.0	198.5			
7:00 PM	95%	13.8	95%	3.3	80%	120.8	100%	40.0	50%	9.2	7.4	50%	9.2	75%	2.5	50%	12.0	39.0	189.7			
8:00 PM	80%	11.6	90%	3.1	100%	151.1	100%	40.0	50%	9.2	7.4	50%	9.2	75%	2.5	50%	12.0	39.0	217.6			
9:00 PM	50%	7.2	75%	2.6	100%	151.1	100%	40.0	50%	9.2	7.4	50%	9.2	75%	2.5	50%	12.0	39.0	212.7			
10:00 PM	30%	4.3	40%	1.4	80%	120.8	100%	40.0	50%	9.2	7.4	50%	9.2	75%	2.5	50%	12.0	39.0	178.3			
11:00 PM	10%	1.4	15%	0.5	65%	98.2	70%	28.0	50%	9.2	7.4	50%	9.2	75%	2.5	50%	12.0	39.0	139.9			
Midnight	0%	0.0	0%	0.0	40%	60.4	50%	20.0	50%	9.2	7.4	50%	9.2	75%	2.5	50%	12.0	39.0	92.2			
WEEKEND	RETAIL		Theater		BANK			COFFEE		DAYCARE		Breakfast/Lunch		SubTotal 2A								
	Customer Parking	Employee Parking	Customer Parking	Employee Parking	Customer Parking	Employee Parking	Customer Parking	Employee Parking	Customer Parking	Employee Parking	Customer Parking	Employee Parking										
	Size =	4,997	795	2,000	2,000	2,100	2,100	CLOSED	Total													
	Parking Ratio	3.2	3.7	3	1.6	8.8	1.6															
Peak Demand	16.0	206.7	40.0	6.0	3.2	18.5	3.4	Total														
	% veh.	% veh.	% veh.	% veh.	% veh.	% veh.	% veh.	% veh.														
6:00 AM	1%	0.2	10%	0.4	0%	0.0	0%	0.0	50%	9.2	100%	3.4	12.6						13.2			
7:00 AM	5%	0.8	15%	0.6	0%	0.0	0%	0.0	100%	18.5	100%	3.4	21.8						23.2			
8:00 AM	10%	1.6	40%	1.6	0%	0.0	25%	1.5	90%	2.9	4.4	90%	16.6	100%	3.4	20.0			27.6			
9:00 AM	30%	4.8	75%	3.0	0%	0.0	40%	2.4	100%	3.2	5.6	80%	14.8	100%	3.4	18.1			31.5			
10:00 AM	50%	8.0	85%	3.4	0%	0.0	75%	4.5	100%	3.2	7.7	65%	12.0	100%	3.4	15.4			34.5			
11:00 AM	65%	10.4	95%	3.8	0%	0.0	100%	6.0	100%	3.2	9.2	62%	11.5	100%	3.4	14.8			38.2			
Neon	80%	12.8	100%	4.0	20%	41.3	50%	20.0	90%	5.4	8.6	40%	7.4	100%	3.4	10.8			97.5			
1:00 PM	90%	14.4	100%	4.0	45%	93.0	60%	24.0	32%	5.9	9.3	100%	3.4	100%	3.4	9.3			144.7			
2:00 PM	100%	16.0	100%	4.0	55%	113.7	60%	24.0	40%	7.4	10.8	40%	7.4	100%	3.4	10.8			168.4			
3:00 PM	100%	16.0	100%	4.0	55%	113.7	75%	30.0	40%	7.4	9.9	40%	7.4	75%	2.5	9.9			173.6			
4:00 PM	95%	15.2	100%	4.0	55%	113.7	75%	30.0	40%	7.4	9.9	40%	7.4	75%	2.5	9.9			172.8			
5:00 PM	90%	14.4	95%	3.8	60%	124.0	100%	40.0	40%	7.4	9.9	40%	7.4	75%	2.5	9.9			192.1			
6:00 PM	80%	12.8	85%	3.4	60%	124.0	100%	40.0	40%	7.4	9.9	40%	7.4	75%	2.5	9.9			190.1			
7:00 PM	75%	12.0	80%	3.2	80%	165.4	100%	40.0	40%	7.4	9.9	40%	7.4	75%	2.5	9.9			230.5			
8:00 PM	65%	10.4	75%	3.0	100%	206.7	100%	40.0	40%	7.4	9.9	40%	7.4	75%	2.5	9.9			270.0			
9:00 PM	50%	8.0	65%	2.6	100%	206.7	100%	40.0	40%	7.4	9.9	40%	7.4	75%	2.5	9.9			267.2			
10:00 PM	35%	5.6	45%	1.8	100%	206.7	100%	40.0	40%	7.4	9.9	40%	7.4	75%	2.5	9.9			264.0			
11:00 PM	15%	2.4	15%	0.6	80%	165.4	70%	28.0	40%	7.4	9.9	40%	7.4	75%	2.5	9.9			206.3			
Midnight	0%	0.0	0%	0.0	50%	103.4	50%	20.0	40%	7.4	9.9	40%	7.4	75%	2.5	9.9			133.3			

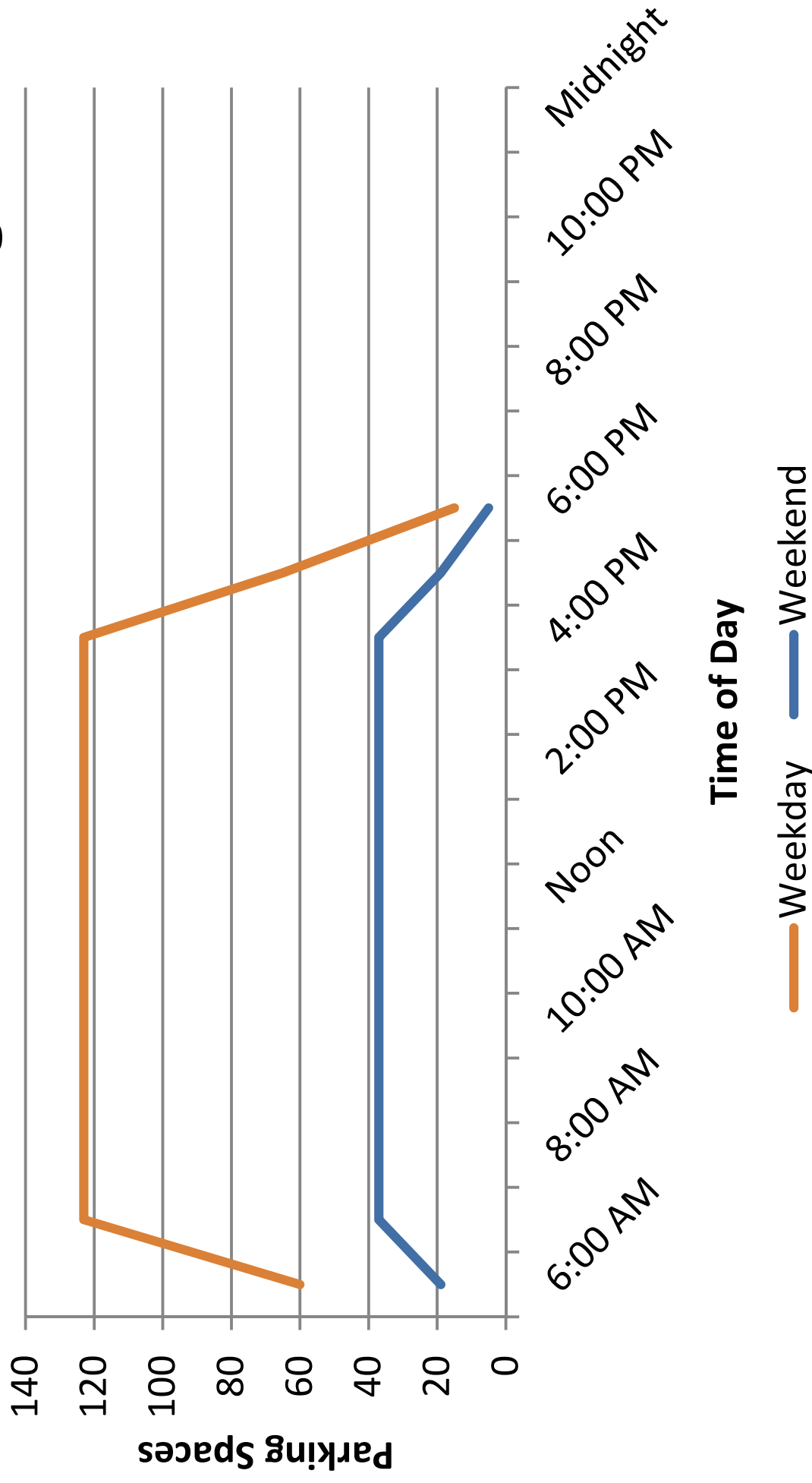
Appendix Table 2B
Wheeling Town Center
Hourly Commercial Parking Calculations

Includes Meat and Potatoes (4,000 sq. ft.)										City Works					Includes Mia's Cantina (4,337 sq. ft.)													
RESTAURANT		Breakfast/Lunch			RESTAURANT		Family/High Turn Over			RESTAURANT			RESTAURANT			Quality												
WEEKDAY	Customer Parking		Employee Parking			Customer Parking		Employee Parking			Customer Parking		Employee Parking			Customer Parking		Employee Parking					WEEKDAY					
Size =	4,000		4,000			13,240		13,240			8,223		sq. ft. 8,223			13,577		13,577										
Parking Ratio	9		1.5			9		1.5			251		seats			15.25		2.75			Metra Parking	SubTotal 2A	Resident Parking Credit	Total Parking	Percent Occ.	Parking Provided	Extra Prk.	
Peak Demand	36.0		6.0			119.2		19.9			84.0		24.0			207.0		37.3										
	% veh.		% veh.			% veh.		% veh.			% veh.		% veh.			% veh.		% veh.										
6:00 AM	25%	9.0	50%	3.0	12.0	25%	29.8	50%	9.9	39.7	0%	0.0	0%	0.0	0.0	0%	0.0	0%	0.0	0.0	60	25		137	17%	803	666	
7:00 AM	50%	18.0	75%	4.5	22.5	50%	59.6	75%	14.9	74.5	0%	0.0	20%	4.8	4.8	0%	0.0	20%	7.5	7.5	123	63		295	37%	803	508	
8:00 AM	60%	21.6	90%	5.4	27.0	60%	71.5	90%	17.9	89.4	0%	0.0	50%	12.0	12.0	0%	0.0	50%	18.7	18.7	123	81		351	44%	803	452	
9:00 AM	75%	27.0	90%	5.4	32.4	75%	89.4	90%	17.9	107.2	0%	0.0	75%	18.0	18.0	0%	0.0	75%	28.0	28.0	123	82		391	49%	803	412	
10:00 AM	85%	30.6	100%	6.0	36.6	85%	101.3	100%	19.9	121.1	15%	12.6	90%	21.6	34.2	15%	31.1	90%	33.6	64.7	123	66		446	56%	803	357	
11:00 AM	90%	32.4	100%	6.0	38.4	90%	107.2	100%	19.9	127.1	40%	33.6	90%	21.6	55.2	40%	82.8	90%	33.6	116.4	123	64		524	65%	803	279	
Noon	100%	36.0	100%	6.0	42.0	100%	119.2	100%	19.9	139.0	75%	63.0	90%	21.6	84.6	75%	155.3	90%	33.6	188.9	123	115		693	86%	803	110	
1:00 PM	90%	32.4	100%	6.0	38.4	90%	107.2	100%	19.9	127.1	75%	63.0	90%	21.6	84.6	75%	155.3	90%	33.6	188.9	123	155		717	89%	803	86	
2:00 PM	50%	18.0	100%	6.0	24.0	50%	59.6	100%	19.9	79.4	65%	54.6	90%	21.6	76.2	65%	134.6	90%	33.6	168.2	123	175		646	80%	803	157	
3:00 PM	0%	0.0	50%	3.0	3.0	45%	53.6	75%	14.9	68.5	40%	33.6	75%	18.0	51.6	40%	82.8	75%	28.0	110.8	123	185		542	67%	803	261	
4:00 PM						45%	53.6	75%	14.9	68.5	50%	42.0	75%	18.0	60.0	50%	103.5	75%	28.0	131.5	123	200		583	73%	803	220	
5:00 PM						75%	89.4	95%	18.9	108.2	75%	63.0	100%	24.0	87.0	75%	155.3	100%	37.3	192.6	65	220	-22	651	81%	803	152	
6:00 PM						80%	95.3	95%	18.9	114.2	95%	79.8	100%	24.0	103.8	95%	196.7	100%	37.3	234.0	15	198	-22	644	80%	803	159	
7:00 PM						80%	95.3	95%	18.9	114.2	100%	84.0	100%	24.0	108.0	100%	207.0	100%	37.3	244.4		190	-33	623	78%	803	180	
8:00 PM						80%	95.3	95%	18.9	114.2	100%	84.0	100%	24.0	108.0	100%	207.0	100%	37.3	244.4		218	-44	640	80%	803	163	
9:00 PM						60%	71.5	80%	15.9	87.4	100%	84.0	100%	24.0	108.0	100%	207.0	100%	37.3	244.4		213	-44	608	76%	803	195	
10:00 PM						55%	65.5	65%	12.9	78.4	95%	79.8	100%	24.0	103.8	95%	196.7	100%	37.3	234.0		178	-44	551	69%	803	252	
11:00 PM						50%	59.6	65%	12.9	72.5	75%	63.0	80%	19.2	82.2	75%	155.3	80%	29.9	185.2		140	-22	458	57%	803	345	
Midnight						25%	29.8	35%	7.0	36.7	25%	21.0	35%	8.4	29.4	25%	51.8	35%	13.1	64.8		92		223	28%	803	580	
	RESTAURANT		Breakfast/Lunch			RESTAURANT					RESTAURANT			RESTAURANT														
WEEKEND	Customer Parking		Employee Parking			Customer Parking		Employee Parking			Customer Parking		Employee Parking			Customer Parking		Employee Parking			Metra Parking	SubTotal 2A	WEEKEND					
Size =	4,000		4,000			13,240		13,240			8,223		8,223			13,577		13,577										
Parking Ratio	12.75		2.25			12.75		2.25			251		seats			17		3										
Peak Demand	51.0		9.0			168.8		29.8			84.0		24.0			230.8		40.7										
	% veh.		% veh.			% veh.		% veh.			% veh.		% veh.			% veh.		% veh.										
6:00 AM	10%	5.1	50%	4.5	9.6	10%	16.9	50%	14.9	31.8	0%	0.0	0%	0.0	0.0	0%	0.0	0%	0.0	0.0	19	13		74	9%	803	729	
7:00 AM	25%	12.8	70%	6.3	19.1	25%	42.2	70%	20.9	63.1	0%	0.0	20%	4.8	4.8	0%	0.0	20%	8.1	8.1	37	23		155	19%	803	648	
8:00 AM	45%	23.0	90%	8.1	31.1	45%	76.0	90%	26.8	102.8	0%	0.0	30%	7.2	7.2	0%	0.0	30%	12.2	12.2	37	28		218	27%	803	585	
9:00 AM	70%	35.7	90%	8.1	43.8	70%	118.2	90%	26.8	145.0	0%	0.0	60%	14.4	14.4	0%	0.0	60%	24.4	24.4	37	32		296	37%	803	507	
10:00 AM	90%	45.9	100%	9.0	54.9	90%	151.9	100%	29.8	181.7	0%	0.0	75%	18.0	18.0	0%	0.0	75%	30.5	30.5	37	34		357	44%	803	446	
11:00 AM	90%	45.9	100%	9.0	54.9	90%	151.9	100%	29.8	181.7	15%	12.6	75%	18.0	30.6	15%	34.6	75%	30.5	65.2	37	38		408	51%	803	395	
Noon	100%	51.0	100%	9.0	60.0	100%	168.8	100%	29.8	198.6	50%	42.0	75%	18.0	60.0	50%	115.4	75%	30.5	146.0	37	97		599	75%	803	204	
1:00 PM	85%	43.4	100%	9.0	52.4	85%	143.5	100%	29.8	173.3	55%	46.2	75%	18.0	64.2	55%	126.9	75%	30.5	157.5	37	145		629	78%	803	174	
2:00 PM	65%	33.2	100%	9.0	42.2	65%	109.7	100%	29.8	139.5	45%	37.8	75%	18.0	55.8	45%	103.9	75%	30.5	134.4	37	168		577	72%	803	226	
3:00 PM	0%	0.0	50%	4.5	4.5	40%	67.5	75%	22.3	89.9	45%	37.8	75%	18.0	55.8	45%	103.9	75%	30.5	134.4	37	174		495	62%	803	308	
4:00 PM						45%	76.0	75%	22.3	98.3	45%	37.8	75%	18.0	55.8	45%	103.9	75%	30.5	134.4	37	173		498	62%	803	305	
5:00 PM						60%	101.3	95%	28.3	129.6	60%	50.4	100%	24.0	74.4	60%	138.5	100%	40.7	179.2	19	192	-22	572	71%	803	231	
6:00 PM						70%	118.2	95%	28.3	146.5	90%	75.6	100%	24.0	99.6	90%	207.7	100%	40.7	248.5	5	190	-22	668	83%	803	135	
7:00 PM						70%	118.2	95%	28.3	146.5	95%	79.8	100%	24.0	103.8	95%	219.3	100%	40.7	260.0		230	-33	708	88%	803	95	
8:00 PM						65%	109.7	95%	28.3	138.0	100%	84.0	100%	24.0	108.0	100%	230.8	100%	40.7	271.5		270	-44	744	93%	803	59	
9:00 PM						30%	50.6	80%	23.8	74.5	90%	75.6	100%	24.0	99.6	90%	207.7	100%	40.7	248.5		267	-44	646	80%	803	157	
10:00 PM						25%	42.2	65%	19.4	61.6	90%	75.6	100%	24.0	99.6	90%	207.7	100%	40.7	248.5		264	-44	630	78%	803	173	
11:00 PM						15%	25.3	65%	19.4	44.7	90%	75.6	85%	20.4	96.0	90%	207.7	85%	34.6	242.3		206	-22	567	71%	803	236	
Midnight						10%	16.9	35%	10.4	27.3	0%	0.0	50%	12.0	12.0	0%	0.0	50%	20.4	20.4		133		193	24%	803	610	

WTC Commercial Parking



Metra East Lot Commuter Parking



June 2018

Wheeling Town Center

Traffic Study Update



Prepared for:

WTC LLC

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This report summarizes Eriksson Engineering Associates' (EEA) update of the traffic study for the Wheeling Town Center's Planned Unit Development (PUD) in Wheeling, Illinois. The Planned Unit Development (PUD) proposes a new land plan with of 301 apartments, a 37,986 square foot cinema, a 10,000 square foot child development center, and 46,137 square feet of retail, bank, and restaurant buildings. The total commercial building area is 94,123 square feet. This report reviews the changes to the site plan and their impact on traffic conditions.

Trip Generation Rates

Traffic estimates were made for the new plan using data provided by the Institute of Transportation Engineer's Trip Generation 9th Ed. manual which contains trip generation surveys of the proposed land-uses. These trip generation rates do not assume the use of public transportation by residents or employees and any linked trips between uses on-site. Linked trips are those trips when a person drives to the site and visits several of the individual uses within the development in that single visit.

Table 1 provides the total trip generation estimate from the Illinois Department of Transportation approved traffic study used to design the intersection of Dundee Road (IL 68) and Northgate Parkway. **Table 2** shows the revised estimate based on the changes for the PUD revisions. During the morning peak-hour, the overall trip generation increases by a 164 vehicles per hour primarily due to the new daycare facility. The revised capacity analysis (attached) shows the delays increasing from Level of Service B with 13.9 second of total delay to Level of Service B with 18.4 seconds of delay.

The total evening and Saturday peak-hours have lower traffic volumes (-11% evening and -29% Saturday) due to the changes to the plan.

Overall, the changes included in the Final PUD plan will a minimal or positive impact on traffic conditions and not require any additional roadway improvements.

Child Development Center Drop-Off and Pick-Up

The Learning Experience requires that each parent park their vehicle and check-in inside the building before dropping-off or picking-up their child. The average time is 5 to 8 minutes. In the morning, the drop-off is spread over a three hour period (6:30 to 9:30 AM). Afternoon pick-up also occurs over three hours from 3:30 to 6:30 PM.

A building lobby/entrance is on the south side of the building (Building E). The Learning Experience estimate that 43 children arrive or depart in the peak 30 minute period. With 67% of cars having one child and 33% with two or more children, that equates to 32 vehicles per half hour period. Assuming that one parking space is used for 10 minutes, versus the 5-8 minutes estimated, each space can accommodate three cars over 30 minutes. A total of 11 parking spaces would be required at peak times near the entrance.

It is recommended that the northern east-west parking aisle be signed "Do Not Enter – Weekdays before 6:30 PM" to simplify the traffic patterns by the building entrance. Parents should turn into the parking lot further south and make a counter-clockwise maneuver toward the lobby area. Vehicles can queue in the parking lot, if needed, and not block the north-south access road between buildings E and H.

Conclusion

The changes made to the Wheeling Town Center Final PUD land plan did not alter the transportation recommendations for the site due to the minimal change or reduction in traffic volumes.

Table 1
Wheeling Town Center Trip Generation Estimates
(IDOT Intersection Design Study)

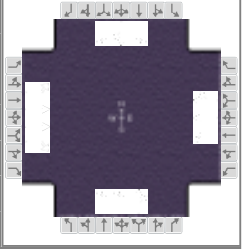
Land Use	ITE LUC	Size	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
			In	Out	Total	In	Out	Total	In	Out	Total
Apartments	220	295 Units	30	119	149	117	63	180	70	70	140
Theater	445	1,032 seats	-	-	-	62	41	103	66	27	93
Retail	820	38,320 sq. ft.	54	33	87	150	165	315	248	220	468
Bank	912	3,404 sq. ft.	23	18	41	41	41	82	46	44	90
Coffee	937	1,716 sq. ft.	88	85	173	37	37	74	76	76	152
High Turn-Over Restaurant	932	10,000 sq. ft.	59	49	108	59	39	98	75	66	141
Quality Restaurant	931	10,000 sq. ft.	4	4	8	50	25	75	64	44	108
Total			258	308	566	516	411	927	645	547	1,192

Table 2
Wheeling Town Center Trip Generation Estimates
(June 2018 Plan)

Land Use	ITE LUC	Size	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
			In	Out	Total	In	Out	Total	In	Out	Total
Apartments	220	301 Units	30	121	151	119	64	183	71	71	142
Theater	445	795 seats	-	-	-	30	20	50	32	12	44
Retail	820	12,037 sq. ft.	10	10	20	22	22	44	30	30	60
Coffee	937	2,100 sq. ft.	107	104	211	45	45	90	89	89	178
Bank	912	2,000 sq. ft.	12	12	24	24	24	48	26	26	52
Child Development	565	185 kids	78	70	148	70	78	148	Closed		
High Turn-Over Restaurant	932	15,000 sq. ft.	89	73	162	89	59	148	112	99	211
Quality Restaurant	931	15,000 sq. ft.	6	6	12	75	37	112	96	67	163
Final PUD Total			332	396	728	474	349	823	456	394	850
Table 1 - Prior IDOT Total			258	308	566	516	411	927	645	547	1,192
Net Change			+74	+88	+162	-42	-62	-104	-189	-154	-343

HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	Eriksson Engineering			Duration, h	0.25
Analyst	SBC	Analysis Date	Jun 25, 2018	Area Type	Other
Jurisdiction	IDOT/Wheeling	Time Period	AM Peak Hour	PHF	0.95
Urban Street	Dundee Road (IL 68)	Analysis Year	2026	Analysis Period	1> 7:30
Intersection	Northgate Parkway	File Name	Northgate AM Total 2026.xus		
Project Description	Proposed Geometrics				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	418	1834	128	71	712	72	87	91	159	38	74	161

Signal Information														
Cycle, s	140.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	On											
Force Mode	Fixed	Simult. Gap N/S	On											
				Green	4.5	10.6	72.5	4.1	1.5	23.3				
				Yellow	3.5	3.5	4.5	3.5	0.0	4.5				
				Red	0.0	0.0	1.5	1.0	0.0	1.5				

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	418	1834	128	71	712	72	87	91	159	38	74	161
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h	None			None			None			None		
Heavy Vehicles (P_{HV}), %	3	3	0	3	3		3	3		3	3	3
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filtering (I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0		11.0	12.0	12.0
Turn Bay Length, ft	355	0	170	145	0		200	0		220	0	430
Grade (P_g), %	0			0			0			0		
Speed Limit, mi/h	35	35	35	35	35	35	25	25	25	30	30	30

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	51.8	84.0	12.0	44.2	14.0	30.0	14.0	30.0
Yellow Change Interval (Y), s	3.5	4.5	3.5	4.5	3.5	4.5	3.5	4.5
Red Clearance Interval (R_c), s	0.0	1.5	0.0	1.5	1.0	1.5	1.0	1.5
Minimum Green (G_{min}), s	3	15	3	15	3	8	3	8
Start-Up Lost Time (l_t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	3.0	7.0	3.0	7.0	3.0	4.0	3.0	4.0
Passage (PT), s	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
Recall Mode	Off	Max	Off	Max	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk ($Walk$), s	0.0	7.0	0.0	7.0	0.0	7.0	0.0	7.0
Pedestrian Clearance Time (PC), s	0.0	23.0	0.0	23.0	0.0	29.0	0.0	29.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	35	No	50	35	No	50	30	No	50	30	No	50
Walkway / Crosswalk Width / Length, ft	9.0	8	75	9.0	8	75	9.0	8	75	9.0	8	75
Street Width / Island / Curb	0	1	Yes	0	1	Yes	0	0	Yes	0	0	Yes
Width Outside / Bike Lane / Shoulder, ft	12	0.0	0.0	12	0.0	0.0	12	0.0	0.0	12	0.0	0.0
Pedestrian Signal / Occupied Parking	Yes	0.00		Yes	0.00		Yes	0.00		Yes	0.00	

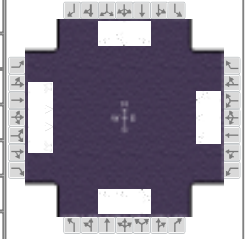
HCS7 Signalized Intersection Results Summary

General Information

Agency	Eriksson Engineering
Analyst	SBC
Jurisdiction	IDOT/Wheeling
Urban Street	Dundee Road (IL 68)
Intersection	Northgate Parkway
Project Description	Proposed Geometrics

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.95
Analysis Period	1> 7:30
File Name	Northgate AM Total 2026.xus



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	418	1834	128	71	712	72	87	91	159	38	74	161

Signal Information

Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	2.0	4.0	2.0	3.0
Phase Duration, s	22.1	92.6	8.0	78.5	10.1	30.8	8.6	29.3
Change Period, (Y+R _c), s	3.5	6.0	3.5	6.0	4.5	6.0	4.5	6.0
Max Allow Headway (MAH), s	4.1	0.0	4.1	0.0	4.3	5.3	4.2	5.3
Queue Clearance Time (g _s), s	16.9		4.7		5.7	23.2	5.1	11.6
Green Extension Time (g _e), s	1.8	0.0	0.1	0.0	0.1	1.6	0.0	2.8
Phase Call Probability	1.00		0.95		0.97	1.00	0.79	1.00
Max Out Probability	0.00		0.01		1.00	0.80	0.78	0.06

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	440	1931	135	75	419	406	92	263		40	134	114
Adjusted Saturation Flow Rate (s), veh/h/ln	1767	1859	1610	1767	1856	1795	1716	1665		1767	1737	1572
Queue Service Time (g _s), s	14.9	30.2	3.5	2.7	11.9	13.2	3.7	21.2		3.1	9.6	8.9
Cycle Queue Clearance Time (g _c), s	14.9	30.2	3.5	2.7	11.9	13.2	3.7	21.2		3.1	9.6	8.9
Green Ratio (g/C)	0.68	0.65	0.73	0.56	0.55	0.55	0.05	0.19		0.04	0.18	0.18
Capacity (c), veh/h	583	2432	1175	210	1027	993	161	319		64	314	284
Volume-to-Capacity Ratio (X)	0.755	0.794	0.115	0.356	0.408	0.409	0.568	0.825		0.626	0.426	0.399
Back of Queue (Q), ft/ln (95 th percentile)	249.3	239.4	51.8	52.3	200.4	212.2	77.8	394.5		73.1	197.6	168
Back of Queue (Q), veh/ln (95 th percentile)	9.7	9.4	2.1	2.0	7.8	8.5	3.0	15.4		2.9	7.7	6.6
Queue Storage Ratio (RQ) (95 th percentile)	0.70	0.00	0.30	0.36	0.00	0.00	0.39	0.00		0.33	0.00	0.39
Uniform Delay (d ₁), s/veh	12.1	5.6	5.6	15.8	10.5	11.2	65.3	54.3		66.5	51.7	50.6
Incremental Delay (d ₂), s/veh	2.0	2.8	0.2	1.0	1.2	1.2	3.1	13.4		9.6	1.3	1.3
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	14.1	8.4	5.8	16.8	11.7	12.5	68.4	67.7		76.2	53.0	51.9
Level of Service (LOS)	B	A	A	B	B	B	E	E		E	D	D
Approach Delay, s/veh / LOS	9.3		A	12.5		B	67.9		E	55.8		E
Intersection Delay, s/veh / LOS	18.4						B					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS												
Bicycle LOS Score / LOS	3.63		D	2.30		B	2.14		B	2.03		B

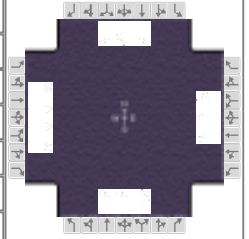
HCS7 Signalized Intersection Intermediate Values

General Information

Agency	Eriksson Engineering
Analyst	SBC
Jurisdiction	IDOT/Wheeling
Urban Street	Dundee Road (IL 68)
Intersection	Northgate Parkway
Project Description	Proposed Geometrics

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.95
Analysis Period	1> 7:30
File Name	Northgate AM Total 2026.xus



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	418	1834	128	71	712	72	87	91	159	38	74	161

Signal Information

Cycle, s	140.0	Reference Phase	2							
Offset, s	0	Reference Point	End							
Uncoordinated	No	Simult. Gap E/W	On							
Force Mode	Fixed	Simult. Gap N/S	On							
Green	4.5	10.6	72.5	4.1	1.5	23.3	1	2	3	4
Yellow	3.5	3.5	4.5	3.5	0.0	4.5				
Red	0.0	0.0	1.5	1.0	0.0	1.5	5	6	7	8

Saturation Flow / Delay

	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.977	0.977	1.000	0.977	0.977	1.000	0.977	0.977	1.000	0.977	0.977	0.977
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	1.000	1.000	0.971	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.967	0.967		0.897	0.897		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{WZ})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1767	3719	1610	1767	3316	335	3432	606	1059	1767	1737	1572
Proportion of Vehicles Arriving on Green (P)	0.14	0.87	0.65	0.04	0.74	0.55	0.05	0.19	0.19	0.04	0.18	0.18
Incremental Delay Factor (k)	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.30		0.11	0.15	0.15

Signal Timing / Movement Groups

	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	2.5	1.0	2.5	1.0	3.5	4.0	3.5	4.0
Green Ratio (g/C)	0.68	0.65	0.56	0.55	0.05	0.19	0.04	0.18
Permitted Saturation Flow Rate (s_p), veh/h/ln	659	0	229	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	75.5	0.0	73.5	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	60.3	0.0	54.4	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s	30.6		9.3					
Time to First Blockage (g_t), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{ts}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		1610						0
Protected Right Effective Green Time (g_R), s		10.6						0.0

Multimodal

	EB			WB			NB			SB		
Pedestrian F_w / F_v												
Pedestrian F_s / F_{delay}												
Pedestrian M_{corner} / M_{cw}												
Bicycle c_b / d_b	1236.76	10.19	1035.22	16.29	354.82	47.37	333.12	48.62				
Bicycle F_w / F_v	-2.57	2.07	-2.57	0.74	-2.57	0.59	-2.57	0.47				

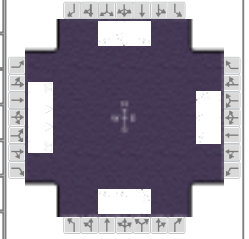
HCS7 Signalized Intersection Results Graphical Summary

General Information

Agency	Eriksson Engineering
Analyst	SBC
Jurisdiction	IDOT/Wheeling
Urban Street	Dundee Road (IL 68)
Intersection	Northgate Parkway
Project Description	Proposed Geometrics

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.95
Analysis Period	1> 7:30
File Name	Northgate AM Total 2026.xus



Demand Information

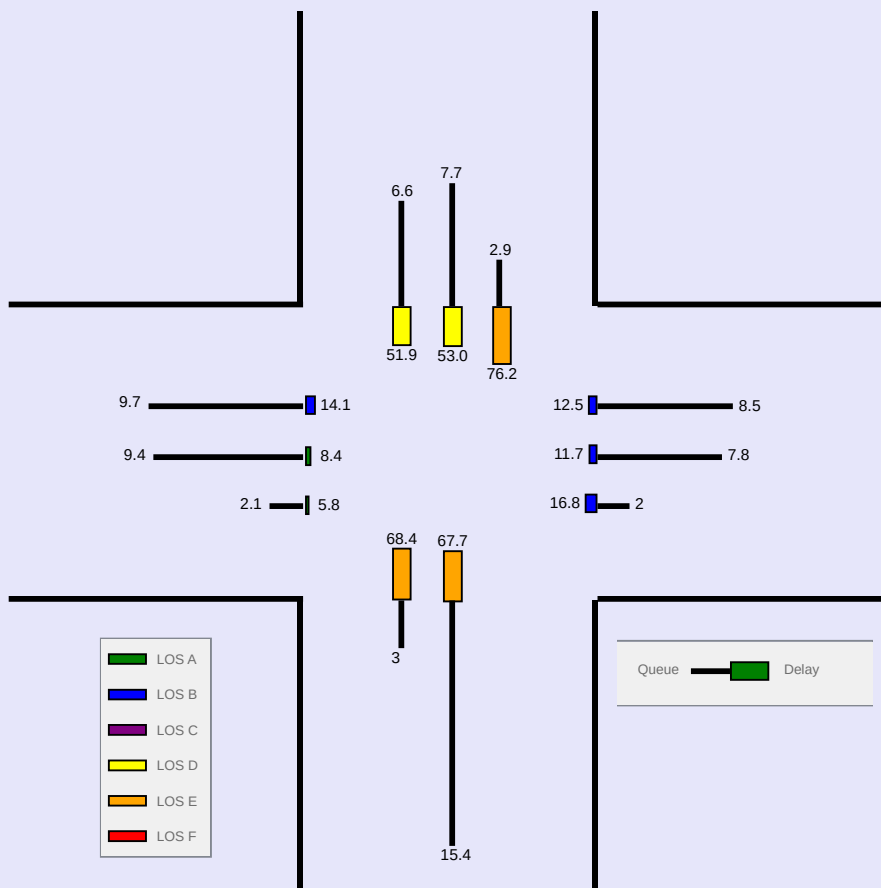
	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	418	1834	128	71	712	72	87	91	159	38	74	161

Signal Information

Cycle, s	140.0	Reference Phase	2											
Offset, s	0	Reference Point	End	Green	4.5	10.6	72.5	4.1	1.5	23.3	1	2	3	4
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.5	3.5	4.5	3.5	0.0	4.5				
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	1.5	1.0	0.0	1.5	5	6	7	8

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (Q), ft/ln (95 th percentile)	249.3	239.4	51.8	52.3	200.4	212.2	77.8	394.5		73.1	197.6	168
Back of Queue (Q), veh/ln (95 th percentile)	9.7	9.4	2.1	2.0	7.8	8.5	3.0	15.4		2.9	7.7	6.6
Queue Storage Ratio (RQ) (95 th percentile)	0.70	0.00	0.30	0.36	0.00	0.00	0.39	0.00		0.33	0.00	0.39
Control Delay (d), s/veh	14.1	8.4	5.8	16.8	11.7	12.5	68.4	67.7		76.2	53.0	51.9
Level of Service (LOS)	B	A	A	B	B	B	E	E		E	D	D
Approach Delay, s/veh / LOS	9.3	A		12.5	B		67.9	E		55.8	E	
Intersection Delay, s/veh / LOS	18.4						B					



--- Messages ---

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

--- Comments ---

1. CALL TO ORDER

Chairman Ruffatto called the meeting to order at 6:30 p.m. on Thursday, June 28, 2018.

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

Present were Commissioners Blinova, Creech, Dorband, Johnson, Kalis and Ruffatto. Commissioner Powers was absent with prior notice. Also present were Brooke Casolari, Senior Planner, Mallory Milluzzi, Village Attorney, Mr. Ron Antor, Fire Inspector and Mr. Kyle Goetzelmann, Civil Engineer.

4. CHANGES TO THE AGENDA - none

5. CITIZEN CONCERNS AND COMMENTS - none

6. CONSENT ITEMS

- A) [Docket No. SCBA 18-9](#)
The Whitley
156 W. Dundee Road
Appearance Approval of a Freestanding Sign
- B) [Docket No. SCBA 18-24](#)
Optimum Health Clinic
300 N. Wolf Road
Appearance Approval of Awnings and Wall Signs
- C) [Docket No. SCBA 18-26](#)
Mexcal
58 N. Wolf Road
Appearance Approval of a Wall Sign
- D) [Docket No. SCBA 18-29](#)
Brittany Court
307 S. Milwaukee Avenue
Appearance Approval of a Freestanding Sign

Chairman Ruffatto noted that the sign for Docket No. SCBA 18-23 did not have the address

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included on it. Ms. Casolari explained there were too many tenant panels to include the address. Chairman Ruffatto asked for a consensus about not having addresses on the signs for Docket No. SCBA 18-23 (ONE) and Docket No. SCBA18-25 (Wheeling Town Center).

Ms. Casolari suggested having Staff ask the petitioners to add the address to the signs based on it being a recommendation of the Plan Commission and not a requirement.

Commissioner Dorband questioned if it would set a precedent since the Commission always asked for addresses to be included and now it was a recommendation. Chairman Ruffatto agreed it could set a precedent. Commissioner Dorband suggested using a range of addresses. Chairman Ruffatto agreed it was a good idea. Ms. Casolari noted the apartment building, the One had the 375 West Dundee address and not a range. All of the other tenants had separate addresses. Commissioner Dorband questioned if it was in the same range or a totally different number. Ms. Casolari confirmed the numbers were in the same range.

Commissioner Johnson questioned if it should be pulled from the Consent Agenda for discussion.

Ms. Milluzzi confirmed it could be done since conditions could not be added under consent.

Ms. Casolari stated that other multi-tenant signs in the Village of Wheeling did not include addresses. Commissioner Johnson thought Lexington Commons had addresses. Ms. Casolari didn't think Fresh Farms had the address.

Commissioner Dorband moved, seconded by Commissioner Johnson to remove Docket Nos. Docket No. SCBA 18-23 (B) and SCBA 18-25 (D) from the Consent Agenda and added as C) and D) under Items for Review.

On the roll call, the vote was as follows:

AYES: Commissioners Blinova, Creech, Dorband, Johnson, Kalis, Ruffatto
NAYS: None
ABSENT: Commissioner Powers
PRESENT: None
ABSTAIN: None

There being six affirmative votes, the motion was approved.

Commissioner Johnson moved, seconded by Commissioner Dorband to approve the following consent items.

Approve Docket No. SCBA 18-9 to grant appearance approval for the freestanding sign in accordance with the sign, landscaping, and lighting plans (8 sheets) submitted May 30, 2018 by SAS Architects, on behalf of The Whitley, located at 156 W. Dundee Road, Wheeling, Illinois.

Approve Docket No. SCBA 18-24 to grant appearance approval for two awning signs and one wall sign in accordance with the awning plans (4 sheets) submitted June 11, 2018 and the wall sign plans (3 sheets) submitted June 7, 2018 for Optimum Health Clinic, located at 300 N. Wolf Road, Wheeling, Illinois.

Approve Docket No. SCBA 18-26 to permit installation of the wall sign in accordance with the sign drawing submitted June 8, 2018 for Mexcal, located at 58 N. Wolf Road, Wheeling, Illinois.

Approve Docket No. SCBA 18-29 to grant appearance approval for the freestanding sign in accordance with the sign and landscape plans (28 sheets) submitted June 19, 2018 by The Holland Design Group, on behalf of Brittany Court, located at 307 S. Milwaukee Avenue, Wheeling, Illinois.

On the roll call, the vote was as follows:

AYES: Commissioners Blinova, Creech, Dorband, Johnson, Kalis, Ruffatto
NAYS: None
ABSENT: Commissioner Powers
PRESENT: None
ABSTAIN: None

There being six affirmative votes, the motion was approved.

7. ITEMS FOR REVIEW

- A) [Docket No. PC 18-12 and SCBA 18-27](#)
McDonald's
1355 Lake Cook Road
(PC 18-12) Minor Site Plan and Appearance Approval of Façade and Site Modifications
(SCBA 18-27) Appearance Approval of Drive-Thru Signage

Ms. Lisa Donmeyer, Lingle Design Group, 158 West Main Street, Lena, IL was present.

Lingle Design Group is working with McDonald's and are in the process of a remodel. The majority of the upgrades will be interior and exterior. They are doing some things to the site for ADA compliance reasons. They are upgrading sidewalks, ramps and reworking some of the striping to make sure it's in compliance with the ADA Code. The exterior of the building will be modified to the current McDonald's design standards. A sample board was provided.

McDonald's existing building has the old style of a mansard roof. They are proposing to remove it and extend the parapet wall up to make the appearance of a flat roof. The main portions of the building will remain as is and will be painted. Paint samples were provided. The extension of the parapet wall will be painted. The top band element will be corrugated metal. A wood grain will be used on some of the other elements.

Ms. Donmeyer described the ADA elements. There is an existing sidewalk on the west side.

ADA Code states that there needs to be a clear accessible route from the public sidewalk to the building. A sidewalk will be extended from the public sidewalk to the building. The asphalt in the existing walkway area will be changed to concrete.

Ms. Donmeyer confirmed there would be no changes to the layout or the drive-thru lanes.

In reply to Commissioner Johnson's questions, Ms. Donmeyer confirmed they were painting the brick surfaces. Commissioner Johnson stated that the Commission typically did not like painting brick. He hoped they would consider a better option. Ms. Donmeyer explained all of the existing brick on the building would be painted. Chairman Ruffatto noted it was a lot of brick to paint. Ms. Donmeyer questioned if the Code permitted it. Ms. Casolari confirmed it wasn't part of the Code but was definitely not encouraged. Chairman Ruffatto agreed to take a poll.

Commissioner Creech had no questions.

Commissioner Blinova had no questions.

Commissioner Dorband referred to the aluminum around the windows. She questioned if there was a new door on the plan. Ms. Donmeyer confirmed they were all existing.

Commissioner Kalis appreciated the modern updates. He expressed concern about the paint.

Commissioner Kalis questioned if the top of the building was stucco or paint. Ms. Donmeyer confirmed the top section was Nichiha material and would be painted.

Chairman Ruffatto questioned if the "M's" on the drive-thru signage were changing. Ms. Casolari explained the wall signage was not being approved tonight because Staff did not have enough details.

Chairman Ruffatto referred to the sidewalk along the building that ends in the drive-thru. He noted that there was no way to walk to the parking in the back unless you walk into the parking area or walk through the drive-thru. He suggested that the petitioner point it out to McDonald's since he felt it was very dangerous. He mentioned it was also at another McDonald's he visits. There is nothing to discourage people from walking on the sidewalk.

Chairman Ruffatto took a poll regarding painting the brick. Commissioner Johnson questioned why the brick color had to change since the proposed color was similar to it. Ms. Donmeyer offered to take the recommendation back to McDonald's since they have dealt with it before. There have been other instances where it has been stained instead of painted and other times when it has been left alone. Commissioner Johnson agreed the proposed color was similar to the existing brick color.

Commissioner Johnson: not in favor of painting

Commissioner Blinova: not in favor of painting

Commissioner Dorband: No problem painting it because there has never been a problem with McDonald's maintaining their property.

Commissioner Kalis: not in favor of painting

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Commissioner Creech: No problem painting or staining brick
Chairman Ruffatto: Not in favor of painting

The vote was 4:2 in favor of not painting or staining the brick.

Commissioner Johnson moved, seconded by Commissioner Kalis to approve Docket No. PC 18-12 to grant minor site plan and appearance approval for modifications to the site plan and building elevations shown on the following exhibits submitted May 11, 2018 (except as noted), by Lingle Design Group., for McDonald's located at 1355 Lake Cook Road, Wheeling, Illinois:

- Project description letter, dated 5.22.2018
- Sheet D1.0, Demolition Floor Plan
- Sheet D1.3, Demolition Roof Plan
- Sheet D2.0, Demolition Exterior Elevations
- Sheet D2.1, Demolition Exterior Elevations
- Sheet A0.0, Existing Survey & Grades
- Sheet A0.1, Architectural Site Plan & Details
- Sheet A0.2, Architectural Site Details & Notes
- Sheet A0.3 Architectural Site Details
- Sheet A0.4 Architectural Site Details & Notes
- Sheet A0.5 D/T Reference Details
- Sheet A1.0, Construction Plan, Notes & Details (Floor Plan)
- Sheet A1.3, Roof Plan
- Sheet A2.0, Exterior Elevations
- Sheet A2.1, Exterior Elevations
- Sheet A5.0, Wall Sections & Details
- Sheet A5.1, Wall Sections & Details
- Sheet A5.2, Wall Sections & Details
- Sheet A6.0, Door Schedules

With the following condition:

1. That the existing brick shall not be painted.

On the roll call, the vote was as follows:

AYES: Commissioners Blinova, Creech, Dorband, Johnson, Kalis, Ruffatto
NAYS: None
ABSENT: Commissioner Powers
PRESENT: None
ABSTAIN: None

There being six affirmative votes, the motion was approved.

Commissioner Creech moved, seconded by Commissioner Kalis to approve Docket No. SCBA 18-27 to grant appearance approval of the drive-through signage, as shown on the following

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exhibits submitted May 11, 2018 by Lingle Design Group, for McDonald's located at 1355 Lake Cook Road, Wheeling, Illinois:

- Sheet A0.3 Architectural Site Details
- Sheet A0.4 Architectural Site Details & Notes
- Sheet A0.5 D/T Reference Details

On the roll call, the vote was as follows:

AYES: Commissioners Blinova, Creech, Dorband, Johnson, Kalis, Ruffatto
NAYS: None
ABSENT: Commissioner Powers
PRESENT: None
ABSTAIN: None

There being six affirmative votes, the motion was approved.

- B) Docket No. 2018-11 (continued from May 24, 2018 without discussion)
Holy Spirit Life Learning Center
111 N. Wolf Road
Special Use-Site Plan Approval of a Social Service Facility

See Findings of Fact and Recommendation for Docket No. 2018-11.

Commissioner Dorband moved, seconded by Commissioner Kalis to recommend approval of Docket No. 2018-11 to grant special use approval for a social service facility in accordance with the following exhibits submitted April 30, 2018 (except as noted), by Holy Spirit Life Learning Center, located at 111 N. Wolf Road, Wheeling, Illinois.

- Project description (2 sheets),
- Description of programs (2 sheets),
- Floor plan, received 3.15.2018, and
- Site plan, received 3.15.2018.

And with the following conditions of approval:

1. Parking for at least two bicycles shall be provided.
2. An automatic fire sprinkler system shall be installed prior to occupancy.
3. The front parking lot shall be resurfaced and restriped prior to occupancy.

On the roll call, the vote was as follows:

AYES: Commissioners Blinova, Creech, Dorband, Johnson, Kalis, Ruffatto
NAYS: None
ABSENT: Commissioner Powers
PRESENT: None
ABSTAIN: None

There being six affirmative votes, the motion was approved.

Commissioner Dorband moved, seconded by Commissioner Kalis to close Docket No. 2018-11. The motion was approved by a voice vote.

- C) Docket No. SCBA 18-23
 ONE
 375 W. Dundee Road
 Appearance Approval of a Freestanding Sign

Chairman Ruffatto noted the proposed sign was in front of the apartment building. He mentioned that addresses are usually included on signs. He questioned if the Commission wanted to add the address 375.

Commissioner Johnson was in favor of including the address on the sign.

Commissioner Kalis questioned the location of the sign. Commissioner Johnson explained the sign sat on an angle at Northgate and Dundee, across from the Burger King. Ms. Casolari explained it was located close to Starbucks.

Ms. Milluzzi explained the Code states that the address of an establishment must be located on the sign unless clearly visible on the building. The numbers should be no less than 6" and no greater than 12" in height and in proportion to the sign.

Chairman Ruffatto wanted the numbers on the sign.

Mr. Antor felt ONE was an inappropriate address on the Village's grid system.

Commissioner Johnson requested that the numbers on the sign be placed high enough so the landscaping doesn't block it.

Commissioner Creech moved, seconded by Commissioner Kalis to approve Docket No. SCBA 18-23 to grant appearance approval for the wall sign in accordance with the following plans submitted June 8, 2018 by Brad Friedman, on behalf of ONE, located at 375 W. Dundee Road, Wheeling, Illinois:

- Freestanding sign plan,
- Landscape plan, and
- Texture Plus spec sheet.

With the following condition.

1. The address of 375 shall be added to the sign per Village Code.

On the roll call, the vote was as follows:

AYES: Commissioners Blinova, Creech, Dorband, Johnson, Kalis, Ruffatto

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NAYS: None
ABSENT: Commissioner Powers
PRESENT: None
ABSTAIN: None

There being six affirmative votes, the motion was approved.

**D) [Docket No. SCBA 18-25](#)
Wheeling Town Center
351 W. Dundee Road
Appearance Approval of Freestanding Signs**

Ms. Caolari mentioned there were multiple signs. There are the multi-tenant directory type signs for the entire shopping center which also includes signage for the ONE. There are two identical signs at two different ends at the Dundee Road northern portion of the site. There are directional signs for the town center itself. They are located throughout the parking areas of the Town Center. The third type of sign is Metro parking signs to be used in the Metra parking lots. There are two different types of signs.

Chairman Ruffatto questioned if an address was needed on the monument sign.

Commissioner Kalis felt it should be consistent since it was required on the ONE sign. Ms. Casolari felt there was a precedent for similar multi-tenant signage elsewhere in the Village that don't have the address displayed.

Chairman Ruffatto took a poll on requiring the address on the monument sign.

Commissioner Johnson: yes
Commissioner Blinova: no
Commissioner Dorband: yes
Commissioner Kalis: no
Commissioner Creech: no
Chairman Ruffatto: no

The vote was 4:2 in favor of not requiring an address on the monument sign.

Commissioner Dorband moved, seconded by Commissioner Creech to recommend approval Docket No. SCBA 18-25 granting appearance approval of two freestanding multi-tenant development signs and nine directional signs in accordance with the following exhibits submitted June 8, 2018, for the Wheeling Town Center Development, at 351 W. Dundee Road, Wheeling, Illinois:

- Sign plans (4 sheets),
- Site plan, and
- Landscape plan and plant list (2 sheets).

And with the following conditions of approval:

1. The foundation for the two multi-tenant signs shall maintain minimum horizontal separation from watermain of 10-feet.
2. Complete utility locates are required prior to excavation for the two multi-tenant signs.

On the roll call, the vote was as follows:

AYES: Commissioners Blinova, Creech, Dorband, Johnson, Kalis, Ruffatto
NAYS: None
ABSENT: Commissioner Powers
PRESENT: None
ABSTAIN: None

There being six affirmative votes, the motion was approved.

8. APPROVAL OF MINUTES – May 24, 2018 (Including Findings of Fact for Docket Nos. 2018-9 and 2018-10)

Commissioner Dorband moved, seconded by Commissioner Creech to approve the minutes dated May 24, 2018 as presented. The motion was approved by a voice vote.

9. OTHER BUSINESS

Commissioner Kalis referred to the painting of brick. He mentioned that Commissioner Creech felt the current paints/stains were of high quality so there shouldn't be an issue with peeling paint. He questioned getting a standard of what types of paint/stains could be used. Ms. Casolari felt it was a good question to ask of a petitioner. She suggested having the petitioner return with further details. Commissioner Kalis was torn on the earlier docket regarding painting brick.

Commissioner Blinova didn't think the Commission could recommend a certain brand.

Commissioner Johnson mentioned that the Commission recently had told Burger King that they couldn't paint their brick.

Commissioner Creech mentioned that stucco and siding panels were being painted. He felt the new products offered were fine to paint over new surface if prepared properly.

Chairman Ruffatto understands that the new products may be fine but he was unsure what type of product the petitioner would use so he felt the safer way to go was not to paint brick. Commissioner Creech felt it should be stained and not painted. Chairman Ruffatto felt it would be difficult to police so he felt the standard of having no paint would be easier. Commissioner Creech suggested having specifications to follow. Chairman Ruffatto was personally not in favor of painting brick. Commissioner Creech felt the same. Commissioner Kalis felt if the new products were durable and looked nice he would like to consider it. Chairman Ruffatto felt it came down to what materials were being used. Commissioner Creech felt it was similar to dryvit. It was the application of the dryvit that makes the difference.

Commissioner Kalis questioned if the Commission just approved KFC painting their brick fire engine red. Chairman Ruffatto confirmed it wasn't brick.

Commissioner Dorband questioned if the Commission needed to accommodate certain colors because of brand specifications. Chairman Ruffatto didn't think the Commission was forced to accommodate brand specifications. Chairman Ruffatto explained in tonight's case for McDonald's, the proposed paint color was very similar to the existing brick color.

Commissioner Kalis didn't want a petitioner to feel they couldn't be in the Village because they couldn't maintain the brand standard.

Ms. Milluzzi suggested if there was a level of a type of paint a Commissioner was comfortable using, they could research it and ask the petitioner to discuss it. Commissioner Dorband questioned if the Commission could recommend a brand. Ms. Milluzzi confirmed it could be recommended if there were certain standards.

Chairman Ruffatto announced the date of the Rock and Run the Runway on Saturday, July 1st. It starts with a 5K race at 8:00 a.m. with other events starting at 5:00 p.m.

10. ADJOURNMENT

Commissioner Kalis moved, seconded by Commissioner Johnson to adjourn the meeting at 7:43 p.m. All were in favor on a unanimous voice vote and the meeting was adjourned.

Respectfully submitted,

Tatiana Blinova, Secretary Pro temp
Wheeling Plan Commission

**DISTRIBUTED TO THE COMMISSION 7.20.2018
FOR APPROVAL ON 7.26.2018**

**DRAFT FINDINGS OF FACT
AND RECOMMENDATION**

To: Village President and Board of Trustees

From: Wheeling Plan Commission/Sign Code Board of Appeal

Re: [Docket No. 2018-11](#)
Holy Spirit Life Learning Center
111 N. Wolf Road
Special Use-Site Plan Approval of a Social Service Facility

Missionary Sisters of the Holy Spirit, is seeking Special Use-Site Plan Approval as required under Chapter 19-05 Mixed Use and Overlay Districts, Chapter 19-10 Use Regulations, and Chapter 19-12 Site Plan Approval Requirements, and associated sections, to establish a Social Service Facility at 111 N. Wolf Road, Wheeling, Illinois, which is zoned MXC Commercial-Residential Mixed Use District.

Chairman Ruffatto called Docket No. 2018-11 on June 28, 2018. Present were Commissioners Blinova, Creech, Dorband, Johnson, Kalis and Ruffatto. Commissioner Powers was absent with prior notice. Also present were Brooke Casolari, Senior Planner, Mallory Milluzzi, Village Attorney, Mr. Ron Antor, Fire Inspector and Mr. Kyle Goetzelmann, Civil Engineer.

Commissioner Blinova read the following statement.

A zoning Special Use, as defined in Title 19, of the village of Wheeling (Zoning), is a use of parcel of land that requires review and consideration before approval due to circumstances or effects on the surrounding properties that may adversely affect them. In order to be considered for a special use the petitioner is required to demonstrate through testimony to the Plan Commission at the public hearing why their request meets the conditions of the village code including, but not limited to, how the proposed use will not damage the enjoyment or use of the surrounding properties. Prior to the public hearing the petitioner provides written statements meant to show that their request for a special use meets the standards established in Title 19. The Commission Chairperson will typically direct that these statements be entered into the record without a full reading of them at the hearing. Based upon the testimony and supporting materials submitted, the Plan Commission will make findings in support of, or against, the petitioner's testimony and report those findings to the Village Board.

Ms. Casolari noted the submittals of the petitioner and Staff Reports were part of the Public Record.

Mr. Charles Schwartz, Architect, 1645 West Ogden Avenue, Chicago, IL and Mr. Mark Kelly, Project Manager were present and sworn in.

The petitioner is requesting a Special Use to reclassify the address as a social service facility from a business use. There are no physical changes to the property. The Special Use will more accurately categorize the nature and scope of the programs that were taking place in the facility. The Life Learning Center provides activities, services, programs and education help to the neighboring community. There are physically no changes. They received the request from the Fire Department for the installation of a sprinkler system if the Special Use is approved. Mr. Schwartz confirmed the

parking lot would be restriped/resurfaced and they would add a bicycle rack in front of the building.

Commissioner Dorband had no questions.

Commissioner Kalis questioned the reason the petitioner didn't think parking would be an issue. Mr. Schwartz explained they can't expand the parking but will do anything possible to work with the neighboring facilities. Most of the people using the facility are from the neighborhood and would walk. There are between 500-600 residential units within 1,000 feet of the facility. The programs are mainly geared toward the residents of the community to help them accumulate toward society and help with education and English as a second language. Commissioner Kalis is in favor the expansion. He questioned if the petitioner was certain most of their participants walked to the facility. Mr. Schwartz confirmed he was told that most of them walked.

Commissioner Kalis questioned if there was room for a bike rack. Mr. Schwartz referred to the site plan and noted there was 3' between the two planters plus an 8' sidewalk to add a bike rack. He thought the rack could hold between 6-7 bikes.

Commissioner Kalis had no other concerns and looked forward to the expansion.

Commissioner Blinova questioned if there were trash cans located in front. Mr. Schwartz confirmed normally the trash cans are kept in back of the facility except on trash day.

Commissioner Johnson thought the trash containers in the picture were used only for residential properties. The petitioner confirmed Waste Management recommended the style of bins since they don't generate much trash.

Commissioner Johnson questioned the number of sessions being held at one time. Mr. Kelly stated that currently there was only one class being held at a time.

Commissioner Johnson referred to map 1 which was not pointing to the correct property. Ms. Casolari confirmed it would be corrected before going to the Board.

In reply to Commissioner Creech's question, Mr. Schwartz confirmed the parking associated with the property was a shared strip center. They were designated 5 spaces. Commissioner Creech questioned if they were required to have any handicapped parking for their use. Mr. Schwartz did not believe there was any requirement. Ms. Casolari did not see anything that would require shared parking with the neighboring properties. The subject property is under review. She agreed it seemed like they were shared in practice.

Commissioner Creech questioned if the petitioner expected their employees to park in the gravel area in the back. Mr. Schwartz confirmed that it was currently being done so the employees would not be utilizing the five designated spaces. Commissioner Creech questioned if the gravel area was being resurfaced. Mr. Schwartz confirmed they were not planning to resurface it. Commissioner Creech questioned if there were any problems with the accessibility to the rear. Mr. Antor confirmed the access from the bowling alley was restricted. The bowling alley has a gate, but the Fire Department has access through it with an Ox Box and that would be the primary way to access

the back of the building. There is another access point to the south, but it was narrower. An engine can get back there but he was unsure about a ladder truck. He felt it was not a major consideration since it was a one-story building. Commissioner Creech questioned if the employees needed to go through the bowling alley's gate to access the employee parking in the back. Mr. Kelly confirmed they have a very good relationship with the bowling alley. They have an agreement that they can access their property through the pathway along the back of the bowling alley. It is not something they use all the time. The Sisters travel together so there would be only one car. Commissioner Creech wants to see something done to the parking in the rear. He also felt snow removal would be an issue.

Chairman Ruffatto will take a poll regarding resurfacing the rear parking lot.

Chairman Ruffatto referred to the Staff Report. It indicates there were three simultaneous classes of 15 individuals for each class for a total of 45 participants with 3 full-time employees. He questioned if the 3 full-time employees taught all of the classes. Mr. Kelly confirmed usually volunteers assisted with the classes. The classes were currently very small and not running simultaneous. They are trying to build up to three classes. The nuns currently teach the classes. Chairman Ruffatto suggests that the petitioner speak with their neighbor if parking becomes an issue.

Ms. Casolari explained the parking requirement in the Zoning Code was determined by the Plan Commission. There is not an explicit parking requirement. It is determined on an as needed basis.

Commissioner Kalis asked the petitioner to encourage any drivers to carpool. Mr. Kelly confirmed they had already spoken about it earlier in the day.

Chairman Ruffatto referred to Commissioner Creech's request to enhance the parking in the rear. Commissioner Creech wanted it paved.

Mr. Goetzelmann explained if they were going to designate the rear area as parking, he referred to the Code that stated that all off street parking shall conform to the minimum design standards and one of them was that it should be paved and have curbing.

Mr. Kelly questioned if it was OK to not designate it as parking. Chairman Ruffatto confirmed it was OK not to choose it as parking.

Chairman Ruffatto opened the discussion to the public. No one from the audience came forward.

Commissioner Creech questioned if the resurfacing in the front would pertain for the five spaces. Chairman Ruffatto confirmed it was just the five spaces. Ms. Casolari explained their parking lot contains five spaces and a driveway. Mr. Goetzelmann confirmed the right-of-way probably goes up to the grass area. Mr. Schwartz confirmed they would resurface and restripe it to the street through the right-of-way.

Commissioner Dorband moved, seconded by Commissioner Kalis to recommend approval of Docket No. 2018-11 to grant special use approval for a social service facility in accordance with the

following exhibits submitted April 30, 2018 (except as noted), by Holy Spirit Life Learning Center, located at 111 N. Wolf Road, Wheeling, Illinois.

- Project description (2 sheets),
- Description of programs (2 sheets),
- Floor plan, received 3.15.2018, and
- Site plan, received 3.15.2018.

And with the following conditions of approval:

1. Parking for at least two bicycles shall be provided.
2. An automatic fire sprinkler system shall be installed prior to occupancy.
3. The front parking lot shall be resurfaced and restriped prior to occupancy.

On the roll call, the vote was as follows:

AYES: Commissioners Blinova, Creech, Dorband, Johnson, Kalis, Ruffatto
NAYS: None
ABSENT: Commissioner Powers
PRESENT: None
ABSTAIN: None

There being six affirmative votes, the motion was approved.

Commissioner Dorband moved, seconded by Commissioner Kalis to close Docket No. 2018-11. The motion was approved by a voice vote.

Respectfully submitted,

Jim Ruffatto, Chairman
Wheeling Plan Commission/
Sign Code Board of Appeals

**DISTRIBUTED TO THE COMMISSION 7.20.2018
FOR APPROVAL ON 7.26.2018**

1. CALL TO ORDER

Chairman Ruffatto called the meeting to order at 6:30 p.m. on Thursday, July 12, 2018.

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

Present were Commissioners Blinova, Creech, Johnson, Kalis, Powers and Ruffatto. Commissioner Dorband was absent with prior notice. Also present were Brooke Casolari, Senior Planner, Mallory Milluzzi, Village Attorney, Mr. Andrew Jennings, Director of Community Development, Mr. Ron Antor, Fire Inspector and Mr. Kyle Goetzelmann, Civil Engineer.

4. CHANGES TO THE AGENDA - none

5. CITIZEN CONCERNS AND COMMENTS

Commissioner Powers read the following statement:

*Municipal Code 2.03.060 Subjects of Orders of Business:

Citizen Concerns and Comments. Members of the public may address the Plan Commission with comments regarding only those issues that are relevant to the Plan Commission's agenda or topics that the Plan Commission has the authority, pursuant to the Village Code, to address. The chairperson or his or her designee shall strictly restrain comments to matters that are relevant to the Plan Commission business and shall not permit repetitious comments or arguments. Members of the general public who wish to address the Plan Commission must sign the request to speak form prior to the commencement of the public meeting. The persons submitting a petition, concern or other comment shall be allocated five minutes to present their points.

No one from the audience came forward.

6. CONSENT ITEMS

- A) [Docket No. SCBA 18-30](#)
Rivers of Living Water Church
345 N. Wolf Road
Appearance Approval of an Awning Sign
- B) [Docket No. SCBA 18-31](#)
Champro
1175 Wheeling Road

Appearance Approval of a Freestanding Sign

Commissioner Powers moved, seconded by Commissioner Johnson to approve the following consent items.

Approve Docket No. SCBA 18-30 to grant appearance approval for an awning sign in accordance with the awning plan submitted June 22, 2018 for Rivers of Living Water Christian Church, located at 345 N. Wolf Road, Wheeling, Illinois.

Approve Docket No. SCBA 18-31 to permit modifications to an existing freestanding sign in accordance with the following exhibits submitted June 25, 2018 for Champro, located at 1175 Wheeling Road, Wheeling, Illinois:

- Photo of existing sign,
- Monument sign plans (2 sheets), and
- Landscape plan.

On the roll call, the vote was as follows:

AYES: Commissioners Blinova, Creech, Johnson, Kalis, Powers, Ruffatto
NAYS: None
ABSENT: Commissioner Dorband
PRESENT: None
ABSTAIN: None

There being six affirmative votes, the motion was approved.

7. ITEMS FOR REVIEW

- A)** [Docket No. SCBA 18-32](#)
 Amvets
 700 McHenry Road
 Appearance Approval of a Freestanding Sign

Mr. Matt Krasne, Amvets, 700 McHenry Road was present.

There are currently three signs. They are replacing the middle sign (slots, beer, food) with a double sided digital programmable sign in the approximate same size.

Chairman Ruffatto questioned the petitioner's reason for the proposed landscape waiver.

Mr. Alteri provided a picture that showed the post being less than 2' from the curb. During snowplowing, the snow would go over any landscaping in the area and wouldn't stand a chance.

Commissioner Johnson questioned the location of the property line on the other side of the sign.

The petitioner was unaware but thought it was approximately 3' behind the pole.

Ms. Casolari added that the sign had a setback variation of 5' so she assumed the pole was 5' from the side property line.

Commissioner Johnson would like to see some landscaping but understood the limitation in space and snowplowing issue.

Commissioner Blinova didn't think there was room for landscaping.

Commissioner Kalis had no comments.

Commissioner Creech had no comments.

Commissioner Powers questioned if landscaping could be added to the sides of the sign. He suggested using ornamental grass and mulch. He felt it would survive the winter. The petitioner agreed.

Chairman Ruffatto suggested adding perennials that would only bloom in the summer with evergreens or ornamental grasses that would cover some of the pole during part of the year. The petitioner felt it would need to be planted behind the sign or on the side.

Commissioners Johnson, Blinova, Kalis, Creech were all in agreement.

Ms. Casolari questioned if Chairman Ruffatto wanted to specify the type of plants. Chairman Ruffatto suggested ornamental grass with the addition of perennials. The petitioner agreed.

Commissioner Powers moved, seconded by Commissioner Johnson to approve Docket No. SCBA 18-32 to grant appearance approval of the modifications to the existing freestanding sign in accordance with the cover letter and sign plan submitted June 22, 2018 by Amvets, located at 700 McHenry Road, Wheeling, Illinois with the following condition:

1. Ornamental grasses and perennial flowers shall be added to the base of the sign. A plan shall be provided prior to permit issuance.

On the roll call, the vote was as follows:

AYES: Commissioners Blinova, Creech, Johnson, Kalis, Powers, Ruffatto
NAYS: None
ABSENT: Commissioner Dorband
PRESENT: None
ABSTAIN: None

There being six affirmative votes, the motion was approved.

B) [Docket No. PC 18-13](#)
Awesome Design

2220 Foster Avenue
Minor Site Plan and Appearance Approval of Building and Site Modifications

Mr. Jason Roszkowiak, Awesome Design, 2220 Foster Avenue, Wheeling, IL was present.

Mr. Roszkowiak explained he wanted to add a fence in the back around the property. He wants to keep the equipment (trucks) safe. The property runs along the creek. Since he took over the property, he is trying to clean up the area. He mentioned that there were kids in the back drinking so he is trying to keep them out.

Mr. Roszkowiak wants to add a drive-in door in the front. They receive deliveries, and some aren't able to load up to the dock because they arrive in small trucks/vans. There will be additional permits for the building. They are upgrading the building to make it more appealing.

Commissioner Creech thanked the petitioner for moving into the Village of Wheeling. He agrees the building is showing its age and understands the petitioner will be upgrading the property.

Commissioner Kalis appreciated that the petitioner wanted to make the property look nice.

In response to Commissioner Powers' question, Mr. Roszkowiak confirmed the proposed fence was an 8' chain link fence with a gate. It will have razor wire on the top.

Commissioner Powers was glad there would be more improvements in the future.

Commissioner Blinova had no comments.

Commissioner Johnson questioned if the petitioner was planning on sealing and striping the parking lot. Mr. Roszkowiak confirmed the striping would be done.

Commissioner Johnson questioned how the grass on the outside of the fence would be maintained. Mr. Roszkowiak explained it would be cut and maintained. They have already cleaned a lot of the debris in the back. He confirmed they had access in the back and the grass would always be maintained.

Chairman Ruffatto questioned if the razor wire was necessary on top of the chain link fence. Mr. Roszkowiak confirmed it was barbed wire. He was comfortable with it surrounding the facility. He had spoken with the neighbors who have indicated people had jumped in their yards and cut off the convertors of their vehicles. Mr. Roszkowiak felt it was a bigger deterrent.

In reply to Chairman Ruffatto's question, Mr. Roszkowiak confirmed there would be a gate with a lock on the south side. There will also be a fire lock box.

Chairman Ruffatto referred to the original petition to build a storage facility in the back. He questioned if they would still receive deliveries after hours. Mr. Roszkowiak explained he had made arrangements with his vendors to try and get them during the day. He wasn't going to build a structure on the property but use a container. Chairman Ruffatto questioned how they

would get access with a locked gate. Mr. Roszkowiak explained they would have an access code.

Commissioner Powers questioned if the fence was going down to the ground. Mr. Roszkowiak explained it was OK for the chain link fence to go to the ground.

Chairman Ruffatto took a poll regarding the proposed 8' chain link fence with barbed wire.

Commissioner Johnson: in favor

Commissioner Blinova: in favor

Commissioner Powers: in favor

Commissioner Kalis: in favor

Commissioner Creech: in favor

Chairman Ruffatto: in favor

The vote was 6:0 in favor of the proposed 8' chain link fence with barbed wire.

Commissioner Johnson moved, seconded by Commissioner Kalis to approve Docket No. PC 18-13 to grant minor site plan and appearance approval for building and site modifications in accordance with the following exhibits submitted July 9, 2018 (except as noted), on behalf of Awesome Design, located at 2220 Foster Avenue, Wheeling, Illinois:

- Project description (2 sheets),
- Plat of survey with proposed fencing overlay,
- Site plan noting fencing June 27, 2018
- Fence and gate exhibits (3 sheets), June 27, 2018, and
- Garage door exhibit, A1, June 27, 2018.

And with the following condition of approval:

1. That the parking lots shall be restriped prior to occupancy; and
2. That the fence shall meet the floodplain requirements of Title 22; and

On the roll call, the vote was as follows:

AYES: Commissioners Blinova, Creech, Johnson, Kalis, Powers, Ruffatto

NAYS: None

ABSENT: Commissioner Dorband

PRESENT: None

ABSTAIN: None

There being six affirmative votes, the motion was approved.

C) [Docket No. 2018-13A,B&C](#)

JV Global Services

Multiple addresses (see full property description in hearing information below)

(2018-13A) Text Amendment to Add 'Transportation Center' as a Special Use
in the I-3 General Industrial District

- (2018-13B) Rezoning from I-1 Light Industrial and Office District and R-1A Single-Family Residential District to I-3 General Industrial District
- (2018-13C) Special Use-Site Plan Approval of a Transportation Center

See Findings of Fact and Recommendation for Docket No. 2018-13A,B&C.

Commissioner Johnson moved, seconded by Commissioner Powers to continue Docket No. 2018-13A to July 26, 2018.

On the roll call, the vote was as follows:

AYES: Commissioners Blinova, Creech, Johnson, Kalis, Powers, Ruffatto
NAYS: None
ABSENT: Commissioner Dorband
PRESENT: None
ABSTAIN: None

There being six affirmative votes, the motion was approved.

Commissioner Powers moved, seconded by Commissioner Johnson to continue Docket No. 2018-13B to July 26, 2018.

On the roll call, the vote was as follows:

AYES: Commissioners Blinova, Creech, Johnson, Kalis, Powers, Ruffatto
NAYS: None
ABSENT: Commissioner Dorband
PRESENT: None
ABSTAIN: None

There being six affirmative votes, the motion was approved.

Commissioner Creech moved, seconded by Commissioner Kalis to continue Docket No. 2018-13C to July 26, 2018.

On the roll call, the vote was as follows:

AYES: Commissioners Blinova, Creech, Johnson, Kalis, Powers, Ruffatto
NAYS: None
ABSENT: Commissioner Dorband
PRESENT: None
ABSTAIN: None

There being six affirmative votes, the motion was approved.

8. APPROVAL OF MINUTES – None

9. OTHER BUSINESS

Chairman Ruffatto thanked the Commission for a long evening. The next meeting will also be a long. To accommodate all the petitioners, the meeting will start at a special time of 5:30pm.

10. ADJOURNMENT

Commissioner Powers moved, seconded by Commissioner Kalis to adjourn the meeting at 10:35 p.m. All were in favor on a unanimous voice vote and the meeting was adjourned.

Respectfully submitted,

Steve Powers, Secretary
Wheeling Plan Commission

**DISTRIBUTED TO THE COMMISSION 7.20.2018
FOR APPROVAL ON 7.26.2018**

DOCKET NO. 2018-13A,B&C

**DRAFT FINDINGS OF FACT
AND RECOMMENDATION**

To: Village President and Board of Trustees

From: Wheeling Plan Commission/Sign Code Board of Appeal

Re: [Docket No. 2018-13A,B&C](#)
JV Global Services
Multiple addresses (see full property description in hearing information below)
(2018-13A) Text Amendment to Add 'Transportation Center' as a Special Use
in the I-3 General Industrial District
(2018-13B) Rezoning from I-1 Light Industrial and Office District and R-1A
Single-Family Residential District to I-3 General Industrial District
(2018-13C) Special Use-Site Plan Approval of a Transportation Center

2018-13 JV Global Services, LLC, contract property owner, is seeking the following actions for Lots 1 through 8 of the Wolf Road Estates, the adjacent vacant lots north of Debra Lane and east of Wolf Road, and the existing Carol Avenue right-of-way:

2018-13 (A) A text amendment to Title 19 Zoning, of the Wheeling Municipal Code, to add 'Transportation Center' as a Special Use in the I-3 General Industrial District (Under Appendix A, Use Table); and

2018-13 (B) Rezoning the property from I-1 Light Industrial and Office District and R-1A Single-Family Residential District entirely to I-3 General Industrial District; and

2018-13 (C) Special Use-Site Plan Approval as required under Chapter 19-07 Industrial Districts, Chapter 19-10 Use Regulations, and Chapter 19-12 Site Plan Approval Requirements, and associated sections, in order to establish a Transportation Center in the I-3 General Industrial District.

Chairman Ruffatto called Docket No. 2018-13A,B&C on July 12, 2018. Present were Commissioners Blinova, Creech, Johnson, Kalis, Powers and Ruffatto. Commissioner Dorband was absent with prior notice. Also present were Brooke Casolari, Senior Planner, Mallory Milluzzi, Village Attorney, Mr. Andrew Jennings, Director of Community Development, Mr. Ron Antor, Fire Inspector and Mr. Kyle Goetzelmann, Civil Engineer.

Commissioner Blinova read the following statement.

A zoning Special Use, as defined in Title 19, of the village of Wheeling (Zoning), is a use of parcel of land that requires review and consideration before approval due to circumstances or effects on the surrounding properties that may adversely affect them. In order to be considered for a special use the petitioner is required to demonstrate through testimony to the Plan Commission at the public hearing why their request meets the conditions of the village code including, but not limited to, how the proposed use will not damage the enjoyment or use of the surrounding properties. Prior to the public hearing the petitioner provides written statements meant to show that their request for a special use meets the standards established in Title 19. The Commission Chairperson will typically direct that these statements be entered into the record without a full reading of them at the hearing.

Based upon the testimony and supporting materials submitted, the Plan Commission will make findings in support of, or against, the petitioner's testimony and report those findings to the Village Board.

Ms. Casolari stated that the submittals of the petitioner and Staff Reports were part of the public record.

Ms. Milluzzi explained that the Commission adopts rules and procedures for the Public Hearing. She summarized that there be an order to the proceeding as follows: presentation, opening of the public hearing, swearing in of the petitioner, any objectors or other interested persons wishing to speak, the petitioner would then present, Village Staff would be able to make any presentation and then then the Public would be able to make a presentation which could include general comment, any cross examination (any questions of the petitioner and/or staff) or introduce their own evidence.

After the petitioner had a chance to rebut or respond to any questions from Staff or public comment, the Commission can ask questions of the petitioner, followed by any rebuttable by the petitioner and closing remarks by any parties.

Ms. Milluzzi explained the Chairman may impose reasonable limitations on evidence or testimony presented by persons or parties barring repetitious, irrelevant or immaterial testimony. The Chairman will rule on all questions related to admissibility of evidence which may be overruled by majority of at least a quorum of the public body.

Commission Johnson moved, seconded by Commissioner Powers to adopt these rules and procedures for tonight.

On the roll call, the vote was as follows:

AYES:	Commissioners Blinova, Creech, Johnson, Kalis, Powers, Ruffatto
NAYS:	None
ABSENT:	Commissioner Dorband
PRESENT:	None
ABSTAIN:	None

There being six affirmative votes, the motion was approved.

Chairman Ruffatto asked that the petitioner to come forward. The petitioner's team was all sworn in as a group. The team includes Mr. Alfred Stavros, Attorney representing the petitioner, 433 North Milwaukee Avenue, Wheeling, IL, Mr. Michael Blue, Mr. Luay Aboona, KLOA, 9575 West Higgins Road, Rosemont, IL, Ashley Vareljan, Mr. Mark Rooney, Civil and Environmental Engineer, PO Box 97, Wauconda, IL and Mr. Joe Pawlowski, President, Pawlowski and Associates.

Mr. Michael Blue provided a land use map of the area. The area is primarily industrial in character. The airport is located to the east with some institutional/municipal uses further south. The site itself is partially residential and commercial. The zoning reflects the industrial character with a large area of I-3 located in the general facility. One of the factors that is considered as part of the deliberation is the consistency with the request for rezoning and special use per the comprehensive plan. The

comprehensive plan was prepared and shows the subarea as ultimately becoming an industrial area which would be in keeping with the surrounding area. It also shows the notion of there being a landscape buffer between the site and Wolf Road.

Mr. Blue referred to the various standards by which the three zoning requests were considered. The text amendment is the definition of the new use. It is an unusual and newer type of use. The definition distinguishes it from a parking lot by associating the accessory services that comes with it. It specifically states that it was not a freight terminal. It is in between a smaller type of activity with accessory support services to the storage of vehicles. The proposal does reflect the transition of the area becoming industrial and the demand the applicant sees for this type of use. It allows it to happen in an orderly manner rather than ad hoc parking. The special use that is part of the proposed amendment allows the Village to look at proposals on a case-by-case basis and consider issues like hours of operation, the way the site is developed and etc.

Mr. Blue referred to the proposed map amendment. There is a lot of I-3 zoning in the surrounding area and the purpose of I-3 speaks to the relationship of it being a truck-oriented use in the area. The concept plan includes a buffer area that the comprehensive plan shows. It is consistent with the overall industrial character of the area both in terms of the land use and zoning. In regard to the type of uses in industrial, they feel it would fit into the area.

Mr. Blue referred to the final aspect of the zoning request relating to the special use. If the zoning is approved, the use itself would be considered as a special use. This use is supportive of the other industrial uses that were in the area. There are businesses that don't have the space for their vehicles, so this use allows them by using a service nearby.

Mr. Blue felt the location works well because of the access from Wolf Road directly to Willow/Palatine which gets to Route 53 or 294 quickly. It is also close to the employment base that serves them. The number of vehicles that would be generated by this site in terms of an industrial use would be fewer truck trips compared to a more typical industrial use. The scale of the building in which the support service provided was relatively small.

Mr. Blue explained the landscape buffer and fencing located along Wolf Road were specifically intended to minimize impacts from Wolf Road and any residential areas to the south.

Ms. Ashley Vareljan of JV Global Services, 150 Abbott Drive, Wheeling was present and sworn in. She stated the proposed was not a truck stop and did not offer any services. They were a transportation center. She explained by offering a transportation center where they could consolidate all of there business under one address was a growing field. They have been asked for it and were now trying to deliver it. The spaces will not be rented to owner operators but will be rented to large companies. They will offer very minor truck repair which includes oil change, tires and brakes. For major work, they have different facilities. No one from the outside would be able to use their services. The services were strictly for people on an annually lease with them.

Ashley explained there were other truck centers located throughout the Chicagoland area but very few offered everything in one location like the Wheeling location. No one is permitted to sleep in the trucks and they do not allow showers. They don't have cross docking operations or offer

refueling services. They will only offer office space, warehouse space and minor mechanical repair.

Ashley explained the reason someone would need a warehouse. They will use the facility for short term storage where the licensed and trained employees would unload and store it for a very short time. The driver could take on another load locally and then return to take the original load. They will track what comes in and goes out and will not accept anything hazardous.

Ashley understood the concern people might have for a transportation company but explained that all products they use get transported to stores.

Ashley stated truck access will be from 4:00 – 7:00 a.m. The drivers get paid per mile and would leave early to avoid traffic. The evening hours will be from 9:00 – 11:00 p.m. They are open from 7:00 a.m. to 6:00 p.m. on Saturdays. They will provide high security with a minimum of 22 video cameras that work 24 hours per day. They have leases that were very specific to where they park, color of vehicle, license plate per space. The information is documented so they can't switch trucks.

Mr. Rooney explained in addition to the functionality of the site, there were the other following major concerns that needed to be addressed and made to work with the purpose of the project.

1. Water supply – There are no problems with water supply. Their needs were minimum except to meet the requirements for fire protection. The water supply is available adjacent to the site.
2. Sanitary sewers – It was a long way to the sanitary sewer in each direction. They have investigated them and reviewed with the Village Engineer and know they were available. The final route has not yet been decided. The route will be parallel to Wolf Road in the right-of-way and will benefit any future development along Wolf Road. A major concern is storm water management. The idea of storm water detention is when you develop and pave a site, the water needs to be prevented from leaving the site at a greater rate than before it was developed. You can do it by building a pond or restricting the outlet. The water goes in the storm water detention pond and the outlet is restricted so that the release rate is the same as it would have been if the project had been undeveloped. After investigating the site, the most convenient place to do it is along Wolf Road. The site drains from the west side to Wolf Road with a gradual slope. By the time it gets to Wolf Road and the property line, the ground is about 5' below Wolf Road. There are two problems. One problem is that something needs to be done to prevent them from putting the storm water into the right-of-way. The sidewalk along Wolf Road is 5' below the street which is not a convenient place for the sidewalk. When you enter the site on the north, you need to slope down and go down 5' on the sidewalk and then go back up 5' from the south. Their idea was to fill the right-of-way, raise the sidewalk and that add the landscaping area 5' above the original ground. Raising it 5' helps the construction of the sanitary sewer.
3. Screening/Aesthetics – The landscaping would be along the edge of the property on the east side all along Wolf Road. It is a pretty substantial landscape strip and would also be dense along Debra Lane. All together there are 224 trees and shrubs in the area designed to screen the area but also to be aesthetically pleasing. There are a lot of color in the various trees/shrubs. Along the south side at the property line the plan is to put an 8' high board fence to completely screen the site from the residential area to the south and to provide a

safety factor for kids getting onto the property.

4. Fire protection – They have come up with a plan for hydrants and a loop system. They think it is acceptable to the Fire Department. They have some details to work out at the final stage.
5. Traffic (onsite and offsite) – A traffic expert was present at the meeting.

Mr. Rooney provided a copy of the floorplan. There are five warehouse doors and a depressed dock. There are three offices on the east side of the building. The building will be metal frame but not with the conventional metal siding. It is a steel insulated panel and comes in finishes that look like concrete or stucco. Material samples were provided. It comes in a range of colors. One of the advantages of the panel is that the inside appears finished. A lighting plan was also provided. The Village does not have a specific ordinance for this type of site. The general accepted standards were used to develop the lighting plan. All of the fixtures will be shielded to prevent any lighting beyond the edges of the property. The pole heights are within the Village Ordinance. They are adjacent to the airport, but it was not a concern since they were not in the flight path. They will verify with the FAA.

There are 119 spaces on the proposed site. They may lose one or two spaces once they were finished with the Fire Department's requirements. The entire site is about 8.5 acres with 27% green space which meets the Village's green space requirements. There is a parking lot adjacent to the building. The forecast is for 14 employees and with the building there is parking for 17 including handicap parking. The building itself is about 13,500 square feet.

Mr. Luay Aboona completed a traffic analysis for the proposed project. The site is located on Wolf Road, south of Hintz Road. Wolf Road is a Village road in this vicinity. It is two lanes in each direction with an existing left turn lane northbound. The intersection of Hintz and Wolf is signalized and is about 700' north of the entrance to the property which is good spacing. It allows the intersection of the entrance to the site to operate outside of the influence of the queuing that occurs at the traffic signal. As part of their traffic study they looked at the intersection of Wolf and Hintz, the entrance to the site and the residential street to the south. They looked at counts in the rush and peak hours on Wolf Road during the morning (7:30 – 8:30 a.m.) and evening (4:45 – 5:45 p.m.). They have done surveys at similar facilities in the Chicagoland area in Melrose Park and Lemont. They also looked at a facility JV Global owns in Wheeling and did extensive surveys over a three-day period to understand their operation over a 24-hour period. They looked at the amount of truck traffic and passenger vehicles. The surveys showed that it's not a high traffic generator which works well for this location and in terms of the impact on Wolf Road.

Mr. Aboona referred to Table 3B which shows the amount of traffic that the facility anticipates generating during the peak hours. It shows about 38 in and out trips in the morning and 33 in and out trips in the evening, which is about 1 trip every two minutes. These are trips that occur outside the peak hours. The facility they surveyed showed the peak hours occurred between 10:00 a.m. and 2:00 p.m. which were not during the peak hours in the area so they don't overlap. They compared it to what could potentially be developed on the site, a manufacturing land use which would have at least a 100,000 square foot building with larger peak numbers. A manufacturing use would have a bigger impact in terms of passenger vehicle traffic as well as the heavy vehicle or truck traffic that would enter and exit the facility. They looked at the accessibility of the site, Carol Lane will be the

point where access would be provided. There is a northbound left turn lane about 125' long in terms of storage. They tested it in terms of its ability of accommodating truck traffic, passenger vehicle traffic and it shows it would be adequate. They also looked at gaps in the traffic stream on Wolf Road. They did a gap study to measure the length and frequency of gaps between traffic movement on Wolf Road to allow passenger vehicles but also for truck traffic to particularly be able to make a left out. The study showed numerous gaps available multiple times than what is actually needed.

The study showed the largest truck possible would be a WB67 which is 73.5' long. The truck would have the ability to circulate through the site efficiently without encroachment or hitting any other parked trucks. The diagram also shows the truck's ability to maneuver at a number of areas. The Fire Department insisted on having a continuous circulation through the site which caused them to create an opening so the fire truck does not end up with any dead-end situation.

Mr. Stavros stated they were proposing a development that would cost in excess of \$6 million. They are requesting some TIF assistance for some site development and improvements specifically for the storm sewer. A TIF consultant was present. Chairman Ruffatto questioned if TIF was within the Plan Commission's purview. Ms. Milluzzi confirmed it was not relevant to the Plan Commission. Mr. Stavros requested that they still present.

Mr. Pawlowski is a registered municipal advisor and specializes in business, site selection and public finance. He explained this was a significant investment of nearly \$7 million. He presented the budget. Approximately 15% of the total budget was public improvement costs, sewer extension, storm water management, fire hydrants, landscaping, public right-of-ways and sidewalks. In addition to the overall investment, based on the use change and the assessment changing to industrial use and the investment in the building and the site, they have projected that over \$2.5 million of incremental property taxes would be generated over the remaining TIF life. In addition, 8 new direct jobs will be created within the first two years by JV Global Services. The tire and oil changes will generate sales tax and there will be Village permit fees paid. He felt the biggest impact would be the facilitation of local businesses by helping them free up their truck space for more employees and the creation of more jobs. They can't clearly project but explained the reason there was such a demand for this was from the local businesses. Many of the jobs were likely to be filled by the residents of the community. Public infrastructure is partial to this development and could not happen without the sewer extension or storm water management. All of the extension leads to more development in the area which is part of the Village's comprehensive plan.

Mr. Pawlowski responded to a statement in the Staff Report (2C), "The proposed use does not appear to strengthen the property tax base, increase sales tax, increase job opportunities or increase commercial/business opportunities." He respectfully disagreed with the statement. He felt Village Staff believed they could do better with the use of the property that would produce more property tax enhancement beyond \$2.5 million. He questioned why it hadn't occurred since the comprehensive plan had set a clear path for the use of the site in terms of the property use, the TIF which was approved in 2014 says they would support eligible costs subject to review of a plan to promote it so he questioned why a larger scale warehouse hadn't been built. He felt the reason could be the market conditions. He researched some statistics (for 200,000+ square foot boxes) and in 2015, 8.5 million square feet were added in the Chicago and Cook County area and in 2016/2017 a total of 37.5 million square feet of new 32' clear Class A industrial buildings were built in Chicago and

Cook County. He questioned why it didn't happen on the proposed developable site. He reported the demand was for big boxers by institutional investors, but the proposed site was too small for those. As a site selection consultant, people don't want to have to assemble three parcels, put in public infrastructure and then begin building a building. He does not disagree with Staff's desire to get the very best for the Village but wanted to enter the information, so the Village would get a sense of what was realistic and what was happening in the marketplace. He confirmed it was possible that the proposed was responding to the marketplace, providing a fair and sizeable impact and doing the very best you could with the existing.

Mr. Stavros opened the discussion for questions. Chairman Ruffatto questioned if Staff had any comments or questions.

Mr. Jennings referred to the Staff's analysis that was included in the package and entered into the record. He highlighted a few items from the analysis.

- The unusual aspect of this application as compared to the normal special uses the Plan Commission regularly reviews is the combination of the series of multiple parts of the petition.
- There is a rezoning with standards for rezoning that relates to the implementation of the comprehensive plan and other standards. There are standards for the text amendments which are the same standards but are phrased slightly differently for the purpose of the text amendment.
- The special use itself.

Staff concurred with the analysis of the petitioner and felt their statements did accurately reflect the Village's intentions with respect to the comprehensive plan and other relevant documents. They did not have any major issues with the statements that were made in support of the petition. The primary issue that Staff had was with the text amendment. The Staff analysis felt there wasn't adequate documentation to support this aspect of the petition. It made it difficult to meet the standards for the text amendment. The petitioner has presented some information to counter some of Staff's comments. Mr. Jennings reviewed some of the highlights.

- First standard that relates to the intentions of the Zoning Code and the demonstration of the petition's ability to meet the intent of the Zoning Code. Staff's analysis was that the intent of the Zoning Code was fairly clearly expressed. The question of the use, Staff felt had to address the comparison of the existing uses in the Code. Staff's analysis was that it was most substantially similar to a commercial parking lot for heavy motor vehicles which is essentially a prohibited use by its omission. They felt it created a high burden for the petition to demonstrate how it met the standard. The burden is then addressed in the later standards.
- Second standard that relates to the text amendment's ability to comply with the comprehensive plan and other official planning documents. There was a brief review of the comprehensive plan and the relevant portions of the redevelopment plan for this TIF District. Staff felt because of the specific burden of this standard that there was not adequate documentation provided to support that this particularly standard was met by this petition. The petitioner has presented some additional information for the Plan Commission's review to weigh against Staff's review. Staff felt there was an inherent conflict that this use was

essentially a large-scale parking and staging area for manufacturers and freight companies that were located elsewhere. The text amendment didn't include any sort of reasonable restriction on the use in terms of the ratio of closed area versus open parking area that would help distinguish it from the use of commercial parking lot. Relating to the specifics to the economic impact, Staff does not have any additional information to add. They believe their analysis was accurate in terms of the overall square footage of large industrial buildings that had been added in the area. Mr. Jennings noted that the market for this particular site was modified somewhat by the actions of this particular petitioner. The development that has been proposed has done substantial effort to assemble a larger parcel of land and it would not be obvious to a causal observer as being a marketable 9-acre site.

- Third standard, Staff had issues with the petition's response on this standard. Staff felt the materials did not adequately explain any physical or economical conditions that justify the need to establish the use. Staff felt it was a fairly high burden to show how this particular petition meets the standards. There were several questions in the Staff Review if the Commission wanted to go through during their portion of discussion with the petitioner.
- Fourth standard, Staff felt there wasn't really an adequate analysis to demonstrate the new use to show how it somehow differs from a commercial parking lot. The analysis really should focus on this type of facility, how it is located in other places, what sort of proximity should it have to employment centers, what sort of proximity should it have to highway network, what type of support would be needed for it, is there a minimum building size, etc. Staff felt there wasn't a lot of information to help define and support the new use classification.

Mr. Jennings was available throughout the hearing for any additional questions.

Fire Inspector Antor stated that the petitioner worked with the Fire Department on most of the Fire Department's comments. There were a couple of items that needed to be fine tuned during the permitting process and there were a couple of questions that needed further answering during the development process (i.e. depressed truck dock and its ability). There was a question about the site fencing only being shown on the south end of the property for security needs. Big issues regarding the water main, the petitioner has worked with the Fire Department but may need more tweaks.

Civil Engineer Goetzelmann referred to Mark Rooney's and Luay Aboona's testimony in regard to the traffic study and engineering site drawings. Staff has been in discussions with Mark Rooney in regard to some of the concerns of this project. Their testimony accurately describes and exhibited some of Staff's concerns. A lot of them can be addressed during final engineering and final permitting.

Chairman Ruffatto proposed a 5-minute recess. All of the Commissioners were in favor.

Chairman Ruffatto opened the discussion to public comments.

From the audience, Ms. Margaret Butts, homeowner on Fox Lane, Wheeling was present and sworn in. She wanted to speak about the standards for zoning (Section 5, depreciation of potential properties around the area). Ms. Butts stated that she and her husband had recently moved to Wheeling from Atlanta to support industry in the area. She is a distribution manager for one of the

major manufacturers in the area. She is speaking on behalf as a homeowner and not as an agent of her manufacturer. She understands that people do not believe there will be any negative impact to the Wolf Run Estates neighborhood. The neighborhood has discussed the proposal with realtors who feel very strongly otherwise. They feel the rezoning would negatively impact the property values and that the loss of green space would also impact their property values. As a recent transplant to the area, it was very concerning to her. Additionally, if the plan moves forward, the trucks bring noise, the detention pond bring mosquitos and they all add up to change what they love about where they live. They have further reason to believe it would decrease their property values. She explained a representative from the petitioner spoke with the homeowners and had indicated they were potentially interested in purchasing their property at some point within the next few years. She questioned why they would make that comment if they had no interest in purchasing it prior to the rezoning. The representative also mentioned they had spoken to the previous homeowner and when the previous homeowner had indicated that they had recently received a permit approval to put in a garage and driveway, they were told not to bother they would just knock it down anyways. She was very frustrated as a new homeowner in the community. They were very excited to move to Wheeling and be a part of the neighborhood and industry. She now feels very threatened that she will end up losing financially. She indicated that her neighbors share the same concerns. She questioned what the plan was to protect the homeowners and their financial interest if the proposal gets approved. If there is not a plan, how do they establish one before the zoning change happens.

From the audience, Mr. Thomas Gloeckner, 104 Lynn Lane, Wolf Run Estates, Wheeling was present and sworn in. He had reviewed the materials on the proposal. He questioned if it gets approved, would JV Global be setting hours of operation or was it up to their clients. Would JV Global have someone on site to make sure the operation operated as it should. He appreciated that the maintenance would be done indoors and would hope it would be done with the doors closed. He lives by the 1075 Chaddick property which was a truck depot up until a few years ago. They had to put up with impact wrenches, air starters and during the day and evening. It was a touchy subject with his family. He referred to the food service distributor as a potential client. He questioned if the refrigerated trailer would be parked at the facility with the refrigerated unit running. He referred to the proposed 8' high fence along the asphalt paving on the north edge of Debra Lane. They have seen a couple of record snows and mentioned that Dean Avenue has fences from 3-4' from the pavement on the west edge and the snow removal operations required them to push the snow all the way down to the end of Dean. He questioned if they would throw the snow over the 8' fence on the south side of the fence. Mr. Stavros confirmed it was designed to have snow storage. The snow that can't be accommodated will be trucked offsite. He explained a lot of locations truck their snow offsite. He confirmed no snow would be thrown over the fence. Mr. Gloeckner questioned what happened to the snow on Debra. Mr. Stavros confirmed the Village handles the snow on Debra and does a great job. Mr. Gloeckner expressed concern that the Village needs to find a place to put the snow from Debra Lane. Chairman Ruffatto noted it.

Mr. Rooney confirmed the vehicles could come and go 24 hours/day with the peak times from 4:00 – 9:00 a.m. and 7:00 – 11:00 p.m. He confirmed the employees would not be onsite 24/7. The employees are present from 7:00 a.m. – 6:00 p.m. on Monday – Friday and 7:00 a.m. – 12:00 p.m. on Saturday. There are no employees present on Sunday.

Mr. Rooney confirmed the maintenance would be done indoors with the doors closed.

Ashley confirmed the refrigerated trucks would be stored north and would be left running.

Mr. Gloeckner referred to the slide that showed the building materials. He questioned if the building shown on the slide was a representation of the building that would be on the site. Chairman Ruffatto confirmed it was not.

Mr. Gloeckner questioned the height of the building. Chairman Ruffatto confirmed 23' was the highest.

From the audience, Mr. Bill Hein, 200 Deborah Lane, Wheeling, IL was present and previously sworn in. He referred to the proposed text amendment. He stated the zoning wasn't broke and that the proposed zoning was not permitted because it was considered a commercial business. He was not in favor of allowing large trucks to come to a facility that was protected under an I-1 zoning which is only a light use and retail use. The proposed would turn it into an industrial high use. He understands a transportation center was needed to get products delivered but did not want it in area that needs to be protected. He referred to the petitioner's request for TIF. He questioned if the project would be built if they did not get TIF. Chairman Ruffatto wasn't sure if that question was appropriate for the Plan Commission but could probably be answered when it went to the Village Board. Mr. Hein questioned if the discussion of TIF at tonight's meeting would be removed from the record. Chairman Ruffatto explained that TIF was avoided but that the economic impact was mentioned. He was unsure what the petitioner was requesting.

Mr. Hein wanted to discuss the term of transportation center. The position of the Village and Staff is that a transportation center was prohibited in I-3 zoning. He explained that the definition of a transportation center was a hub for buses, trains and etc. so he did not believe the proposed use was a transportation center. He would not want his products being shuffled around. He strongly recommends that the text amendment not be approved.

From the audience, Mr. Phil Taplan, 95 Fox Lane, Wheeling was present and previously sworn in. He is not adjacent to the proposed site but is located close to it. He has lived in the house for 31 years and owns his own business. He has health issues and is not thrilled at having 120 semis right next to his property. He felt the trucks would need to be running all day in the winter. He questioned if an emission test or EPA noise test had been done. He was not in favor of having the proposed use next to a residential area. He didn't think anyone on the Commission would want the use next to their house, he did not. He suggested the use go in the area along Frontage Road, east of Wolf Road along Palatine Road. He mentioned there were problems with traffic on Wolf Road during the afternoon Monday-Friday. Traffic gets backed up from Palatine Road up to Wolf Run Estates. He questioned what would happen with the addition of 120 trucks. He referred to the maintenance late at night. He questioned what was the guarantee that the oil wouldn't spill out and go into their water system. He questioned if the EPA had gotten involved. He was unsure what would happen to their property taxes. He felt it was a very bad idea and needed to be looked into more thoroughly.

Chairman Ruffatto clarified that this was the first public hearing for the proposed. Ms. Milluzzi explained that per the Village Code there was a concept review presented to the Village Board prior to this meeting which was not binding but they were required to present it. It was noticed but this

meeting was the first public hearing which required a publication and notified all residents within 250’.

From the audience, Ms. Maryann Liguori, 105 Debra Lane, Wheeling was present and previously sworn in. She lives directly across from where they would store the snow. She expressed concern about the snow melting in the spring with their wells and septic tanks. She is not in favor of the proposed use. She felt it was not compatible. She mentioned that Wolf Road narrows down to one lane in each direction approximately ½ mile south of Carey Lane. She referred to the concept review in front of the Village Board and noted the Village Board was very specific and asked them to include it as part of the traffic study but neglected it. She referred to the 14,900 vehicles per year on Wolf Road that was from a study 4 years ago. She felt it had increased since that time. She mentioned that one semi-truck trailer was the equivalent to 5-7 cars and multiple it by 179 ins and outs and it would be equivalent to thousands and thousands of cars. She wants more clarity on the hours of operation. She referred to an article from the *Chicago Tribune* dated January 28, 2018 that discussed why new trucking regulations were driving up the cost of produce. The Federal Government has mandated regulations and now the semi-trucks need to have sensors that track their time. The article mentions how trucks sit for several days to weeks.

Ms. Liguori referred to the surrounding area. Directly across the street is an FBO (fixed based operations), Atlantic, she questioned why they would want their clients to deal with the congestion and ugliness of the site. She referred to the Korean United Methodist Church where a lot of their members walk to the Korean Cultural Center at Palatine and Wolf Roads. She mentioned the Alexander Graham Bell Montessori School located nearby and their green practices. She mentioned the relationship with the Korean Cultural Center. She does not believe the proposed use fits in the area. She referred to the existing R-1 zoning. She referred to National Louis University, Wheeling Day Rehab and mentioned that people were specifically driving to the area on Wolf Road. She did not want Wheeling to be perceived as a trucking town.

Ms. Liguori referred to 8.24.020, Unnecessary Noise Prohibited – the rattling of the trucks, backup beepers. She felt it would be illegal due to the decibel levels. On December 4, 2014, Ms. Liguori called the Village inspector about beeping coming from trucks from a trucking school on Chaddick Drive. The inspector closed it down immediately because the noise was illegal. She did not believe the comprehensive plan would want to cause residents misery and health issues. She referred to the decibels listed in the ordinance. For residential, the maximum permitted sound level is 72 decibels. Backup beepers or vehicle motion alarms have 97-112 decibels which is considerable higher than long-term hearing loss of 80 decibels.

Ms. Liguori referred to diesel exhaust in the United States. She stated it was cancer causing and was a combination of soot and chemicals that don’t work with the human body. In 2012, the World Health Organization had declared diesel fuel as carcinogenic. Diesel engines contain ozone forming nitrogen oxides and toxic air pollutants. She read that fine particles in ozone pose serious public health problems and exposure to the pollutants cause lung damage and aggravates existing respiratory disease such as asthma. She also mentioned diesel exhaust contributes to ozone formation, acid rain and global climate change. She was afraid of ingesting the diesel in her well water. She mentioned that diesel exhaust was mostly made up of carbon dioxide, carbon monoxide, nitroxide, nitrogen dioxide, sulfur oxides and hydro carbons. She mentioned that people with the

highest exposures include truck driver. She stated she was not a truck driver and did not choose it as a profession and doesn't need it where she lives. She read that exposures were highest where diesel traffic was highest. She referred to studies done in labs that found changes in cell's DNA. The type of changes was needed for cancer to develop. She expressed concern for continual exposure to the pollution. She provided information on small cell lung cancer. She mentioned that arsenic was a compound found in diesel fuel.

Ms. Liguori expressed concern because she uses her yard and keeps her windows open. She mentioned that OSHA recommends respirators. She referred to an EPA webinar on pollutants of interest, ozone carbon monoxide, sulfur dioxide, nitrogen dioxide, carbon dioxide, etc. She also referred to EPA's tools harmful chemicals. She referred to a document from Harvard's School of Health about sleep apnea treatment dated March 26, 2016. It indicates that 1/3 of truck drivers had sleep apnea which is like driving drunk. She mentioned that there were no lights on Wolf Road and was very concerned. The document indicated that an estimated of 25% of large truck crashes were due to drowsy or fatigued driving. 9,000 fatalities, 220,000 serious injuries – drivers with sleep apnea had a rate of preventable crashes fivefold greater than a controlled group which had similar driving experience. She requested requiring objective screening, diagnostic testing, treatment and monitoring for commercial drivers. She reiterated her extreme concern for the serious health concerns for the residents of Wheeling. She referred to the United States Department of Transportation's 2017 Traffic Fact Sheet that stated that trucks and buses account for 12% of traffic fatalities. She did not feel the proposed use was a need in Wheeling. The State of Illinois has one of the highest averages of fatal large truck crashes.

Ms. Liguori referred to an educator in the Northwest Suburbs who had commented about a recent article regarding reasons not to become a truckdriver. His comments included that one fully loaded 18-wheeler does the same damage to the roads as 9,600 cars, Ms. Liguori noted that the Village of Wheeling owns Wolf Road. The comments also included that he had worked for a truck company 35 years ago and they would send trucks out well overweight every day. Ms. Liguori reported that it took 300 trucks to equvalate to a 120-car train.

Ms. Liguori referred to a memo from Vladimir who had appeared before the Village Board with a concept review three years ago when they were in the process of purchasing the former ABF property on Chaddick Drive. She questioned why he was not speaking regarding this proposal since he runs the operation. Chairman Ruffatto questioned if it was relevant to this petition. She referred to one of his comments that more jobs were needed. She agreed more jobs were needed but did not feel the proposed use was providing more jobs.

Ms. Liguori doubted someone would be monitoring the security of the site at all times. She drove by their facility on Abbott Drive to see the 40' light pole. She was surprised at the enormous height.

Ms. Liguori responded to the petitioner's comment that hazardous materials would not be allowed on the site. She disagreed since diesel fuel was considered a hazardous material.

Ms. Liguori referred to a Village Trustee at the concept review who had requested that the petitioner be safer than just having a one-way entrance/exit. The request was ignored.

Ms. Liguori referred to the proposed photometric plan and expressed concern for the pilots from Chicago Executive Airport. She explained it was right in the path of where the planes land. Their current neighborhood is dark and quiet with hundreds of trees. She does not hear anything from any of the surrounding businesses since they were closed in the evenings and on weekends. She questioned if they were taking an inventory of the existing mature trees. She referred to the proposed metal material for the building and felt it was too thin and that she would hear all of the noise coming from inside the building. She noted the trash enclosure and loading dock were located near the residents. She referred to the proposed 8' fence and compared it to a 14' high truck.

Ms. Liguori referred to the economics of the neighborhood. She stated that the residents pay \$8,000-\$9,000 in property taxes.

Ms. Liguori did not think they assembled all of the parcels to build the big project. She felt it would impede any future development directly to the south.

Ms. Liguori didn't think the petitioner answered any of the questions by only referring to the plan. She didn't think it was in the comprehensive plan to hurt and destruct people. She had every right to peace and cleanliness and felt the petitioner was taken it away from the neighborhood. She referred to the question about the conflict for the adjacent properties, noise, odor, smoke, light and how it would affect other properties. She didn't feel they answered the question by referring to the plan. She disagreed that it was planned for the I-3 area. She questioned how the petitioner could think it was appropriate for the area.

Ms. Liguori referred to Alex Logistics and the food company and felt they didn't need the proposed use.

Ms. Liguori reported that Debra was 15-18' and not 33' listed.

Ms. Liguori expressed concern that the sound, lights and pollution and would affect people.

Ms. Liguori requested the following:

- An accurate traffic study done after the 4,000 new residents move into Wheeling,
- An environmental study with phase 2,
- Redesign the entire project – she wants the wall to be over 15' to be screened,
- Require a background check for everyone,
- Conduct periodic drug testing,
- Incorporate sleep studies to help drivers with sleep apnea so they don't kill the residents,
- Inventory of the diesel truck engines older than 2000,
- Inventory of the existing trees – require planting 4 or 5 trees for each tree they cut down,
- Will they remake/repave the road to make it 33' since it is currently a maximum of 18',
- Requesting that they light up Wolf Road since it is a 24/7 operation,
- Make multiple lanes where it bottlenecks on Wolf Road,
- Addition of a signal or sensor by the sidewalk because of the elderly people visiting the Korean Cultural Center,
- Wants an understanding of the petitioner's 20-year plan.

From the audience, Bob Liguori came forward and was previously sworn in. He hopes the Plan Commission was not taking the proposed seriously. He questioned why anyone would want to do this and couldn't believe it was before the Commission. He felt it was crazy and an eyesore.

Chairman Ruffatto announced the petitioner could comment or rebut any of the statements that had been made.

Mr. Blue came forward to explain some of the logic that went into the zoning request. He referred to Mr. Jennings' comment about the definition. He suggested if there was a desire for a tighter definition or differently written definition, they would be happy to work on it. He explained the reason for it was a lot of the concerns and a lot of the control was addressed by taking the use and proposing it as a Special Use and not a permitted use. He agreed the concerns were legitimate. He explained that in terms of responding to the rezoning standards and standard #2, their response was that the site was industrial, but the plan called for a transition to industrial. He explained that the impact of the area becoming industrial was the policy of the Village on a long-term basis.

Mr. Stavros had not read any concerns raised from Staff about the residents to the south. The comprehensive plan shows it to be perceived to be used for industrial. The requested use is industrial. As a property owner and resident, he agreed the residents' concerns were legitimate but unfortunately the Village has decided the area will transition to industrial. They didn't change it; the Village of Wheeling designated the area in the future to be industrial. His clients were proposing to bring a new concept for a business to the Village. They spent a lot of money on the engineering and studies. All of the concerns from the Village Board's concept review were addressed. Staff had been silent on any concern that this project would cause to the residents. The comprehensive plan has been adopted and there will be a change in the area. He feels for the homeowners and the comments were concerning. The Village has the right to condemn the properties for commercial redevelopment. The concept is for long-range planning. They are not trying to uproot existing homes. They are not doing anything to cause an impact to the neighbors to the south. The Village Staff has not commented on any damages to the residents to the south. He believes they are within their right to ask for it and it is consistent with the comprehensive plan.

Ms. Milluzzi announced it was the time for the Plan Commission to ask questions.

Chairman Ruffatto referred to the three separate petitions (rezoning, text amendment and special use) and requested that they be handled separately.

Chairman Ruffatto referred to the rezoning from I-1 Light Industrial and Office District and R-1A Single Family Residential District to I-3 General Industrial District.

Commissioner Johnson had no questions regarding the rezoning.

Commissioner Creech believes the redevelopment plan for the southeast two teeth district states that this would be a light industrial use. The three designations were not light industrial use.

Commissioner Kalis requested a review of the definitions of I-1 versus I-3. Chairman Ruffatto explained it was in the zoning. It explains what is permitted and what was a special use. He

explained there were four zones in industrial (I-1, I-2, I-3 and I-4). It goes from light industrial (I-2) which it is currently to limited industrial (I-3) which the petitioner is asking for to general industrial (I-4). It is escalating within each district. Ms. Milluzzi explained the change from the rezoning from the current mixed zoning to the proposed I-3 would just allow a variety of uses in the I-3. The text amendment is adding a new use to the I-3 zoning district. When the rezoning is being discussed, it is allowing a broader range of uses. Changing it to Industrial, doesn't necessarily mean this specific use, it just allows a variety of uses. Chairman Ruffatto referred to the comprehensive plan that says industrial, but it isn't specific to I-1, I-2, I-3 or I-4. A portion of the property is currently zoned I-1 and R-1A. Commissioner Kalis referred to the map that shows a residential area between the two zonings. He mentioned that I-3 zoning was tough for him. Commissioner Kalis understood that the comprehensive plan says the proposed zoning was OK, but it doesn't specifically specify I-3.

Mr. Stavros referred to how the comprehensive plan was drawn. He referred to the I-3 in the center and mentioned that the comprehensive plan was to have it all industrial. The question is if the proposed use was conducive. The long-range plan shows it all industrial. Commissioner Kalis noted it could also be I-1. Mr. Stavros agreed. Commissioner Kalis preferred that the residential turn into I-1 and not I-3. Mr. Stavros felt the citizens concerns should have been addressed with the Village when they changed the comprehensive plan. The area will eventually all be industrial. Chairman Ruffatto reminded the petitioner it was not appropriate to debate.

Commissioner Blinova had no questions regarding the rezoning.

Commissioner Powers was leaning to staying with the R-1A. He did not believe the area was made for I-3.

Chairman Ruffatto felt I-3 was different than I-1 with different uses. He felt the proposed use was more appropriate in an I-4 rather than an I-3 because of the text amendment. He felt an I-3 would open it up to various uses that could be done on the property that the Commission may not want to have. His concern is changing it to an I-3. He preferred to keep it I-1. He agreed it would eventually be industrial but felt there might be an I-1 use or business use that would be appropriate. They are trying to build out the uses around the airport. He understands that the comprehensive plan says Industrial, but it will be reviewed in the future. His concern if the zoning was changed, they Village would be stuck with it and could probably not go back to an I-1. He questioned if that was a correct statement. Mr. Jennings explained the Plan Commission's role was to review the petition in front of them. The petition is for a rezoning to I-3. The same petitioner has additional aspects of the petition. They are also making a record of the findings of fact on the other two aspects of the petition as well. Currently, the Plan Commission is in the middle of discussion of the merits of this particular rezoning application. As a separate item, the Commission is currently reviewing the implications of the rezoning. If the Plan Commission has a recommendation, regardless of what the recommendation is, it would get forwarded to the Board. The implications of the approval being discussed are part of the record. He explained that ultimately a rezoning that is approved, results in the zoning district being applied to that area. A rezoning application once approved, there is a short period of time (at least 10 days for publication) for the zoning to take effect. It is zoned in that manner once it is approved.

Ms. Milluzzi explained if it was zoned I-3, any special permitted use currently in the Zoning Code for the I-3 District would be allowed in the parcels rezoned. The only way to go back to I-1 would be to rezone it from I-3 to I-1.

Ms. Milluzzi reported that the I-1 statement of intent is the I-1 light industrial office district lands were primarily located along major streets and avenues. The I-1 District is intended to accommodate office, manufacturing and assemble uses that were relatively clean, quiet and free of hazardous or objectional impacts such as noise, odor, smoke, dust or glare and do not generate large amounts of industrial and truck traffic. It is intended that the I-1 District would provide for orderly development or redevelopment to meet the demands for such uses.

Ms. Milluzzi reported that the I-2 District is limited industrial district intended to accommodate office, manufacturing, and industrial uses that were relatively clean, quiet, free of hazardous or objectional impacts such as noise, odor, smoke, dust or glare and that generates moderate amounts of industrial and truck traffic. It is intended that I-2 limited industrial districts would provide for orderly development or redevelopment to meet the demands of such uses.

Ms. Milluzzi reported that the I-3 District is general industrial district intended to accommodate uses that are not otherwise provided for in other districts in which because of the intensive, predominately in industrial nature access needs and employment generation and automobile and truck traffic generation need to be isolated from other uses. It is intended that the I-3 District would provide for orderly development or redevelopment to meet such demands for uses.

Ms. Milluzzi reported that the I-4 District is the heavy industrial district designed to provide for areas for additional industrial uses not specifically enumerated in the I-1, I-2 and I-3 Districts yet consistent with the standards established for all of the districts by the general performance requirements. It allows for restricted outdoor storage uses or intense land development at the locations adjacent to industry and removed from residential areas by other industrial areas.

Chairman Ruffatto asked for any additional questions regarding zoning.

Commissioner Johnson questioned the status of the three homes and business that would be affected. Mr. Stavros reported that one of the parcels of property is owned by the airport. The other parcels are owned by two homeowners and the contracts are contingent on the zoning going through. If they don't obtain the zoning, they will not purchase the properties. He understands the business had been closed and vacated. Commissioner Johnson mentioned there was traffic going into the business. Mr. Stavros stated that the Village will red tag the parcels since there were violations. The airport property is not contingent on the rezoning. They will not purchase the other properties if they can't obtain the zoning. Commissioner Kalis questioned if they had contracts with the homes. Mr. Stavros confirmed they wouldn't be able to petition for the rezoning without contracts.

Chairman Ruffatto referred to the proposed text amendment.

Commissioner Powers thought of transportation centers similar to the one located in Schaumburg. It is a bus terminal. He tried to look at other websites for a description but couldn't find it. In the proposed text amendment, it states that a transportation center is meant for a facility primarily used

for providing outdoor storage of delivery vehicles related to long haul and local delivers but at the same time, the petitioner stated that the term did not include a long-term truck storage facility, truck freight terminal or truck stop. He expressed confusion because there were 117 spaces. He questioned if the trucks would just sit there or be rotated in and out. He questioned the percentage of spaces that would be occupied and for how long. He also questioned the percentage of the business that would be truck maintenance and distribution. He questioned if there was a discrepancy in the text amendment.

Mr. Blue clarified that the experience the operator has is that the average trucks stay is about 7 days, so it is not stored for months or weeks. He explained the intent of the definition was between a long-term storage and being parked overnight or for a couple of days.

Commissioner Powers questioned the difference between the facility on Abbott Drive and the proposed facility. Mr. Blue explained the difference was the accessory services that were provided. Commissioner Powers questioned the percentage of business that would be maintaining vehicles ad rotating stuff in and out versus having trucks parked in the lot. Ashley explained the two facilities were completely different operations. The Abbott facility does not have an office and only has a parking lot. It is rented to small, middle and large companies. The new business proposal is only open for large companies. Commissioner Powers questioned how it would be enforced and controlled. He felt there was a bigger issue with the control. Ashley explained they were renting each space for a particular truck. She will have information on each truck (DOTMC, names, owner, color of truck). Each driver will have their electronic log book.

Commissioner Powers questioned how it would be controlled/enforced. Ashley explained they get stopped at truck stops. Commissioner Powers questioned the percentage between maintenance, distribution and truck storage. Ashley reported each truck that uses their service will have their tires serviced at least once a month and oil changed once every two months. She explained their companies run their own business, so she could not provide the breakdown.

Ashley referred to a comment from a resident and she explained that just because they have 119 spaces didn't mean they would be full since the drivers go long distance.

Commissioner Powers referred to a statement that had been made about leasing from three different companies and moving their trucks to the new facility which would create more jobs available. Mr. Stavros explained the three businesses would have additional parking spaces when the trucks would be parked at the new facility.

Commissioner Creech questioned the percentage of the business between maintenance, parking and storage. Mr. Stavros explained the question was speculative since it wasn't open to the public. It is only open to companies who lease the spaces. Ashley stated repairs would probably be 40%. She confirmed there would only be three vendors. A large company had approached her and wants to use 60 spaces. She explained that it should be broken down to minor mechanical and office.

Commissioner Powers expressed concern with the text amendment for an I-3. He questioned if every property zoned I-3 would adopt the text amendment. Mr. Jennings explained that once the use is added to the Code, it is applied to every property that shares the zoning district designation.

Adding a new use to the I-3 District means that this particular use could potentially be requested at other I-3 locations. It is a Special Use and that any future applications would be reviewed using these special use standards. Once it is I-3, it is considered to be appropriate with a special use in an I-3 district.

Commissioner Powers felt it was quite vague. He was unsure how it would be quantified. He questioned if there was a way to tighten up the text amendment to add some quantification behind it. He admitted it was troubling to him without further clarification.

Commissioner Powers questioned if they had investigated any other properties in the Village in an I-4 District. Ashley confirmed they had looked at a property near their Abbott property and offered to purchase it but they owner did not want to sell.

Commissioner Kalis questioned why the proposed parcel was so special to them. He questioned if they had looked at other parcels. He thanked them for wanting to remain in Wheeling. Ashley would agree to look at another parcel if there was one available. She stated that the proposed property had been on the market for 1 year.

In reply to Commissioner Kalis' question, Ashley confirmed they did not have locations in other villages.

Commissioner Kalis questioned if they would be storing the items removed from the trucks. Ashley confirmed they would store them for a short period of time.

Commissioner Creech was not in favor since he felt it was nothing more than a heavy motor vehicle parking lot.

Commissioner Johnson questioned what makes it not a freight terminal. Mr. Stavros explained a freight terminal was a location for first destination (drop shipment). He confirmed this location was not a first destination.

Commissioner Johnson questioned if the heavy vehicle maintenance made it an I-3. Mr. Jennings explained the request made it an I-3 and the related petition is to define a use and then place it in the Use Table under the I-3 District. He confirmed the other uses that deal with heavy duty trucks tend to be in the I-3 District.

Commissioner Blinova had to questions.

Chairman Ruffatto referred to Mr. Blue's comment that the owners of the trucks were residents in the area. He got the impression from the comment that they were individual truck owners and not related to one of the three businesses that will be leasing. He expressed confusion. Mr. Blue explained that they were individuals who work for the companies who happen to live nearby. He did not mean to imply that they were individual owners.

Chairman Ruffatto did not think the text amendment was conducive to the area because it won't generate jobs or significant revenue. The text amendment is written that it would only generate a

small number of jobs and it doesn't do much to the tax base. He mentioned the original building during the concept was larger and now it is smaller with less employees.

Chairman Ruffatto mentioned that Chicago Executive Airport was part of the TIF District and that the 8.8 acres was one of the largest parts of the TIF District removing the airport. The use is not consistent with the way the Village wants to go. He has problems with the transportation center and it doesn't generate anything for the Village.

Mr. Rooney referred to a bullet point on one of the slides that indicated there would be spinoff benefits. When trailers don't have to be parked next to a manufacturing company and they pay to have them parked elsewhere they have plans to use the space for something productive. Chairman Ruffatto noted that it wouldn't necessarily be in the Village of Wheeling. Mr. Rooney confirmed it may be or it may not.

Chairman Ruffatto mentioned that the comprehensive plan was being reviewed and the zoning could change because of the impacts to the airport. The comprehensive plan currently reads Industrial and not specifically I-1, I-2, I-3 or I-4.

Chairman Ruffatto referred to the questions in the text amendment. He questioned if there was additional information regarding the requirements for this new type of facility in terms of proximity to a major highway. He asked if the petitioner wanted to address any of the questions. Mr. Blue responded that it's a newer concept, so it is really an open question. In general, the fact that it is vehicle oriented, part of the appeal is that it has access from Wolf Road directly to Palatine and gets to 294. Chairman Ruffatto understood the petitioner could probably not answer any of the questions because of the newness of it. He referred to the fifth question, "In what ways is this use distinguishable from a commercial parking lot for trucks." Mr. Blue stood by the testimony regarding the differentiation of the accessory businesses and the fact that a lease is needed to park. Chairman Ruffatto referred to the control and once it leaves the Commission, the control is lost. Mr. Blue explained the owners control it with the lease.

1. Is there an ideal size in terms of the acreage, number of trucks or the number of companies?

Mr. Blue reported there were nearby storage facilities in Deerfield, Buffalo Grove, Prospect Heights, Schaumburg that have 90, 123, 140 and 280 trucks. He mentioned that was the scale of what was going on that probably had to do more with the sites that were available.

Commissioner Powers questioned if they were aware of any facilities that operate as a maintenance facility, truck storage area and a distribution center. Someone from the audience stated that there was a facility in Schaumburg with 375 trucks. Commissioner Kalis questioned the company name and asked if it was located near residential.

2. What is causing the need for the new type of facility?

Mr. Blue stated there wasn't a market study, but the applicant had testified that they operate a facility in the Village and they do hear from businesses looking to get more of this service. It's the best available information.

3. Is this type of facility the most appropriate way to address the demand that has been identified or would the rental of scattered surplus stalls at existing warehouse distribution facilities be more appropriate?

Ms. Casolari explained they were thinking that it would be more individual smaller companies. On the record it has now been stated it would be three companies leasing the spaces. Mr. Blue explained it was the reason that the amendment be for a special use rather than a permitted use. Someone would need to come before the Village before doing it in another area.

4. In what ways was the use distinguishable?

Chairman Ruffatto didn't think the text amendment addressed it. Mr. Blue explained their effort to do it was specifically stating that it was not a freight terminal. In specifically saying that it had accessory uses so that it was more than just a parking lot.

Chairman Ruffatto called a short break at 10:20 p.m. and reconvened at 10:29 p.m.

Chairman Ruffatto reported that he had polled the Commission and that there were a lot of questions related to the Special Use. He recommended continuing the meeting to July 26th. The meeting will start at 5:30 p.m. instead of 6:30 p.m. because it is a long agenda. The entire Commission and petitioner agreed.

Commissioner Johnson moved, seconded by Commissioner Powers to continue Docket No. 2018-13A to July 26, 2018.

On the roll call, the vote was as follows:

AYES:	Commissioners Blinova, Creech, Johnson, Kalis, Powers, Ruffatto
NAYS:	None
ABSENT:	Commissioner Dorband
PRESENT:	None
ABSTAIN:	None

There being six affirmative votes, the motion was approved.

Commissioner Powers moved, seconded by Commissioner Johnson to continue Docket No. 2018-13B to July 26, 2018.

On the roll call, the vote was as follows:

AYES:	Commissioners Blinova, Creech, Johnson, Kalis, Powers, Ruffatto
NAYS:	None
ABSENT:	Commissioner Dorband
PRESENT:	None
ABSTAIN:	None

There being six affirmative votes, the motion was approved.

Commissioner Creech moved, seconded by Commissioner Kalis to continue Docket No. 2018-13C to July 26, 2018.

On the roll call, the vote was as follows:

AYES: Commissioners Blinova, Creech, Johnson, Kalis, Powers, Ruffatto
NAYS: None
ABSENT: Commissioner Dorband
PRESENT: None
ABSTAIN: None

There being six affirmative votes, the motion was approved.

Respectfully submitted,

Jim Ruffatto, Chairman
Wheeling Plan Commission/
Sign Code Board of Appeals

**DISTRIBUTED TO THE COMMISSION 7.20.2018
FOR APPROVAL ON 7.26.2018**