Village of Lincolnshire
One Olde Half Day Road
Lincolnshire, IL 60069
www.lincolnshireil.gov

AGENDA
REGULAR ARCHITECTURAL REVIEW BOARD MEETING
Public Meeting Room, Village Hall
Tuesday, April 12, 2016
7:00 p.m.

Reasonable accommodations or auxiliary aids will be provided to enable persons with disabilities to effectively participate in any public meetings. Please contact the Village Administrative Office (847.883.8600) 48 hours in advance if you need any special services or accommodations.

CALL TO ORDER

1.0 ROLL CALL

2.0 APPROVAL OF MINUTES

2.1 Approval of February 16, 2016 Architectural Review Board Minutes.

2.2 Approval of February 29, 2016 Architectural Review Board Minutes.

3.0 ITEMS OF GENERAL BUSINESS

3.1 Public Hearing regarding Sign Code Variation Request to Permit Front-lit Interior-Illuminated Wall Signs for Oak Tree Corners Retail Center, 430 Milwaukee Avenue (FREP Lincolnshire, LLC).

3.2 Approval of a Center-Wide Comprehensive Wall Sign Package for Oak Tree Corners Retail Center, 430 Milwaukee Avenue (FREP Lincolnshire, LLC).

3.3 Approval of a New Roof Material and Color for Oak Tree Corners Retail Center, 430 Milwaukee Avenue (FREP Lincolnshire, LLC).

3.4 Review of Site Design, Landscape Plans, Building Elevations, Exterior Lighting, Parking, Exterior Signage and Site Amenities for Proposed Redevelopment of Regal Theater Site, Including a 302-Unit Luxury Apartment Complex and Renovated Regal Theater in CityPark Development, Southwest Corner of Milwaukee Avenue and Aptakisic Road (ECD-Lincolnshire Theater, LLC)

3.5 Approval of New Exterior Building Colors and New Roof Material and Color for Strawberry Field Restaurant, 410 Milwaukee Avenue (Strawberry Field Pancakes & Café Inc).

4.0 UNFINISHED BUSINESS
5.0 NEW BUSINESS
6.0 CITIZEN COMMENTS
7.0 ADJOURNMENT

The Architectural Review Board will not proceed past 10:30 p.m. unless a motion is made and approved by a majority of the Architectural Review Board members to extend the meeting one-half hour to 11:00 p.m. Any agenda items or other business that are not addressed within this time frame will be continued to the next regularly scheduled Architectural Review Board Meeting.

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UNAPPROVED Minutes of the **ARCHITECTURAL REVIEW BOARD** held on Tuesday, February 16, 2016, in the Public Meeting Room of the Village Hall, One Olde Half Day Road, Lincolnshire, IL.

PRESENT: Chairman Grover, Members Gulatee, Hardnock and Kennerley

ABSENT: Members Barranco, Jensen and Baskin and Trustee-Liaison Hancock

ALSO PRESENT: Steve McNellis, Director of Community & Economic Development and Tonya Zozulya, Economic Development Coordinator

CALL TO ORDER: Chairman Grover called the meeting to order at 7:02 p.m.

1.0 ROLL CALL

The roll was called by **Economic Development Coordinator Zozulya** and **Chairman Grover** declared a quorum to be present.

2.0 APPROVAL OF MINUTES

2.1 Approval of the Minutes of the Architectural Review Board held Tuesday, January 19, 2016.

Member Kennerley moved and **Member Gulatee** seconded the motion to approve the minutes of the regular meeting of the Architectural Review Board held on January 19, 2016, as presented. The motion passed unanimously by voice vote.

3.0 ITEMS OF GENERAL BUSINESS:

3.1 Consideration and Discussion of Site Design, Landscape Plans, Building Elevations and Site Amenities for a Proposed 44-unit Lincolnshire Trails Townhome Planned Unit Development, 14600 Riverside Road (KZF Development/Stack Real Estate)

Economic Development Coordinator Zozulya expressed appreciation for the Petitioner working with staff and the ARB and provided an overview of the staff report. She noted the ARB held a preliminary review meeting in January to discuss the site layout, building elevations and landscape plans for the proposed subdivision, and had the following comments/direction:

1. Enhance the rear elevation of 4-unit buildings to break them up.
2. Extend the proposed building stone material on the units vertically for additional accent.
3. Propose an alternate color for garage doors.
4. Open views into the gazebo by relocating some of the proposed landscaping.
5. Create an additional outdoor amenity for children which may or may not include a playground area.

Economic Development Coordinator Zozulya stated the Village Code requires ARB review of Preliminary Development Plans for PUDs, with recommendations

to the Village Board regarding site layout, tree preservation and landscaping, building elevations (design, materials, colors, massing, scale and height), exterior lighting, parking, signage and site amenities. **Economic Development Coordinator Zozulya** stated staff recommends approval of the preliminary development plans with the following recommendations:

1. Design the two subdivision entrance fences of the same ornamental metal material as the proposed lookout fence, rather than a PVC material.
2. Replace the proposed Crab Apple trees with any Appendix A trees of a comparable caliper inch value.
3. Extend the landscape screening along Riverside Drive west of the western subdivision entrance, in line with Building # 1-4.

She also requested the ARB determine whether that façade of the 4-unit buildings should be further enhanced to avoid monotony; whether additional outdoor space enhancements should be proposed for subdivision residents and whether the subdivision sign pole height should be reduced to 9' or 8' for to achieve a better pedestrian scale. **Economic Development Coordinator Zozulya** also noted staff continued to encourage reduction of the eastern 4-unit building to 2 units to provide for a greater separation between buildings and loosen the overall site plan. KZF/Stack indicated they prefer to maintain the current density for financial reasons and would like to revisit this with the Village Board.

She then introduced the petitioner, KZF/Stack.

Jeff Rothbart of Stack Real Estate reviewed the revisions made in response to the ARB comments. He stated they added a horizontal band to 4-unit rear building elevations and a different pattern siding. They also brought stone around the front of the garages. They felt the sides did not require enhancements as they would not be visible. Two different garage door patterns in a uniform color (either white or almond) have been introduced for 4-unit buildings. Every building will have a different garage door color, alternating between white and almond.

Mr. Rothbart stated they have removed some of the originally proposed landscaping from around the gazebo area to make more room available for play.

Mr. Rothbart stated his team is happy to address staff's recommendations in the memo.

Member Gulatee expressed his satisfaction with the revised proposal.

Member Kennerley stated she feels the revisions made the facades more decorative and aesthetically appealing. She further stated the façade changes have deemphasized the roofs which were much more prominent in the original proposal.

Member Hardnock noted he liked the stone surrounding the garage doors and inquired whether the vertical elements were meant to depict gutters to which **Mr. Rothbart** responded affirmatively.

Mr. Rothbart provided a material/color palette for the ARB's viewing.

Member Kennerley inquired as more interest can be added to the stone material. Mr. Rothbart said the stone samples provided may not be representative of the exact texture which will most likely be present in the actual stone blocks.

Member Gulatee inquired whether mortar will match the color of the stone to which Mr. Rothbart responded affirmatively.

The revised landscape plans were discussed. **Member Kennerley** suggested the proposed evergreens from the rear of Building #27-30 be relocated to the following three locations: between Building #7-10 & Building #5-6 and between Building #5-6, behind Building #5-6 and between Building #5-6 and Building #1-4. She said the relocated evergreens can be replaced with deciduous trees in the same locations. She also stated a group of Spirea plants along the side of 2-unit buildings should be replaced with 3-4 yews or other evergreen bushes. She noted yews are considered old fashioned and she would welcome other evergreen species instead. **Member Kennerley** stated she is impartial to Crab Apple Trees.

Member Hardnock confirmed the location for the staff-recommended landscape extension along Riverside Road frontage. **Economic Development Coordinator Zozulya** stated the extension west of the western access point would be minimal covering the area in line with Building #1-4.

The subdivision entrance sign was discussed. **Economic Development Coordinator Zozulya** sought confirmation the sign is proposed to be non-illuminated to which Mr. Rothbart responded affirmatively. **Steve Friedman of KZF** noted the sign is designed to have a rustic appearance.

Member Hardnock noted he does not like the stark white and black colors proposed. It has a temporary sign look. **Mr. Rothbart** stated this will be the only permanent subdivision sign and they would like to request another permanent or temporary sign off Milwaukee Avenue. **Steve McNellis, Director of Community and Economic Development**, stated that would be an off-premise location but they can make a request as part of their annexation agreement proposal for the Village Board's consideration.

Member Hardnock noted he would like the developer to incorporate some colors from the building palette and improve the shape by adding some decorative elements.

Member Gulatee inquired what the maximum allowable sign size. **Director McNellis** stated the Village Code allows up to 20 square feet of sign area.

The ARB felt the sign height should be decreased to 8.5' from the proposed 10'.

Bill Hupperich of Manhard Consulting stated they would prefer a split-rail fence at the two entrances rather than an ornamental metal. PVC was chosen due to its durability and low maintenance. **Economic Development Coordinator Zozulya** stated the Village Code permits natural and composite wood as well as ornamental metal fence materials. **Chairman Grover** and **Member Gulatee** and felt the fence material should be changed to cedar for a more natural look.

The ARB did not have concerns about other site furniture items proposed, including the gazebo and lookout benches.

Chairman Grover sought any more questions or comments from the ARB. There being none, requested a motion.

Member Kennerley moved and Member Hardnock seconded a motion to approve and recommend to the Village Board for their approval of Preliminary Development Plans for a proposed 44-unit townhome subdivision at 14600 Riverside Road, as presented in packet submitted by KZF Development/Stack Real Estate, dated February 11, 2016, and as depicted in the material/color sample board provided at the meeting, subject to the following conditions:

1. *Revise the entrance fence material from PVC to Cedar.*
2. *Replace the proposed Crab Apple trees with any Appendix A trees of a comparable caliper inch value.*
3. *Extend the landscape screening along Riverside Drive west of the western subdivision entrance, in line with the edge of Building # 1-4.*
4. *Reduce the height of the subdivision sign to 8.5' tall, incorporate colors from the approved building palette and add decorative sign elements to enhance the sign appearance.*
5. *Revise the landscape plans as follows:*

    a. *Relocate some of the proposed evergreens from the rear of Building #27-30 to the following three locations: between Building #7-10 & Building #5-6 and between Building #5-6, behind Building #5-6 and between Building #5-6 and Building #1-4. Replace the relocated evergreens with deciduous trees in the same locations.*
    b. *Replace a group of Spirea plants along the side of 2-unit buildings with 3-4 yews or other evergreen bushes (see attached plan).*

The motion passed unanimously by voice vote.

3.2 Consideration and Discussion of New Center-Wide Ground Sign Package for the Existing Lincolnshire Commons Retail Center, 900-970 Milwaukee Avenue & 225 Aptakisic Road (CFNX Linshire, LLC)

Economic Development Coordinator Zozulya stated the original Lincolnshire Commons PUD includes an Area of Special Sign Control which governs wall and ground signage throughout the site and allows for exceptions from Village Code. Current ground signage consists of three signs identifying the name of the Center with no tenant panels- staff included photos of the existing signs in your packets. The Village Board reviewed this request at the January 25, 2016 Committee of the Whole meeting and referred it to the ARB for design review. The Public Hearing on the PUD amendment will be held at the Village Board after ARB review and recommendation. The ARB's design review should focus on the sign location, sign design (including materials and colors), sign panels, tenant signage criteria, and sign base landscaping.

She then introduced the Petitioner's representative.

Steve Bauer, Attorney with Meltzer, Purtill and Stelle and **Peter Zelenko of Portico Partners**, representing the Petitioner, described the proposal in detail. Attorney Bauer stated the request is to replace three existing ground signs in the same locations as existing to afford greater visibility to the Center's tenants and to increase the Center's competitiveness with new large commercial developments in other communities, such as the proposed Melody Farm retail development in Vernon Hills.

Mr. Zelenko reviewed the signage plans, noting the signs incorporate architectural and design elements from the adjacent Cosi building and Joseph A. Bank building with a tower feature. He stated the "Lincolnshire Commons" name will be halo lit and the tenant names/logos will be individually etched with small letters used in taglines laser cut. The letters/logos will be routed and back-lit via fluorescent lights.

A color/material sample board as well as a sample letter was provided for the ARB's viewing. The proposed sign material and colors are to match existing buildings.

Mr. Zelenko stated they provided landscape plans in conformance with Village Codes. They are glad to incorporate the staff's recommendation regarding an additional evergreen bush and groundcover.

Mr. Zelenko stated one of staff's recommendations was to narrow the two sign columns by 6" to gain additional tenant panel width. They prepared a side-by-side comparison depicting signs with the current and reduced column width. He stated the Center ownership would prefer the new option with the reduced column width.

Economic Development Coordinator Zozulya stated staff recommends approval of the proposed ground sign package for Lincolnshire Commons, subject to the following conditions:

1. Reduce the width of the vertical sign posts on either side of the tenant panels by 6”-7” each.
2. Revise Tenant Signage Criteria to clarify the color of the tenant panels is to be Parax “Moonstone”, as noted in the material/color sample board.
3. Add an additional evergreen bush and groundcover to the base of all three signs.

Member Kennerley and **Member Hardnock** expressed concerns about visibility issues for Sign B1 (along Milwaukee, near Cosi) and Sign B2 (along Aptakisic Road) given their proximity to the sidewalk and roadway. Economic Development Coordinator Zozulya noted the Petitioner included visibility triangle renderings in the plans showing no line-of-sight concerns. She further stated the Village’s Engineer will review and approve the final sign locations at sign permit issuance as a Village permit will be required prior to sign installation.

Mr. Zelenko stated the signs will be located no closer to the road than the existing signs. New foundation will be used.

Member Hardnock expressed concerns about the intricacy of small letter/logo illumination and inquired about the feasibility of illuminating the signs via external illumination such as ground lights. **Lisa Staszak of Parvin-Clauss Sign Company** stated it would not be practical to use external illumination due to the sign height and their desire for brighter illumination.

Economic Development Coordinator Zozulya inquired whether the proposed letter installation would be easily implemented by any sign company that a new tenant might choose to work with to which Ms. Staszak responded affirmatively.

Chairman Grover was concerned about setting a precedent by allowing logos on the proposed signs. **Economic Development Coordinator Zozulya** and **Director McNellis** noted Village Green and CityPark already permit logos.

Attorney Bauer stated logos are important to differentiate the tenants who prefer to use their brand names. **Economic Development Coordinator Zozulya** stated staff will rely on the Tenant Signage Criteria during sign permit reviews. Panel placement and colors will not be regulated by the Criteria and will be determined by the Center owners and tenants, respectively.

Member Gulatee suggested uplighting the horizontal topper with which **Mr. Zelenko** concurred. They would prefer to keep the opening between two top horizontal elements to maintain the same “floating” design used on the Joseph A. Bank building tower in daylight.

Discussion ensured regarding the column width. **Mr. Zelenko** noted the existing column width is 30” and the reduced width will be 24”, which is the same as the multi-tenant Village Green ground sign columns on Milwaukee Avenue. It was the consensus of the ARB to allow for two column width options.

Member Kennerley stated she agrees with staff's recommendation to add additional evergreen bushes and groundcovers.

Member Hardnock also recommended the proposed ornamental grasses be reviewed and potentially relocated to ensure they do not block the sign faces.

Chairman Grover sought any more questions or comments from the ARB. There being none, requested a motion.

Member Gulatee moved and Member Hardnock seconded a motion to approve and recommend to the Village Board for their approval of a new center-wide ground sign package for the Lincolnshire Commons Retail Center, located at 900-970 Milwaukee Avenue and 225 Aptakisic Road, as depicted in a presentation packet prepared by Portico Partners and Parvin-Clauss, date stamp received February 10, 2016, and as depicted in the material/color sample board provided at the meeting, with the following conditions:

1. *Provide a second design option showing reduced ground sign columns by 6" in width each.*
2. *Provide optional uplighting for the sign "topper", as depicted in the presentation packet, while maintaining a thin depth of the "topper".*
3. *Revise Tenant Signage Criteria to clarify the color of the tenant panels is to be Parax "Moonstone", as noted in the material/color sample board presented at the 2/16/16 ARB meeting.*
4. *Add an additional evergreen bush, such as Boxwood, and an additional groundcover, such as Wintercreeper, to the base of all three ground signs. Relocate the proposed ornamental grasses from the base of the three ground signs so the grasses do not block sign faces.*
5. *The final ground sign location is to be approved by the Village Engineer at sign permit issuance.*

The motion unanimously passed.

3.3 Preliminary Review of Site Design, Landscape Plans and Building Elevations for Proposed Redevelopment of Regal Theater Site, Including a 302-Unit Luxury Apartment Complex and Renovated Regal Theater in CityPark Development at the Southwest Corner of Milwaukee Avenue and Aptakisic Road (ECD Company)

Director McNellis presented Staff's comments on the luxury apartment complex known as 404 Social and the redevelopment of the Regal Cinema.

Scott Greenberg, President of ECD & owner of the property, presented the reasons for redeveloping the theater and the concept behind the apartments proposal. **Mark Hopkins, HKM Architects,** project Architects/Planners, introduced his partner, **Mark Kurensky** and began the presentation to the ARB.

Chairman Grover stated his first reaction is that the entrance to the apartment parking lots is congested, with street parking between the two buildings, cars coming in and out, and a fair amount of traffic. **Mr. Kurensky** noted there is only

about 40 cars between the two buildings and you can get into the west building without passing any of these cars. He further noted most of those outside spaces are visitor parking. He noted they would, however, continue to look into this area.

Member Hardnock stated traffic congestion seems like a problem going through the whole property. There are over 1200 potential cars on the property, all coming in from one point basically. **Mr. Kurensky** noted that right now there's just one entry to the larger theater parking field. The proposal helps traffic circulation by adding a dedicated drop-off for the theater to separate the traffic. He further noted that consultant KLOA has completed a traffic report. Right now, when the theater is full there are large peak times with a lot more traffic in those peaks. With apartments, the peak will be a lot more spread out.

Mr. Greenberg noted they brought on KLOA, who are doing another expanded report. It's also important to talk about the fact there are currently over 4000 seats in the theater and its going down to 1500. He noted these are actually quite compatible uses, especially based on traffic patterns.

Member Gulatee stated he would like to know how this works, philosophically. He noted he likes that the garages are camouflaged, but the units still have to look at 600 parking spaces. He further noted he had concerns about the internal flow of the building and the use itself.

Member Kennerley stated she is not a fan of the design. She finds it very flat, with not a lot of architectural elements. The pool is the centerpiece. She stated she doesn't see the flow and the design is boxy. She believes people will be caught in bunches, depending on the season. She further noted all activity is in one building and there is a lack of flow. She also did not believe that empty-nesters would ever move there.

Member Hardnock stated he questions the parking garage locations. All activities are located in one corner of the apartment building. Architecturally, he likes it. It's interesting, modern bold and fun.

Chairman Grover stated the wrap-around parking garage is what people want. The design is unique, which is good. He wondered if they could do anything to make its outdoor use more than just 3 months in the Summer.

Member Gulattee stated nobody walks in Lincolnshire. He wondered where Mr. Greenberg got the impression someone does. **Director McNellis** stated that just because people don't walk there now, doesn't mean we shouldn't strive to pedestrianize.

Chairman Grover asked for a motion to extend the meeting, given that the meeting had reached 10:30. **Member Hardnock** made the motion, with **member Kennerley** seconding the motion. The meeting was extended by a unanimous vote. Additional discussion regarding the buildings design followed.

Mr. Kurensky noted they believe they can answer all the questions raised this

evening. He stated they just need to do their homework.

Chairman Grover stated the proximity between the theater and west apartment building does look close, so the architect should make sure to take a look at that.

Mr. Greenberg wondered if this was the best forum to do this kind of review. He thought it may be better to sit around a table and truly workshop this. He wondered if there was a way to have another meeting to pull together everyone in a different forum. **Member Kennerley** stated she would be interested in seeing how the design arrived here, including what you discussed and rejected to get here and what concepts you had. She does not want a meeting where the developer is simply trying to defend their preferred design. **Mr. Greenberg** agreed and said a productive forum would help him and the architects. **Director McNellis** noted Staff will take a look at the possibility of a wokshop.

4.0 UNFINISHED BUSINESS – **Director McNellis** inquired if the ARB was still interested in electronic submittal packets or if paper packets would be preferred from here on out, to which the response was to stick with paper submittal packets only.

5.0 NEW BUSINESS

6.0 CITIZENS COMMENTS (None)

7.0 ADJOURNMENT

There being no further business, **Chairman Grover** adjourned the meeting at 10:46 P.M..

Minutes submitted by Tonya Zozulya, Economic Development Coordinator, and Steve McNellis, Director of Community & Economic Development.

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UNAPPROVED Minutes of the Special **ARCHITECTURAL REVIEW BOARD** held on Monday, February 29, 2016, in the Public Meeting Room of the Village Hall, One Olde Half Day Road, Lincolnshire, IL.

PRESENT: Members Barranco, Jensen and Baskin and Trustee-Liaison Hancock, Members Gulatee and Kennerley

ABSENT: Chairman Grover and Member Hardnock

ALSO PRESENT: Steve McNellis, Director of Community & Economic Development and Tonya Zozulya, Economic Development Coordinator

CALL TO ORDER: Chairman Pro Tem Kennerley called the meeting to order at 7:05 p.m.

1.0 ROLL CALL

The roll was called by **Director of Community & Economic Development McNellis** and **Chairman Pro Tem Kennerley** declared a quorum to be present.

2.0 APPROVAL OF MINUTES

2.1 Approval of the Minutes of the Architectural Review Board held Tuesday, February 16, 2016.

Director of Community & Economic Development McNellis stated staff prepared a summary of the February 16, 2016 meeting which was provided to the ARB in the meeting packet. The minutes will be presented at the next regular ARB meeting for approval.

3.0 ITEMS OF GENERAL BUSINESS:

3.1 Design Review Workshop for Proposed Redevelopment of Regal Theater Site, Including a 302-Unit Luxury Apartment Complex and Renovated Regal Theater in CityPark Development at the Southwest Corner of Milwaukee Avenue and Aptakisic Road (ECD Company)

Scott Greenberg, the Applicant, expressed his gratitude to the ARB for reviewing his proposal and their comments which allowed his team to make improvements to the original plans. **Mr. Greenberg** noted approximately a third of the apartment units are geared towards millennials. He noted he is the landlord for the movie theater.

Mark Kurensky, HKM Architects, made a PowerPoint presentation, noting the evolution of the site plan, building elevations and landscape plans. He also discussed how the ARB comments were addressed.

He noted the site demands 500-700 cars. He discussed various building design options considered and noted they chose the “Texas donut” wrap to have residencies around parking decks and to allow for convenient parking on each floor.

He also noted the sanitary sewer line running through the site which impacted the final building placement. He stated some prior concepts contemplated a five-story building height which was taller than the movie theater. They decided to bring it down to 4 stories so as not to overpower the movie theater and to create a different luxury product than what is available in the area.

Member Baskin expressed his appreciation for the "urban suburban" theme of the development.

Mr. Greenberg stated the average movie theater room is expected to hold 100 people rather than 300 today. Movies will continue to be run in a sequencing pattern.

Pedestrian connectivity was discussed. The ARB noted the need to provide a pedestrian connection from the movie theater and the apartment complex to Aptakisic Road. **Mr. Kurensky** noted there is an existing sidewalk along the east side of the main drive. **Director McNellis** suggested the sidewalk be emphasized via landscaping or other means to encourage its usage.

Chairman Pro Tem Kennerley inquired as to whether the Fire District is comfortable with one access point only. **Director McNellis** said they are. He said another access point would need to be approved by the County as Aptakisic Road is in the County jurisdiction. He stated the only request the Fire District had is to be able to get around the buildings on a wide path or reinforced turf.

William Woodward, KLOA, explained the results of a traffic study for the movie site. He noted a second access point would most definitely require a variation from the County's standards. He also noted the signalized intersection at Parkway Drive and Aptakisic Road has enough capacity to accommodate the proposal. If a secondary access point were to be created west of the current one per **Member Gulatee's** suggestion, it would encourage cut-through traffic and would most likely be right-in, right-out only. He also stated residential traffic tends to peak in the morning and is more spread out in the evening with no particular peak point.

Wayfinding and parking lot signage were discussed for the site. **Chairman Pro Tem Kennerley** recommended installing a "dead end" sign between the two proposed residential buildings.

Trustee Hancock inquired how many cars can stack up around the movie theater drop-off area. **Mr. Kurensky** stated the drop-off area can accommodate 8-10 cars.

Chairman Pro Tem Kennerley encouraged the architects to create a focus point near the central boulevard.

Mr. Kurensky stated there are approximately 80' between the east and west buildings. They eliminated all but 6-8 parking spaces between the two buildings and created additional open space. The remaining parking is slated for guests, pizza deliveries, etc. They have also added several private courtyards to the rear of the western building as well as additional amenities. They also realigned the lobbies

and provided for a crosswalk between the two buildings. The exposed parking deck sides will be heavily screened. A portion of the visitor parking will be located inside the parking decks.

Chairman Pro Tem Kennerley and Members Jensen and Baskin noted their appreciation for the new site layout and "bold" building architecture. **Member Baskin** inquired whether the developer studied walking patterns, sun/wind/shade exposure (which is important for swimming pool usage) and private/public space hierarchy. **Member Baskin** requested a layered drawing depicting this type of hierarchy.

The ARB raised a concern regarding how the apartment management will ensure the pool and other amenities remain clean and up-to-date. **Mr. Greenberg** noted the management company will maintain all the amenities and will want to keep them "sparkly" at all times to make the complex marketable.

The ARB expressed concern regarding the movie traffic potentially cutting into the apartment guest parking south of the boulevard. **Mr. Kurensky** responded while that may happen, the landscaping should discourage that. **Mr. Greenberg** noted the parking will be restricted to the apartment complex only. He noted CityPark's current restaurant users which include Wildfire and Big Bowl, respect Hampton Inn Hotel parking.

Trustee Hancock noted the elevations fit in with Lincolnshire. **Member Gulatee** stated the buildings do not respect Midwestern architecture and therefore should be rethought to incorporate clues from the local building landscape. He recommends using "noble" materials such as brick, stone or granite rather than using the proposed fiber cement panels. He also felt bay windows and skylights should be proposed. He also noted his dissatisfaction with the proposed site plan and believes the buildings are forced into the site which is not big enough to accommodate it. He stated a potential solution would be having a 5th story and decreasing the building footprint. **Mr. Kurensky** stated density is a matter of perception and he does not believe the subject site will be perceived as dense.

Chairman Pro Tem Kennerley expressed concern with the teal color of the elevations and asked for revisions prior to the next ARB meeting.

Regal Movie Theater elevations were reviewed. **Mr. Greenberg** noted the Regal Theater façade is not proposed to be changed due to high costs.

Mr. Kurensky presented landscape and lighting plans which are still under development. He noted they propose to use bollard lights in keeping with the modern building architecture rather than traditional street lights. Their choice of trees includes gingkoes due to their upright position. For the main median between the apartment complex and the movie theater parking they propose 4-season perennials with no evergreen trees. The ARB recommended not using evergreen trees within the boulevard-like median but in other appropriate locations near the apartment buildings for winter interest. **Economic Development Coordinator Zozulya** noted the developer should not rely on one tree species to avoid a

potential tree decease issue compromising the entire landscape area.

The developer will look into how snowplowing will be addressed on-site per the ARB recommendation.

Member Kennerley requested more information on the internal flow of the two buildings for the next ARB meeting.

Trustee Hancock stated two main issues the developer will likely face at the Village Board is site density and the apartment use.

4.0 UNFINISHED BUSINESS (None)

5.0 NEW BUSINESS

6.0 CITIZENS COMMENTS (None)

7.0 ADJOURNMENT

There being no further business, **Chairman Pro Tem Kennerley** adjourned the meeting at 9:35 p.m.

Minutes submitted by Tonya Zozulya, Economic Development Coordinator

Village of Lincolnshire

Agenda Item
3.1-3.3 ARB

REQUEST FOR BOARD ACTION
Architectural Review Board
April 12, 2016

Subject:	Oak Tree Corners – Center-Wide Wall Sign Package & New Roof (430 Milwaukee Ave)
Action Requested:	1. **Public Hearing** regarding a Sign Code variation to permit front-lit interior-illuminated wall signs rather than code-required back-lit interior-illuminated wall signs. 2. Approval of a center-wide wall sign package. 3. Approval of a new roof material and color.
Petitioner:	FREP Lincolnshire, LLC
Originated By/Contact:	Tonya Zozulya, Economic Development Coordinator Department of Community and Economic Development
Referred To:	Architectural Review Board

Summary:

- The petitioner and new owner of Oak Tree Corners shopping center, FREP Lincolnshire, LLC, seeks Architectural Review Board consideration of shopping center wall sign package, new roof material, and a variation from the Lincolnshire Sign Code to permit front-lit interior-illuminated wall signs rather than code required backlit interior-illuminated wall signs for the property located at 430 Milwaukee Avenue.
- Oak Tree Corners is an existing two-story multi-tenant retail/office center located on 1 acre at the southwest corner of Milwaukee Avenue and Olde Half Day Road, in the Downtown Sign Area (see attached Location Map).
- The property was annexed in 1972 and developed in 1976.

Background Information:

- Oak Tree Corners is currently owned and managed by FREP Lincolnshire, LLC. The new owners have taken steps to attract new tenants and propose several property improvements including new signage plan and roof replacement.
- The petitioner seeks no change to existing architecture. However, changes to existing signage are proposed. The petitioner proposes removal of existing "box" style wall signs (see attached photos), installed prior to the adoption of current sign code prohibiting box signs.
- The petitioner seeks no change to the existing legally non-conforming Oak Tree Corners ground sign. This sign is subject to sign amortization requirements and is allowed until 2021.
- The existing wood shake mansard roof is over 25 years old (see attached photos) and requires replacement due to its dated appearance and condition.

Approval Process:

The ARB has the authority to recommend the Village Board approve or deny the requested sign code variation and center-wide comprehensive wall sign package. The ARB has the authority to approve or deny the requested new roof material and color.

Agenda Items 3.1 & 3.2: Public Hearing Regarding Wall Sign Variation & Approval of a Comprehensive Sign Package

- The center owners propose a comprehensive center-wide wall sign package for first-floor tenants. Currently, first-floor tenants have "box" wall signs, no longer permitted by Code, situated below the roof line. Existing signs have limited visibility from the parking lot and Milwaukee Ave (see attached renderings and photo simulations). Please note two sign locations options are proposed based on how adjoining tenant spaces will be used (see attached letter and renderings showing the options).
- The new signs will be installed on the lower part of the mansard roof as one-row individual white acrylic/metal letters, centered across tenant frontage at uniform height, subject to Tenant Signage Criteria (see attached). The Criteria are designed to govern all existing and future wall signs at the Center by providing consistent requirements for sign location and design, as summarized below:

Max Sign Length	Max Sign Face Height	Max Letter Height	Min Separation between Adjacent Signs	Max Logo Height	Proposed Illumination
15'	2'	18"	5'	2'	Internal Front-Lit

- Sign dimensions and other parameters, except for illumination, are consistent with code requirements for the Downtown Sign Area (see attached). The proposed front-lit white illumination requires a variation from the back-lit/halo illumination type required by code. Back-lit illumination would result in an uneven distribution of light within sign letters due to the specific nature of the sign design on a roof-mounted raceway. The Village Green, Lincolnshire Commons and City Park retail centers all allow back-lit illumination.
- There are two existing large box signs located on the north and east brick façade (see attached), in addition to wall signs. One box sign advertises Bonta and one previously advertised Plush Salon. Staff recommends they be removed as the code allows only one sign per tenant per elevation.
- As part of the sign relief request, staff recommends the ARB require the petitioner to bring the existing unenclosed dumpster into code compliance.
- **The Petitioner provided the attached responses to the required sign variation standards. The ARB must find each standard has been met in order to recommend approval of the variation.**
- Attached is a draft ordinance regarding the sign code variation.

Recommendations:
Staff recommends approval of the proposed wall sign variation in conjunction with a center-wide wall sign package and Tenant Signage Criteria, subject to the following conditions:

1. Remove existing exterior box signs from the north and east elevations.
2. Submit a plan to the Department of Community Development for construction of a code-compliant trash enclosure by August 1, 2016, with construction of the enclosure completed by November 1, 2016.

Motions:
Wall Sign Variation
Having made findings based on facts covered in a Public Hearing held on April 12, 2016, the Architectural Review Board recommends approval to the Village Board of a wall sign variation to permit front-lit internally-illuminated wall signs for the Oak Tree Corners Retail Center, located at 430 Milwaukee Avenue, as depicted in a presentation packet prepared by FREP Lincolnshire

LLC, date stamp received April 4, 2016, subject to recommendations contained in the Staff Memorandum, and further subject to…
{Insert any additional conditions or modification desired by the ARB}

Center-Wide Comprehensive Wall Sign Package
The Architectural Review Board, at its meeting held on April 12, 2016, recommends approval to the Village Board of a center-wide comprehensive wall sign package and Tenant Signage Criteria for the Oak Tree Corners Retail Center, located at 430 Milwaukee Avenue, as depicted in a presentation packet prepared by FREP Lincolnshire LLC, date stamp received April 4, 2016, subject to recommendations contained in the Staff Memorandum, and further subject to…
{Insert any additional conditions or modification desired by the ARB}

Agenda Item 3.3: Approval of a New Roof Material & Color

- The Petitioner proposes a new brown-colored asphalt roof to replace the existing gray wood shake roof. The mansard style will remain unchanged. The owners propose an asphalt material due to its more modern appeal and color to accent the existing building brick columns.
- The proposed roof material and color will be consistent with the new roof material and color proposed by Strawberry Field Café, a neighboring restaurant property to the north (their request will be reviewed by the ARB on Tuesday as a separate agenda item).

Recommendations:
Staff recommends approval of the proposed brown-colored asphalt shingle roof.

The Petitioner will provide material and color samples at the meeting.

Motion:
New Roof Material & Color
The Architectural Review Board, at its meeting held on April 12, 2016, moves to approve a new roof material and color for the Oak Tree Corners Retail Center, located at 430 Milwaukee Avenue, as depicted in a presentation packet prepared by FREP Lincolnshire LLC, date stamp received April 4, 2016, and as depicted in the material/color sample board provided at the meeting, subject to recommendations contained in the Staff Memorandum, and further subject to…
{Insert any additional conditions or modification desired by the ARB}

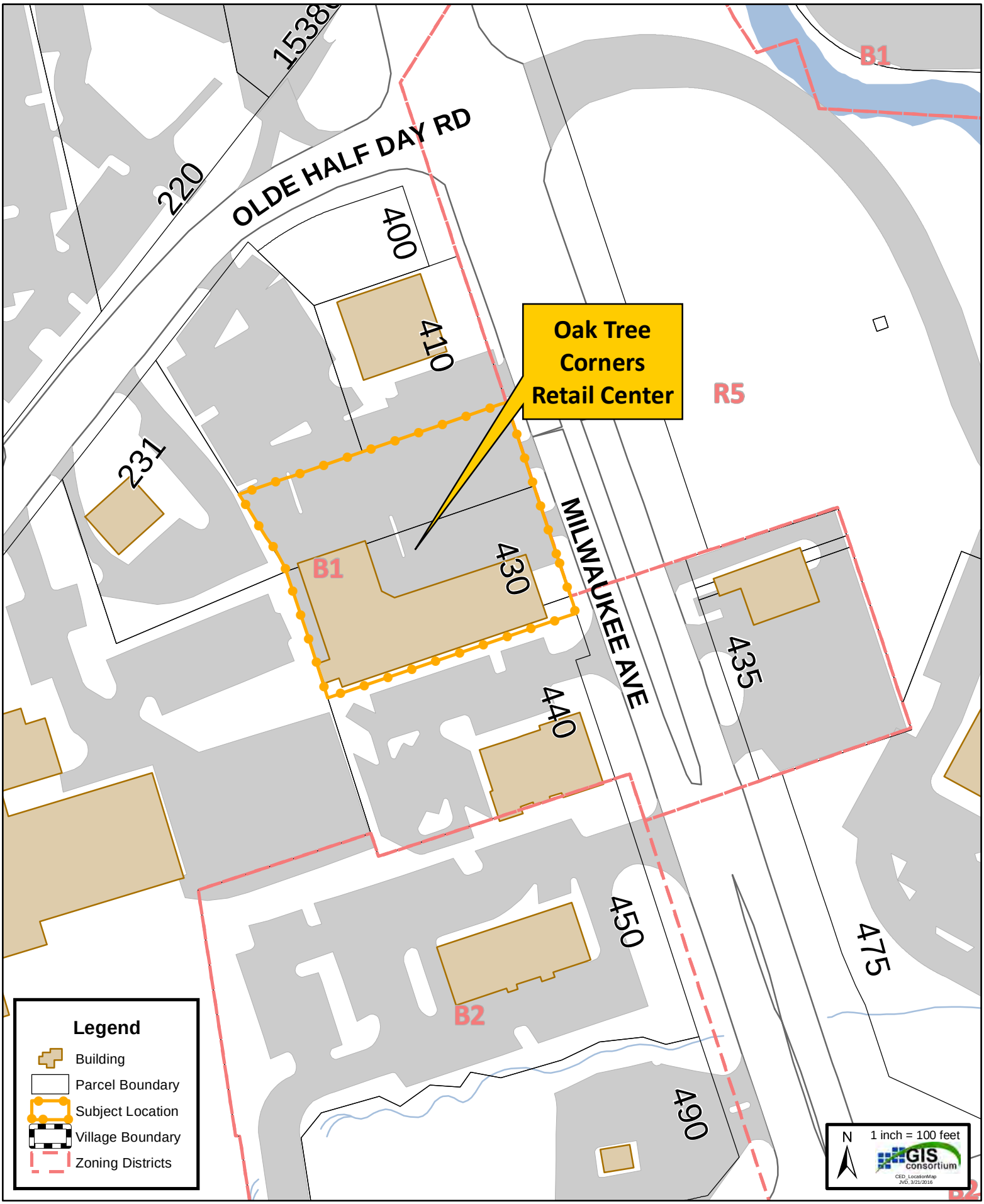
Reports and Documents Attached:

- Location Map, prepared by staff.
- Cover letter, prepared by Joshua Joseph, FREP Lincolnshire, LLC, dated April 4, 2016.
- Responses to sign variation standards, prepared by DLA Piper LLP, on behalf of the petitioner.
- Presentation Packet, prepared by FREP Lincolnshire, LLC.
- Sign Code requirements regarding wall signs in the Downtown Sign District.
- Sign Code variation ordinance, prepared by Village Attorney.

Meeting History	
ARB Review (current):	April 12, 2016

Village of Lincolnshire
Community & Economic Development

Oak Tree Corners Retail Center
430 Milwaukee Ave



Frontline Real Estate Partners

April 4, 2016

Village of Lincolnshire
Attn: ARB Chairman Wes Grover & ARB Members
One Olde Half Day Road
Lincolnshire, IL 60069

RE: Letter of Request - 430 N. Milwaukee Avenue

Dear Village of Lincolnshire:

On behalf of new ownership of 430 N. Milwaukee Avenue, we are very pleased to present our plans to improve the property. Our strategy upon acquisition of this building last year was to enhance the building through various improvement projects in order to realize the full potential of its great location. A key component of our plan is to enhance the building exterior. We believe that with much needed updates to the exterior, we can improve curb appeal and draw in newer and higher caliber businesses to this critical commercial Milwaukee Avenue location.

We are seeking approval to make updates to the building's mansard roof and storefront signage. The current mansard roof is dated and has many years of wear and tear. We are seeking to replace it with updated materials and style, while remaining loyal to the original mansard roof design of the building. The old shingles are gray wood shakes. The new asphalt shingles would be GAF Designer Series Grand Sequoia Value Collection material in Autumn Brown color.

We are also seeking to replace the dated box signs underneath the mansard roof that have very limited visibility. We wish to install illuminated, individually lettered signs on raceways affixed to the new mansard roof. The new signs will require a variance from the Village in order to be front-lit illumination instead of backlit (halo) lighting. We believe this is necessary because backlit signs will not project light evenly onto our sloped mansard roof. Backlit signs are designed to be placed on flat vertical surfaces. In addition, the raceways themselves would interfere with the backlights. We are concerned the property will look unprofessional and the signs will be difficult to read at night unless they are front-lit.

The accompanying documents with this submittal will demonstrate the specific details of our request. Thank you in advance for your time and consideration.

Sincerely,

Joshua Joseph
FREP Lincolnshire, LLC

STANDARDS FOR SIGN VARIATION
430 North Milwaukee Avenue

The following information is provided in support of a request by Frontline Real Estate Partners, LLC, (the "Applicant") for recommendation of approval of a Sign Variation with respect to the building located at 430 North Milwaukee Avenue (the "Subject Property").

1. ***The Applicant's plans are substantially consistent with the design criteria of Title 12 of the Lincolnshire Village Code.***

The Applicant is requesting a variation from the Sign Control Code provision requiring illuminated wall signs to employ backlit/halo illumination in order to allow the Applicant to place front-lit signs on the commercial building at the Subject Property. Granting the requested variation will not be contrary to the general objectives and design criteria of Title 12 of the Lincolnshire Village Code. Except with respect to the matter for which a variation is being requested, the proposed signs are in compliance with the requirements of the Sign Control Code. Two of the stated objectives of the Sign Control Code include enhancing the economy of the Village and encouraging adequate site identification. The variation, if granted, will help the Village achieve these goals.

2. ***The proposed exterior design features of the sign are suitable and compatible with the character of neighboring buildings and structures existing or under construction and with the character of the neighborhood and the applicable zoning district, and enhance the environment of the Village.***

The proposed design features of the signs are suitable for the site and are compatible with the character of neighboring buildings and with the B1 Retail Business District. As part of a comprehensive exterior renovation of the Building, the Applicant proposes to upgrade and modernize the mansard roof and storefront signage. Deteriorating and outdated materials will be removed and replaced with new high quality shingles in a complementary color.

Presently, outdated box signs are affixed below the mansard roof. The existing configuration results in limited visibility of the signs from Milwaukee Avenue. In order to address that issue and bring signs into compliance with current code requirements, the Applicant proposes to remove the existing box signs and replace them with attractive, individually lettered signs upon raceways that will be affixed to the updated mansard roof. The proposed raceways will be painted to match the roof color resulting in a cohesive design scheme.

The proposed illuminated signs will create an attractive and contemporary appearance that is compatible with the surrounding buildings to the east of the Subject Property and on the north side of Milwaukee Avenue. It is notable that the shopping center to the north of the Subject Property, the Village Green of Lincolnshire, employs front-lit illuminated signs. Therefore, the front-lit illumination scheme would not be inconsistent with the character of the surrounding neighborhood.

The implementation of high quality design and materials as proposed by the Applicant will enhance the aesthetic environment of the Village.

3. ***The granting of the variation will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhood in which the property is located.***

Granting the requested variation would not be detrimental to property owners in the vicinity as the variation, if granted, will not interfere with the use and enjoyment of their property. The proposed signage complies with the size, color, and location requirements of the Sign Control Code. Importantly, the Subject Property is located in an area characterized exclusively by commercial uses. The lot is not adjacent to or across the street from any residential use or residential district. Therefore, the proposed front-lit sign illumination will not pose a nuisance to any residential uses.

4. ***The exterior design features of the sign will not cause a substantial depreciation in the property values in the neighborhood.***

   The exterior design features will have no negative impact on property values in the neighborhood. As part of a planned renovation of the building exterior, the Applicant proposes to upgrade and modernize the building's mansard roof and storefront signage. Deteriorating materials will be removed and replaced with new, higher quality shingles color. Outdated box signs will be replaced with attractive, individually lettered signs upon raceways affixed to the new mansard roof. The use of high quality design and materials as proposed by the Applicant will protect property values and will contribute to the aesthetic values and physical appearance of the Village.

5. ***The alleged difficulty or hardship is caused by Title 12 of the Lincolnshire Village Code and has not been created by any persons presently having an interest in the property.***

   The hardship was not created by a person having an interest in the Subject Property. The hardship arises as a result of unique architectural conditions of the building and were not created by the Applicant.

6. ***The conditions upon which an application for a variation is based are unique to the property for which the variance is sought, and are not applicable, generally, to other property within the same zoning classification.***

   The conditions giving rise to the requested variation include the unique architectural conditions of the building that exists on the site today. The provisions of the Sign Control Code which prescribe the exclusive use of backlit or halo-lit signs do not take into account the possibility of a pitched or slanted roof as is the case here.

   Standard backlit, or halo-lit, signs are designed to be affixed to flat, vertical surfaces. Backlit signage affixed to slanted roofs results in an interrupted light pattern, projecting light unevenly and causing a reduction in visibility and legibility of the signs at night-time. Front lit signs provide a high quality, tasteful alternative that will be aesthetically pleasing to visitors during both day time and night time hours.

   In addition to aesthetic considerations, if the Applicant were required to employ backlit signage, it would be required to make numerous penetrations into the roof

of the building in order to affix the signs to the roof. Use of front-lit signage as proposed would allow the Applicant to make fewer penetrations into the roof of the building by employing a raceway structure to mount the channel letters and house the signage power supply.

Consequently, backlit signs are incompatible with the sloped surface of the existing mansard roof and front-lit signage provides a high quality, attractive alternative. These conditions are unique to this site and unlikely to be recurrent elsewhere in the zoning district. A strict enforcement of the provisions of the Sign Control Code would result in an undue hardship as there is no viable alternative for providing code compliant illuminated signage on this site without the requested variation.

Prepared by:

DLA Piper LLP (US)
203 North LaSalle Street, Suite 1900
Chicago, Illinois 60601-1293

Richard F. Klawiter richard.klawiter@dlapiper.com
312.368.7243

Liz Butler elizabeth.butler@dlapiper.com
312.368.4092

Proposed Wall Sign Criteria Sheet

<u>430 Milwaukee Ave</u>

Maximum Letter: 18 inches

Maximum Area: 10% of area of the wall to which sign is attached

Maximum Sign Length: 15’-0”

Maximum Height of Sign Face: 2’-0”

Maximum Height of Logo: 2’-0”

Maximum Sign Projection: 6”

Maximum Illuminated Sign Projection: 12” beyond sign structure

Sign to consist of a raceway with letters mounted to the raceway (see drawing)

Raceway to be painted to match the roof color

No wall sign to project beyond ends or top of the building

Wall Signs to be of Acrylic and Metal

Illumination to be front-lit lighting

Sign letters to be white

Wall signs to be at uniform height

Color logos are permitted if the logo is a registered logo with the US Patent and Trademark Office

Wall signs to be spaced at least 5’-0” from each other

Signs to be uniform height and proportion

Signs to be centered across tenant frontage

One row of signage only

Wall signage to be for first-floor retail tenants with direct access to parking lot only

Sign letters to be individually carved, etched, or raised with no sign boxes (see drawings)

Frontline Real Estate Partners

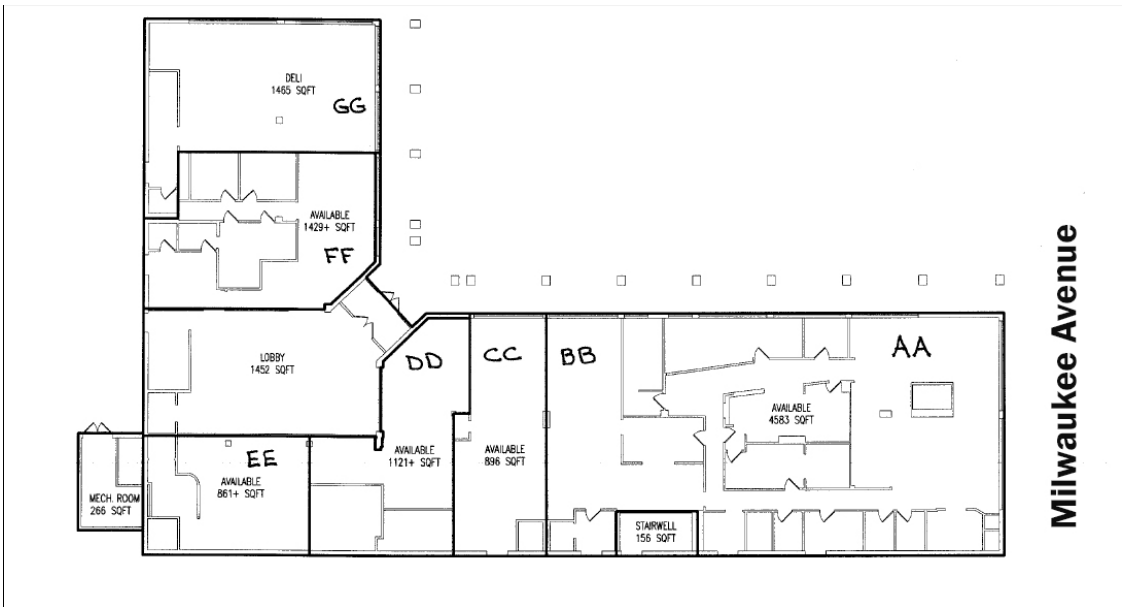
SIGNAGE NOTES: OPTION #1 VS. OPTION #2

We have included two (2) potential signage scenarios with this submittal. On the floor plan below, Unit AA and BB (formerly the Plush Salon) are currently combined forming one large unit. We may end up leasing this entire unit to a single business, or demising Unit BB into a separate space.

OPTION #1 - In the event that we find a tenant to take either AA or BB separate from each other, the signage simulation in Option #1 would apply. In this event, there would be two (2) separate signs for Unit AA and Unit BB since they will be demised into separate units. On the rendering for Option #1, you will see there is an extra sign on the north elevation for Unit BB.

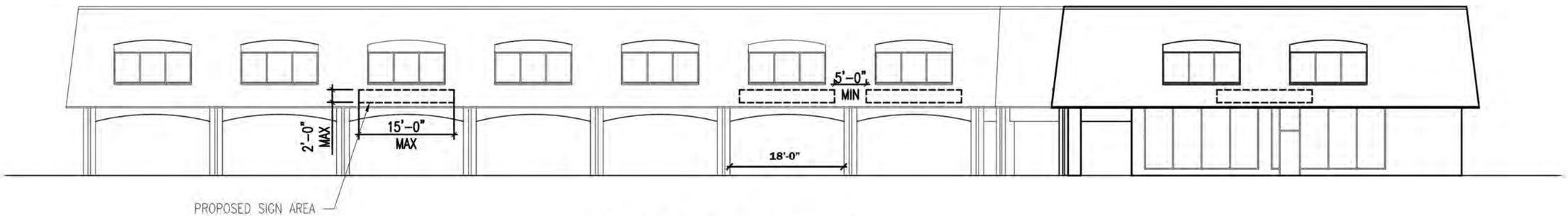
OPTION #2 - In the event that the combined Unit AA & BB is leased to a single tenant again in the future, the signage simulation in Option #2 would apply. There would be one (1) sign along the north elevation for the whole space as shown in the rendering.

Also, Unit GG is the existing unit for Bonta Italian Deli. They are expanding into Unit FF, and have a signed lease for the space. Their new sign would be centered between GG and FF as shown in both signage simulations.

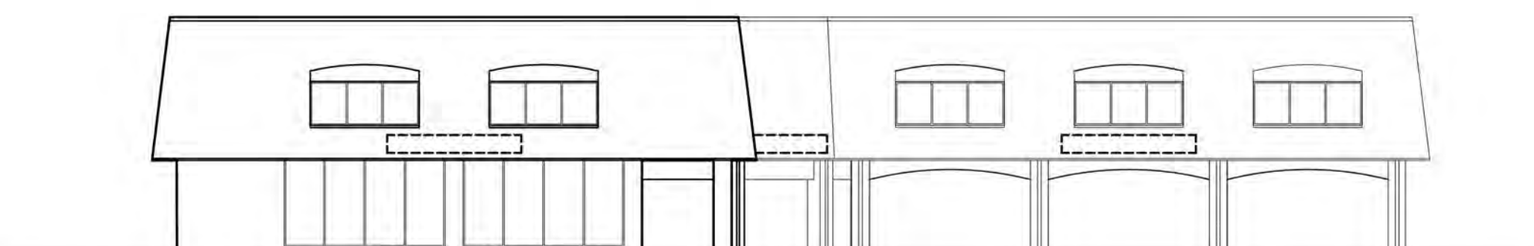


477 Elm Place, Highland Park, IL 60035
P: (847) 780-8060 | E: jjoseph@frontlineREpartners.com |www.frontlinerepartners.com

Proposed Signage Option #1
Elevation



1 NORTH ELEVATION
1/16" = 1'-0"

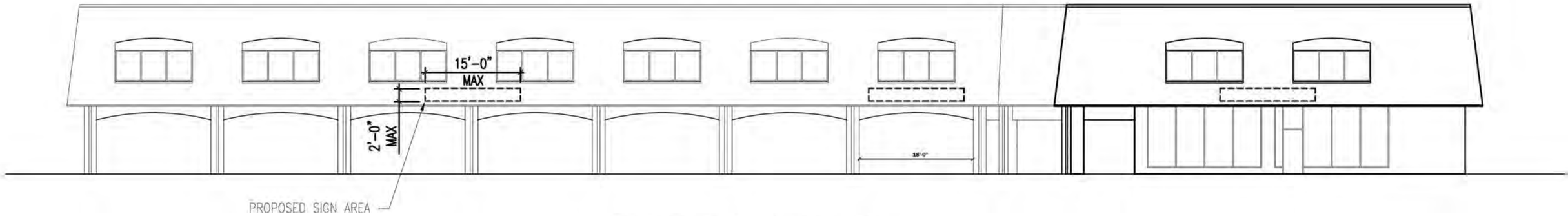


2 EAST ELEVATION
1/16" = 1'-0"

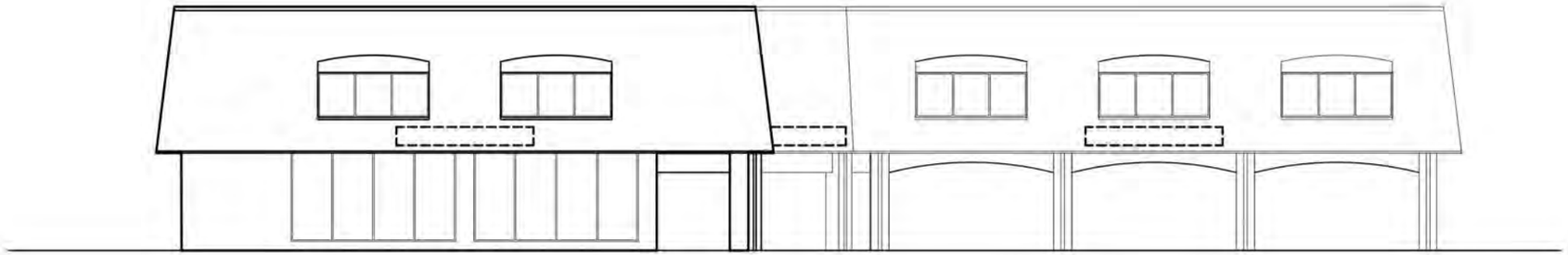
430 Milwaukee Ave **Lincolnshire, Illinois**

JTS ARCHITECTS

Proposed Signage Option #2
Elevation



1 NORTH ELEVATION
1/16" = 1'-0"



2 EAST ELEVATION
1/16" = 1'-0"

430 Milwaukee Ave **Lincolnshire, Illinois**

JTS ARCHITECTS

East View Signage Simulation

North View Signage Simulation

NOTE: ALL BOX SIGNS TO BE REMOVED

430 Milwaukee Ave **Lincolnshire, Illinois**

JTS ARCHITECTS

Raceway Affixed to Roof Close-up View

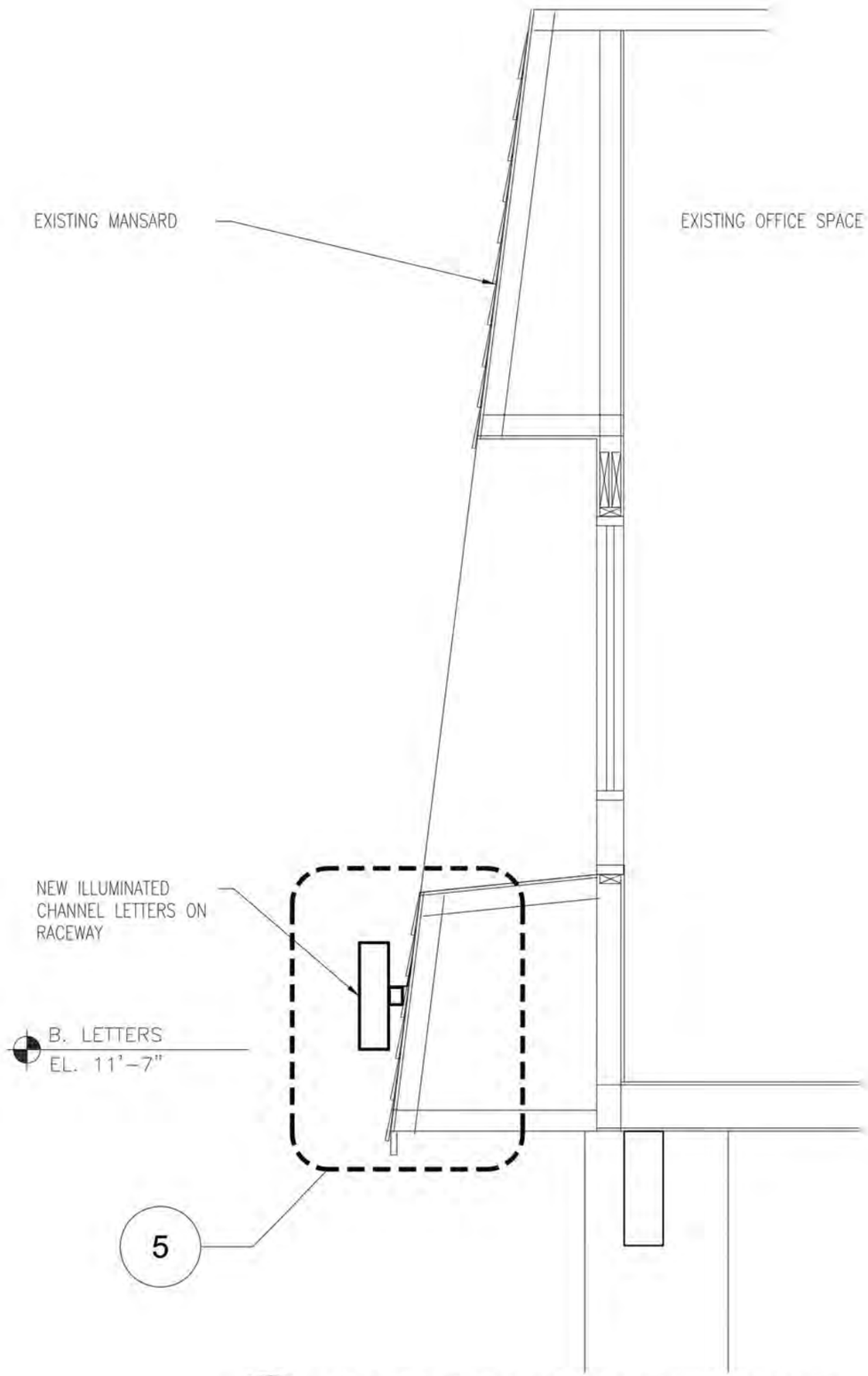
Existing Signage

Proposed Signage - Option #1

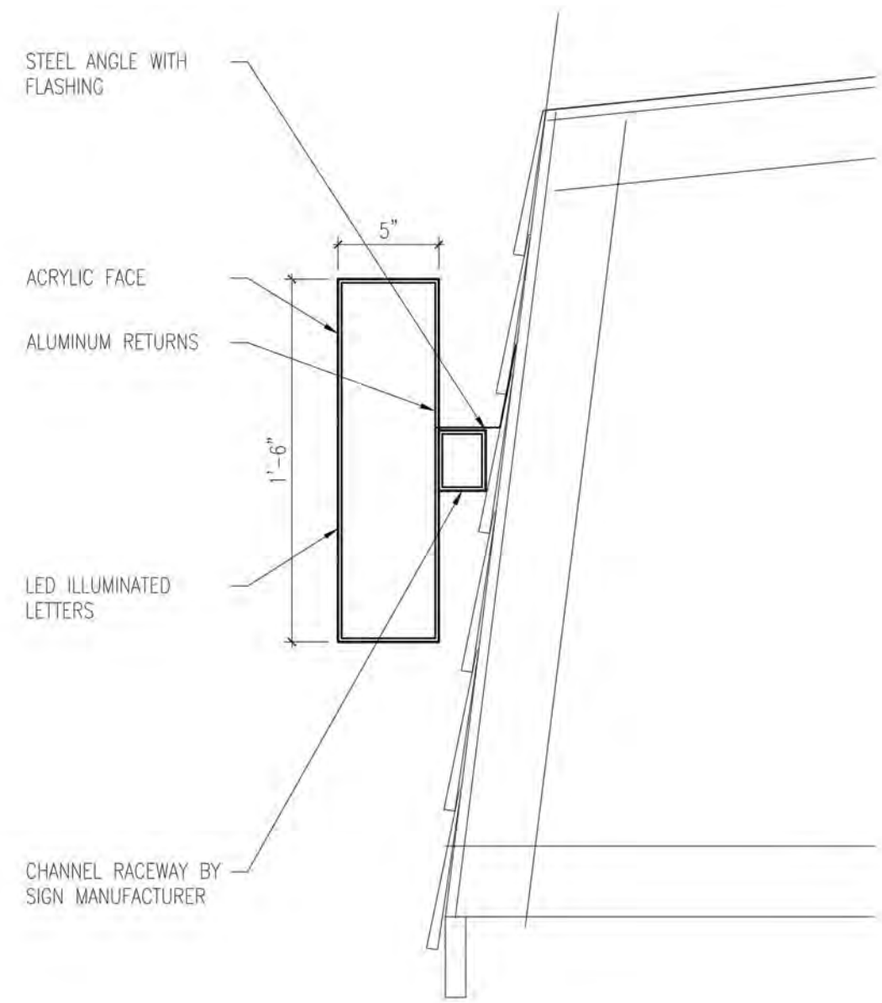
Proposed Signage - Option #2

TENANT WALL SIGN
TENANT WALL SIGN
GOOD GUY VAPES
BONTA ITALIAN DELI & WINE SHOP
BONTA ITALIAN DELI & WINE SHOP

Proposed Sign Affixed to Raceway
Side View



4 SECTION CUT AT SIGN LOCATION
1/2" = 1'-0"



5 SECTION CUT DETAIL AT SIGN LOCATION
1/2" = 1'-0"

JTS ARCHITECTS

ROOF SUPPORTING DOCUMENTS

a) Photo Rendering (old vs. new material)
b) Close-up photo of shingle sample
c) Product Spec Sheet

Old Roof Shingles

Proposed New Roof Shingles

VALUE COLLECTION
Value For A
ed Wood-Shake Look
AF
GRAND SEQUOIA
LIFETIME Designer SHINGLES
TIMBERTEX
"The Perfect Finishing Touch"

GAF
Safety Data Sheet
SDS # 1002
SDS Date: December 2014

SECTION 1: PRODUCT AND COMPANY INFORMATION

PRODUCT NAME:	Camelot®, Grand Sequoia®, Grand Canyon®, Country Mansion®, Grand Slate®, Slateline®, Camelot® II, Country Mansion® II, Grand Slate™ II
TRADE NAME:	Asphalt / Fiberglass Shingles
CHEMICAL NAME / SYNONYM:	N/A
CHEMICAL FAMILY:	N/A
MANUFACTURER:	GAF
ADDRESS:	1 Campus Drive, Parsippany, NJ 07054
24-HOUR EMERGENCY PHONE (CHEMTREC):	800 – 424 – 9300
INFORMATION ONLY:	800 – 766 – 3411
PREPARED BY:	Corporate EHS
APPROVED BY:	Corporate EHS

SECTION 2: HAZARDS IDENTIFICATION

As defined in the OSHA Hazard Communication Standard, 29 CFR 1910.1200, the products listed below are considered articles and do not require an SDS. In addition, articles are not included in the scope of the Globally Harmonization System (GHS). As such, the GHS labeling elements are not included on this SDS. All components listed for this product are bound within the product. When handled as intended and under normal conditions of use, there is no evidence that any of the ingredients are released in amounts that pose a significant health risk. Although these products are not subject to the OSHA Standard or GHS labeling elements, GAF would like to disclose as much health and safety information as possible to ensure that this product is handled and used properly. This SDS contains valuable information critical to the safe handling and proper use of the product. This SDS should be retained and be made available for employees and other users of this product. In addition, the recommendations for handling and use of these products should be included in worker training programs.

ADDITIONAL HAZARD IDENTIFICATION INFORMATION:

PRIMARY ROUTE OF EXPOSURE: Occasional nuisance dust, inhalation

SIGNS & SYMPTOMS OF EXPOSURE

Eyes: May cause irritation to the eyes.

Skin: May cause irritation to the skin.

Ingestion: This product is not intended to be ingested. If ingested, it may cause temporary irritation to the gastrointestinal (digestive) tract.

Inhalation: May cause irritation to the respiratory tract.

ACUTE HEALTH HAZARDS: NIOSH has found that studies of workers exposed to asphalt fumes have repeatedly found irritation of the serous membranes of the conjunctivae (eye irritation) and the mucous membranes of the upper respiratory tract (nasal and throat irritation).

CHRONIC HEALTH HAZARDS: Studies in humans have found that exposure to respirable crystalline silica (quartz) can cause silicosis, a fibrosis (scarring) of the lungs. Silicosis is a serious and irreversible disease; it may be progressive even after exposure has ceased; it can lead to disability and death. Human studies also have found that silicosis is a risk factor for tuberculosis, and that occupational exposure to respirable crystalline silica is associated with chronic obstructive pulmonary disease, including bronchitis and emphysema. Some studies show excess numbers of cases of scleroderma, connective tissue disorders, lupus, rheumatoid arthritis, chronic kidney diseases and end-stage kidney disease in workers exposed to respirable crystalline silica.

CARCINOGENICITY: IARC has determined that occupational exposure to oxidized asphalt and its emissions is probably carcinogenic to humans (Group 2A). IARC concluded that available data from cancer studies in humans points to an association between exposures to oxidized asphalts during roofing and lung cancer and tumors in the upper aero-digestive tract. In addition, IARC found sufficient evidence of carcinogenicity in experimental animals for extracts and fume condensates of oxidized asphalts.

NIOSH has concluded that the collective data from human, animal, genotoxicity and exposure studies provide sufficient evidence that roofing asphalt fumes are a potential occupational carcinogen.

Occupational exposure to respirable crystalline silica is classified as a known carcinogen in humans. IARC has determined that respirable crystalline silica is carcinogenic to humans (Group 1), based on findings of sufficient evidence of carcinogenicity in both humans and experimental animals. NTP has classified respirable crystalline silica as a known human carcinogen based on sufficient evidence of carcinogenicity from studies in humans indicating a causal relationship between exposure to respirable crystalline silica and increased lung cancer rates in workers exposed to crystalline silica dust. NIOSH has determined that respirable crystalline silica is a potential occupational carcinogen.

IARC has determined that occupational exposure to Titanium Dioxide is possibly carcinogenic to humans (Group 2B). IARC concluded lung tumors were observed in rats following high dose exposure by inhalation and in female rats exposed by intra-tracheal instillation. Other studies have shown no tumors in rats following inhalation exposure and no tumors in mice or rats following oral exposure.

SECTION 3: COMPOSITION/INFORMATION ON INGREDIENTS

CHEMICAL NAME	CAS #	%	OCCUPATIONAL EXPOSURE LIMITS		
			OSHA	ACGIH	OTHER
Granules	-	20 – 45	NE	NE	NE
Limestone	1317-65-3	25 – 45	5 mg/m3 – resp. 15 mg/m3 – total	3 mg/m3 – resp. 10 mg/m3 – total	REL: 5 mg/m3 – resp. 10 mg/m3 – total
Oxidized Asphalt	64742-93-4	10 – 30	NE	0.5 mg/m3 (inhalable fraction, as benzene-soluble aerosol)	5 mg/m3 – ceiling (15 min. fumes)
Crystalline Silica	14808-60-7	0 – 10	10 mg/m3 / (% SiO2 + 2) – resp.	0.025 mg/m3	REL: 0.05 mg/m3 – resp.
Fiberglass Mat	65997-17-3	1 – 3	1 f/cc – resp.	1 f/cc – resp.	REL: 5 mg/m3 – total fibers
Titanium Dioxide	13463-67-7	0 – 4	15 mg/m3 – total	10 mg/m3 – total	REL: lowest feasible concentration

NE = Not Established

SECTION 4: FIRST AID MEASURES

FIRST AID PROCEDURES

EYES: Hold eyelids open and wash with gentle stream of water for at least 15 minutes preferably at eyewash fountain.

SKIN: Wash affected area thoroughly with soap and water.

INHALATION: Remove to fresh uncontaminated air.

INGESTION: Not expected to be ingested.

NOTES TO PHYSICIANS OR FIRST AID PROVIDERS: No information available

SECTION 5: FIRE FIGHTING PROCEDURES

SUITABLE EXTINGUISHING MEDIA:	Water spray, Alcohol foam, Carbon Dioxide, or Dry chemical.
HAZARDOUS COMBUSTION PRODUCTS:	Carbon dioxide and carbon monoxide.
RECOMMENDED FIRE FIGHTING PROCEDURES:	NIOSH-approved self-contained breathing apparatus is recommended for smoke protection.
UNUSUAL FIRE & EXPLOSION HAZARDS:	N/A

SECTION 6: ACCIDENTAL RELEASE MEASURES

ACCIDENTAL RELEASE MEASURES: Pick up large pieces. Avoid creating dusts during clean up.

SECTION 7: HANDLING AND STORAGE

HANDLING AND STORAGE:	No specific handling or storage requirements.
OTHER PRECAUTIONS:	None

SECTION 8: EXPOSURE CONTROLS/PERSONAL PROTECTION

ENGINEERING CONTROLS / VENTILATION:	N/A
RESPIRATORY PROTECTION:	N/A under normal use conditions. In circumstances where dust or fumes are generated and may exceed recognized allowable exposure levels, appropriate NIOSH approved respiratory protection is recommended.
EYE PROTECTION:	Safety glasses with side shields
SKIN PROTECTION:	Cotton or leather gloves are recommended when handling.
OTHER PROTECTIVE EQUIPMENT:	None
WORK HYGIENIC PRACTICES:	Wash exposed skin prior to eating, drinking or smoking and at the end of each shift.

SECTION 9: PHYSICAL AND CHEMICAL PROPERTIES

APPEARANCE & ODOR:	Granule coated shingle; no appreciable odor.		
FLASH POINT:	> 550 °F	**LOWER EXPLOSIVE LIMIT:**	No data

METHOD USED:	No data	UPPER EXPLOSIVE LIMIT:	No data
EVAPORATION RATE:	No data	BOILING POINT:	No data
pH (undiluted product):	No data	MELTING POINT:	No data
SOLUBILITY IN WATER:	No data	SPECIFIC GRAVITY:	No data
VAPOR DENSITY:	No data	PERCENT VOLATILE:	No data
VAPOR PRESSURE:	No data	MOLECULAR WEIGHT:	No data
VOC WITH WATER (LBS/GAL):	No data	WITHOUT WATER (LBS/GAL):	No data

SECTION 10: STABILITY AND REACTIVITY

THERMAL STABILITY: STABLE X UNSTABLE ☐

CONDITIONS TO AVOID (STABILITY): None known.

INCOMPATIBILITY (MATERIAL TO AVOID): None known.

HAZARDOUS DECOMPOSITION OR BY-PRODUCTS: Carbon Dioxide and Carbon Monoxide

HAZARDOUS POLYMERIZATION: Will Not Occur

SECTION 11: TOXICOLOGICAL INFORMATION

TOXICOLOGICAL INFORMATION: None available for the product. See section 3.

SECTION 12: ECOLOGICAL INFORMATION

ECOLOGICAL INFORMATION: No Information available.

SECTION 13: DISPOSAL CONSIDERATIONS

WASTE DISPOSAL METHOD: This product, as supplied, is not regulated as a hazardous waste by the U.S. Environmental Protection Agency (EPA) under Resource Conservation and Recovery Act (RCRA) regulations. Comply with state

and local regulations for disposal.

RCRA HAZARD CLASS: None

SECTION 14: TRANSPORTATION INFORMATION

U.S. DOT TRANSPORTATION

PROPER SHIPPING NAME:	This product is not classified as a hazardous material for transport.
HAZARD CLASS:	N/A
ID NUMBER:	N/A
PACKING GROUP:	N/A
LABEL STATEMENT:	N/A
OTHER:	N/A

SECTION 15: REGULATORY INFORMATION

U.S. FEDERAL REGULATIONS

TSCA:	This product and its components are listed on the TSCA 8(b) inventory.
CERCLA:	None
SARA	None
311 / 312 HAZARD CATEGORIES:	None
313 REPORTABLE INGREDIENTS:	None
CALIFORNIA PROPOSITION 65:	This product contains a chemical known to the state of California to cause cancer and birth defects, or other reproductive harm. Cancer: Oxidized Asphalt, Crystalline Silica and Titanium Dioxide.

Other state regulations may apply. Check individual state requirements. The following components appear on one or more of the following state hazardous substances lists:

Chemical Name	CAS #	CA	MA	MN	NJ	PA	RI
Limestone	1317-65-3	No	Yes	Yes	No	Yes	Yes
Oxidized Asphalt	64742-93-4	No	No	No	No	No	No
Crystalline Silica	14808-60-7	Yes	Yes	Yes	Yes	Yes	Yes

Fiberglass Mat	65997-17-3	Yes	No	Yes	Yes	No	Yes
Titanium Dioxide	13463-67-7	No	Yes	Yes	Yes	Yes	Yes

SECTION 16: OTHER INFORMATION

ADDITIONAL COMMENTS: None.

DATE OF PREVIOUS SDS: May 2013

CHANGES SINCE PREVIOUS SDS: Headquarters Address Change

This information relates to the specific material designated and may not be valid for such material used on combination with any other materials or in any process. Such information is to the best of our knowledge and belief accurate and reliable as of the date compiled. However, no representation, warranty or guarantee, expressed or implied, is made as to its accuracy, reliability, or completeness. It is the user's responsibility to satisfy himself as to the suitability and completeness of such information for his particular use. We do not accept liability for any loss or damage that may occur from the use of this information. Nothing herein shall be construed as a recommendation for uses which infringe valid patents or as extending a license of valid patents.

TABLE 2 GROUND SIGNS – DOUBLE POST					
SIGN DISTRICT	Maximum Sign Area	Maximum Structure Area	Maximum Structure Height	Maximum Structure Length	Minimum Setback
Downtown Sign District	24 sq. ft.	66 sq. ft.	5.5 ft.	12 ft.	15 ft.
Corridor Commercial Sign District	30 sq. ft.	72 sq. ft.	6 ft.	12 ft.	15 ft.
Office/Industrial Sign District	30 sq. ft.	72 sq. ft.	6 ft.	12 ft.	15 ft.
Residential Sign District - Non-residential Subdivision Use	20 sq. ft.	44 sq. ft.	5.5 ft.	8 ft.	15 ft.

B. Wall Signs

Permanent wall signs are permitted in the Downtown Sign District, the Corridor Commercial Sign District, the Office/Industrial Sign District and for non-residential uses in the Residential Sign District, subject to the following standards.

1. Wall signs are permitted only in districts listed in Table 3, subject to the regulations of Table 3 and this Title. The maximum Sign Area of a wall sign shall be ten percent (10%) of the area of the wall to which it is attached, including doors and windows, or the maximum wall sign area listed in Table 3, whichever is less.

2. Wall signs are permitted for each building wall that faces a public street or parking lot, with no more than one (1) wall sign permitted on any wall, unless permitted by Section 12-9-1(B)(11) and Section 12-9-1(B)(13). Where there is a secondary customer entrance, an additional wall sign is permitted but shall be limited to no more than sixteen (16) square feet and shall only indicate the name of the business and the words "entrance," "enter" or similar term.

3. The total area of a side wall sign or signs shall not exceed five percent (5%) of the area of the side façade of the principal building, including doors and windows, or twenty-five (25) square feet, whichever is less. Any side wall sign must be located facing a side yard of twelve (12) feet or more in width on the same lot.

4. Wall signs must be safely and securely attached to the building wall. Wall signs must be affixed flat against the building wall and must not project more than six (6) inches from the building wall. Illuminated wall signs shall not be permitted to extend more than twelve (12) inches beyond the sign face or sign structure.

5. No wall sign affixed to a building, including sign support structure, may project beyond the ends or top of the wall to which it is attached. On buildings existing on the effective date of this Title, July 1, 2009, a parapet wall must not be constructed for the sole purpose of increasing the allowable height of a wall sign.

6. Wall signs shall not cover windows, doors or architectural features.

7. For buildings in commercial use, wall signs should be located on the sign frieze, or the portion of the building immediately above the first floor windows and below the second

floor window sills in the case of a two-story building. For buildings in office use that are larger than two-stories, wall signs may be located on the top floor of the building no more than five (5) feet above the windows on the top floor and no portion of such wall sign shall extend above the roof line.

8. Wall signs may be constructed of wood, metal or plastic.

9. Internally illuminated wall signs shall only consist of backlit/halo illumination and be designed so light does not filter through the face of individually cut letter sets. In the Corridor Commercial and Office/Industrial Sign Districts, internal illumination where light is filtered through the face of individual letter sets is permitted under the following conditions: a) the majority of gross floor area must be devoted to office use; b) the wall sign shall only identify the office occupant; c) the building height must be a minimum of forty (40) feet; and d) the wall sign shall be mounted a minimum of thirty-five (35) feet above grade. Gooseneck reflectors are permitted on all wall signs provided the reflectors concentrate the illumination upon the sign face only.

10. In no case shall any side wall or rear wall sign be permitted to contain any form of illumination if said wall is adjacent to a residential district.

11. On multi-tenant commercial buildings, all wall signs must be located at a generally uniform height on the building wall in similar proportion to one another. Wall signs identifying individual tenant spaces in multi-tenant structures shall be centered within each leaseable space unless otherwise approved by the Department of Community and Economic Development. Signs within a multi-tenant commercial development must be of a natural or white finish, however a logo or mark registered with the United States Patent and Trademark Office shall not be limited by color. Where a single principal building is devoted to two (2) or more business or commercial uses, the operator of each such use may install a wall sign. The maximum area of each such sign shall be determined by the proportionate share of the front façade, including doors and windows, of the principal building occupied by each such use and applying such proportion to the total sign area permitted for the front wall of the building.

12. On multi-tenant office buildings, one wall sign shall be permitted per building frontage, provided signs have a minimum separation from the common edge of each building frontage equal to ten feet (10') or one third (1/3) of the length of the respective frontage, whichever is lesser.

13. On multi-tenant industrial buildings, individual tenant wall signs shall be permitted only for those tenant spaces that have individual entrances facing a public street or a parking lot. Such signs must be located over or next to a corresponding entrance at a uniform height on the building wall in similar proportion to one another. Regardless of whether the first wall sign in any multi-tenant building is installed over the entry or next to the entry, that same placement type shall be required for any additional signs in the same building. The maximum area of each such sign shall be determined by the proportionate share of the front façade, including doors and windows of the principal building occupied by each tenant space and applying such proportion to the total sign area permitted for the front wall of the building. Any two adjoining wall signs placed next to entrances shall be located no closer than 1 foot (1') from each other. Any two adjoining wall signs placed above entrances shall be located no closer than 5 feet (5') from each other.

14. Within a single-tenant commercial development, signs utilizing carved, etched, or raised letters are not limited by color. Metal letters and logos shall have a non-reflective metal surface.

15. Wall signs shall be attached to a building façade at a height of not less than eight (8) feet above any sidewalk, and may not extend over said thoroughfare and/or sidewalk.

16. Consistency must be provided between ground sign lettering for individual tenants and the corresponding lettering of wall signs on the façade of the building.

TABLE 3 WALL SIGNS					
SIGN DISTRICT	**Maximum Sign Area**	**Maximum Sign Length**	**Maximum Height of Sign Face**	**Maximum Height of Letters**	**Maximum Height of Logo**
Downtown Sign District	10% of the area of the wall to which the sign is attached	15 ft.	2 ft.	18 in.	24 in.
Corridor Commercial Sign District	10% of the area of the wall to which the sign is attached	18 ft.	3 ft.	24 in.	30 in.
Office/Industrial Sign District	10% of the area of the wall to which the sign is attached	20 ft.	3 ft.	24 in.	30 in.
Residential Sign District - Non-residential Use	10% of the area of the wall to which the sign is attached, or 24 sq. ft., whichever is less	8 ft.	2 ft.	12 in.	18 in.

C. Awnings and Canopies

Awnings and canopies that are considered an architectural feature of a building not used for advertising are not considered a sign. Awnings and canopies containing an advertising message shall be considered a sign, subject to review by the Village Board and are subject to the following regulations:

1. Awnings and canopies are permitted signs in any non-residential sign district.

2. All awnings or canopies must maintain a minimum eight (8) foot clearance from grade. Awnings and supports for canopies must not extend past a setback two (2) feet from the curb line, or if there is no curb line the property line.

3. An advertising message on any individual awning or canopy is limited to twenty-five percent (25%) of the surface of the vertical face of the awning or canopy on which it is placed. The advertising may contain one (1) of the following items of information per awning or canopy: the legal business name, logo, or a business product or service; all of a consistent color and font size. No more than four (4) awning or canopy signs are permitted on each frontage described in Paragraph 4 below.

4. Awning and canopy signs shall be permitted for each facade of a building or tenant space that has been designed to include a customer entrance, display or decorative window, or for which the architectural design treatment and details are the same as those used in the primary facade of the building, subject to review by the Architectural Review Board.

5. Awning or canopy signs shall be centered on the awning or canopy to which they are affixed and located parallel to the building facade upon which the awning or canopy is

ORDINANCE N O. _____

AN ORDINANCE GRANTING SIGN VARIANCES
FROM TITLE 12 OF THE VILLAGE CODE
FOR OAK TREE CORNERS
(430 Milwaukee Avenue)

WHEREAS, application has been made by FREP Lincolnshire, LLC, a Delaware limited liability company (the "Petitioner"), for approval of a variation from Section 12-9-1(B)(9) of the Lincolnshire Sign Control Ordinance to permit the installation of internally illuminated wall signs which do not consist of backlit/halo illumination, but which are designed so that light filters through the face of individually cut letter sets (the "Variance"), for on a multi-tenant commercial building at Oak Tree Corners (the "Development") on property commonly known as 430 Milwaukee Avenue, Lincolnshire, Illinois (the "Subject Property"); and

WHEREAS, a public hearing was duly advertised by certified or registered mail, return receipt requested, and publication on March 24, 2016, in the *Lincolnshire Review* and was held by the Architectural Review Board on April 12, 2016, on which date the Architectural Review Board voted in favor of recommending approval of the Petitioner's application for the Variance; and

WHEREAS, the Architectural Review Board has heretofore submitted to the Mayor and Board of Trustees of the Village of Lincolnshire, Lake County, Illinois, its findings of fact and recommendations related thereto, including that the Variance satisfies the standards to qualify for a sign variance set forth in Section 12-17-1 of the Village Code, attached hereto as **Exhibit C**; and

WHEREAS, the Corporate Authorities of the Village of Lincolnshire, Lake County, Illinois, have duly considered said finding and recommendations of said Architectural Review Board;

THEREFORE, BE IT ORDAINED by the Mayor and Board of Trustees of the Village of Lincolnshire, Lake County, Illinois, in exercise of its home rule authority, as follows:

SECTION 1: The findings and recommendations of the Architectural Review Board of the Village of Lincolnshire, Lake County, Illinois, are herein incorporated by reference as the findings of this Board to the same effect as if fully recited herein at length. All references in the findings and recommendations are made the references of the Mayor and Board of Trustees of the Village of Lincolnshire.

SECTION 2: That the property which is the subject of this Ordinance is legally described as set forth in **Exhibit A**, attached hereto and incorporated as though fully set forth herein.

SECTION 3: Variance. Subject to the conditions described in Section 4 below, a variance from Section 12-9-1(B)(9), Wall Signs, is hereby granted for the purpose of permitting the installation of internally illuminated wall signs which are designed so that light filters through the face of individually cut letter sets.

SECTION 4: The following exhibits shall be attached to and made a part of this Ordinance and, except as expressly modified by this Ordinance, all covenants, standards, requirements, designs or specifications in such exhibits shall be binding on the Petitioner:

A. Cover letter and presentation packet, dated April 4, 2016, attached hereto as **Exhibit B** and incorporated herein by reference;

provided, however, in the event the Petitioner, or its successor and assigns, elects to maintain the signs described herein in a manner providing for the same intensity, scale and purposes approved by this Ordinance, any future sign face changes may be made only with the recommendation of the Architectural Review Board and approval of the Village Board. The decision whether future modifications preserve or expand the intensity, scale and purposes for which the approved signs are used shall be made in the sole discretion of the Zoning Administrator.

SECTION 5. The specific terms and conditions of this Ordinance shall prevail against other existing ordinances of the Village to the extent that there might be any conflict. Except for the foregoing limitation, the development of the Subject Property is subject to all terms and conditions of applicable ordinances and regulations of the Village of Lincolnshire.

SECTION 6. No order granting the variances herein shall be valid for longer than one year from the date approval was granted by the Corporate Authorities unless an application for building permit is filed with the Village's Building Official within such period or the use is commenced within such period. The Corporate Authorities may grant one extension of time not exceeding one year, upon written application made within the initial one year period, without further notice or hearing. The right to so extend said time shall not include the right to grant additional relief by expanding the scope of variance.

SECTION 7: Any person violating the terms and conditions of this Ordinance shall be subject to a penalty not exceeding Five Hundred Dollars ($500.00) with each and every day that the violation of the Ordinance is allowed to remain in effect being deemed a complete and separate offense. In addition, the appropriate authorities of the Village may take such other action as they deem proper to enforce the terms and conditions of this Ordinance, including,

without limitation, an action in equity to compel compliance with its terms. Any person violating the terms of this Ordinance shall be subject, in addition to the foregoing penalties, to the payment of court costs and reasonable attorneys' fees. This section shall not apply to the Village of Lincolnshire, its officials, agents or employees.

SECTION 8: The premises shall be made available for inspection by any department of the Village at all reasonable times for compliance with this Ordinance and any other laws or regulations.

SECTION 9: This Ordinance shall be in full force and effect from and after its passage, approval and publication in pamphlet form as provided by law. Provided, however, that this Ordinance shall not take effect until a true and correct copy of this Ordinance is executed by the Petitioner or such other parties in interest consenting to and agreeing to be bound by the terms and conditions contained within this Ordinance. Such execution shall take place within sixty (60) days after the passage and approval of this Ordinance or within such extension of time as may be granted by the Corporate Authorities by motion.

PASSED this _____th day of _____, 2016, by the Corporate Authorities of the Village of Lincolnshire on a roll call vote as follows:

AYES:

NAYS:

ABSTAIN:

ABSENT:

APPROVED this ____th day of _____, 2016.

_____
Elizabeth Brandt, Mayor

ATTEST:

_____
Barbara Mastandrea, Village Clerk

Published by me in pamphlet form
this ____th day of _____, 2016.

ACKNOWLEDGED and ACCEPTED
this ___ day of _____, 2016.

FREP LINCOLNSHIRE, LLC

By: _____

Its:

EXHIBIT A

LEGAL DESCRIPTION OF THE SUBJECT PROPERTY

EXHIBIT B

APPROVED SIGN PLANS

[ATTACHED]

EXHIBIT C

FINDINGS FOR SIGN VARIATIONS

Responses to Standards of Review for Findings of Fact

Village of Lincolnshire

Agenda Item
3.4 ARB

REQUEST FOR BOARD ACTION
Architectural Review Board
April 12, 2016

Subject:	City Park Retail Center – Regal Theater Site Redevelopment Plan
Action Requested:	Review of Site Design, Landscape Plans, Building Elevations, Exterior Lighting, Parking, Exterior Signage and Site Amenities for Proposed Redevelopment of Regal Theater Site, Including a 302-Unit Luxury Apartment Complex in City Park Development at the Southwest Corner of Milwaukee Avenue and Aptakisic Road (ECD Company)
Petitioner:	ECD-Lincolnshire Theater, LLC
Originated By/Contact:	Tonya Zozulya, Economic Development Coordinator Department of Community & Economic Development
Advisory Board Review:	Architectural Review Board

Background:

- ECD-Lincolnshire Theater, LLC, the petitioner and property owner, requests ARB review regarding the proposed site design, landscape plans, building elevations, exterior lighting, parking, exterior signage and site amenities for a proposed 302-unit luxury apartment proposal on the existing Regal Theater site. The 19-acre site is located on the southwest corner of Milwaukee Avenue and Aptakisic Road. The subject property is part of the mixed-use CityPark commercial development, as shown on the attached Location Map.
- The property is located on the former Aptakisic Sand & Gravel site annexed into the Village in 1986. It is governed by an existing Planned Unit Development (PUD) and Annexation Agreement. The Regal Theater was constructed in 1997, with the remainder of the Center completed in 2003.
- At the February 8, 2016 Committee of the Whole meeting, the Village Board referred the proposal to the ARB for design review. On February 16, 2016, the ARB held a preliminary design review meeting. On February 29, 2016, at the Petitioner's request, the ARB conducted a design workshop and noted the following focus areas requiring further attention prior to Tuesday's meeting:

    - Provide detailed landscape plans incorporating evergreen trees and a significant landscape design for the median leading to the theater and apartments.
    - Provide further information regarding traffic impacts and explore feasibility of a secondary access point off Aptakisic Road.
    - Refine the interior site traffic circulation plan to eliminate potential conflicts between the residential development and movie theater, and
    - Consider an alternate building elevation color scheme.

Project Summary:

- ECD seeks to redevelop the Regal Cinema property, including renovation and reduction in size and number of theaters from 21 screens (including IMAX) to 15 screens (IMAX to remain). The attached cover letter and presentation packet outlines the proposal in detail. The request contemplates reducing the theater building footprint, revising a portion of existing parking areas, and constructing a 302-unit luxury rental apartment complex on the southern end of the property.

- The current ARB's review should focus on the following areas:
    - Site design
    - Landscaping
    - Building elevations (design, materials, colors, massing, scale and height)
    - Exterior lighting
    - Parking
    - Exterior signage and site amenities

Note: Internal building design elements or functions are not within the ARB purview but may be considered during the PUD Public Hearing at the Village Board.

Plan Review Comments:

Please note the petitioner requests a number of code exceptions which will be reviewed in detail at the Village Board Public Hearing (see attached list for information purposes).

- Site Design
  The proposed 302-unit luxury rental apartment complex is to be located on approximately 8 acres of the 19.5-acre Regal Theater site. Two buildings (east and west) are proposed south of the existing movie theater (see attached Sheets 10-12). The site will be improved with pedestrian walkways designed to maximize pedestrian experience and connect the residential development with the rest of CityPark, as well as Lincolnshire Commons and neighboring office parks.

- Landscaping
  Extensive landscaping is proposed in the center median and adjacent to the two buildings (see attached Sheets 13-15). Staff recommends additional evergreens be planted along the west side of the West building and along the south elevations of the West and East buildings for added year-round interest.

- Building Elevations
  Proposed buildings (see attached Sheets 17-19) are designed of fiber cement panels in "Patina" and "Rust" colors. The buildings are proposed to be 4 stories and 57' height. The petitioner indicates the goal of the proposed color scheme is to create a bold and vibrant development appealing to millennials, empty-nesters and single professionals. An alternate building color scheme will be provided at Tuesday's meeting. Rooftop equipment screening meets code (see attached Sheet 24 and 29 and building elevations).

- Exterior Lighting
  A combination of pole-mounted and bollard lights are proposed for the apartment portion of the site (see attached Sheets 35 and 36). The proposed light pole height and lighting levels meet code requirements. Please note the existing light poles will remain in the theater parking lot.

- Parking
  The Site Plan (see attached Sheet 10) indicates a total of 1,230 parking spaces provided on the entire site including Regal Theater parking which exceeds code requirements by 115 spaces. Staff discussed with the petitioner the Village's concerns about the proposed 24' wide parking lot drive aisles (rather than 25' as required by code) and the 18' long stalls (rather than 19' as required by code). The petitioner indicated they would like to seek a code exception regarding these parking dimensions during the Public Hearing at the Village Board.

- Exterior Signage and Site Amenities
  Each building is proposed to have brown-colored metal wall and blade signs with pin-mounted LED acrylic letters identifying the development name "404 Social." In addition, a "blade-style" identification monument sign with a corresponding brick wall is proposed along Aptakisic Road (see attached Sheets 32 and 33). The monument sign has a brick column and a metal sign cabinet with pin-mounted LED acrylic letters matching the building sign design. The proposed monument sign is to be landscaped with a variety of species meeting code landscape area requirements. ***Staff requests the ARB's determination regarding whether evergreen bushes should be installed at the sign base for winter interest. The petitioner developed an alternate sign base landscape plan including evergreen species and will provide it at Tuesday's meeting.***

- Site Amenities
  The development provides for a wide array of indoor and outdoor amenities some of which will be open to the general public (see attached Sheet 31). Outdoor amenities include a trail loop around the buildings, boardwalk, kayaking, swimming pool, cabanas and bocce court. Included in the site plan are bike racks, benches, waste receptacles and bollard lights.

- Traffic Impact & Interior Site Circulation
  The Village Engineer reviewed the attached traffic impact study and traffic control signage plan, prepared by KLOA traffic consultants. The petitioner also submitted the study to Lake County Department of Transportation for review and is awaiting comments. The Village Engineer and consultants do not believe the apartments will adversely impact traffic on Aptakisic Road. ***However, the petitioner still needs to demonstrate, through additional data and/or alternate design options, a safe and efficient ingress and egress into the Regal Theater primary parking area. The petitioner is expected to be prepared to address this matter at Tuesday's ARB meeting.***

Staff Recommendations:

Staff recommends forwarding a favorable recommendation of the proposed development plans with the following conditions:

1. Install additional evergreen trees along the west side of the West building and along the south side of the West and East buildings for all-season interest.
2. Provide additional data and/or alternate design options regarding the proposed interior site circulation plan to staff for further review and approval prior to the Village Board meeting demonstrating a safe and efficient ingress/egress into the Regal Theater parking lot.

Motion:
The Architectural Review Board moves to recommend to the Village Board for their approval of a proposed site design, landscape plans, building elevations, exterior lighting, parking, exterior signage and site amenities for a proposed redevelopment of the Regal Theater site, including a 302-unit luxury apartment complex, located within the CityPark Retail Center at the southwest corner of Milwaukee Avenue, as presented in packet submitted by ECD-Lincolnshire Theater LLC, dated April 5, 2016, and as depicted in the material/color sample board provided at the meeting, subject to the Staff recommendations, and further subject to. . . . .

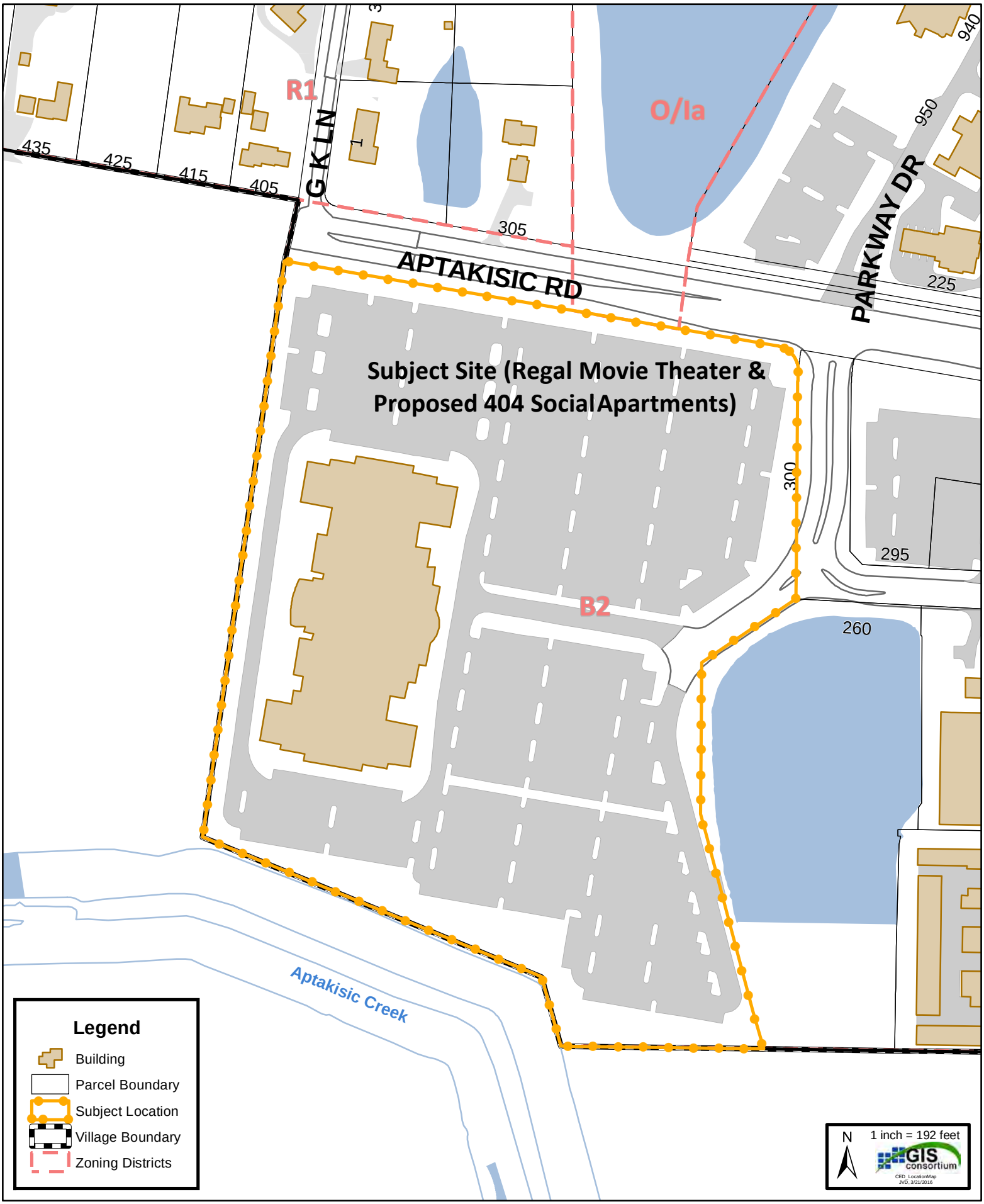
{Insert any additional conditions or modification desired by the Architectural Review Board}

Reports and Documents Attached:
- Cover letter, prepared by Scott Greenberg of ECD, dated April 5, 2016.
- Presentation packet, prepared by HKM, dated April 4, 2016.
- Proposed Traffic Control Signage Plan, prepared by KLOA, dated March 18, 2016.
- Traffic Impact Study, prepared by KLOA, dated March 23, 2016.
- List of code exceptions sought, compiled by Steve Bauer, ECD Attorney.

Meeting History	
Preliminary Evaluation - Committee of the Whole	January 11, 2016
Continued Preliminary Evaluation – Committee of the Whole	February 8, 2016
ARB Preliminary Review	February 16, 2016
ARB Workshop	February 29, 2016
ARB Consideration & Discussion (current)	April 12, 2016

Village of Lincolnshire
Community & Economic Development

300 Parkway Dr



ECD COMPANY
250 PARKWAY DRIVE, SUITE 120
LINCOLNSHIRE, IL 60069
847.229.9200 PHONE
847.229.9266 FAX

April 5, 2016

Chairman Grover and the Architectural Review Board
Village of Lincolnshire
One Olde Half Day Road
Lincolnshire, Illinois 60069

Re: Submission and Plans for Architectural Review Board ("ARB") Review and Request for a Recommendation to the Village Board of Trustees for a 300 Unit Luxury Apartment Community in the most Southwesterly Portion of CityPark Lincolnshire (the "Project")

Dear Chairman Grover and the Architectural Review Board:

We are delighted to return to the ARB on Tuesday, April 12th, to formally present many additional design details to the plans for the Project that were previously presented to the ARB as well as offer a wide host of carefully crafted refinements to our plans that are intended to be responsive to comments that we received from both ARB members and the Village Staff.

I believe our architects, HKM, have done an excellent job embracing the Village comments and concerns and have challenged themselves to improve the Project further.

Some of the highlighted issues in the HKM submission include:

1) Providing highly detailed landscape and hardscape drawings that are meant to provide color and outdoor interest year round.
2) Satisfying the Access Requirements of the Lincolnshire-Riverwoods Fire Department, while still optimizing outdoor green belt surrounding the Project.
3) Using lyrically designed landscape elements to substantially upgrade and elevate both the vehicular and pedestrian theater arrival experience.
4) Carefully re-visiting the traffic movements to optimize both the efficiency and safety of vehicular and pedestrian movements.
5) Providing greater detailed plan information for site amenities, outdoor seating, equipment screening, interior access plans, site and roof equipment plans, exterior lighting plans, exterior signage plans, detailed signage landscape plans, and photometric lighting plans.
6) Presenting ground level renderings that better illustrate the low density feeling of the multifamily development from the perspective of a pedestrian.

KLOA, our traffic consultants, will attend the ARB meeting in order to revisit the traffic and internal circulation issues previously raised by the ARB. KLOA has provided additional information to the Village Staff regarding these issues. Specifically, William

Woodward of KLOA has had conversations with Lake County Division of Transportation (LCDOT) regarding a possible second access point along Aptakisic Road.

KLOA has formally provided LCDOT with a copy of the Traffic Study that was previously submitted to the Village (which KLOA had initially prepared in accordance with LCDOT Standards). The purpose of the formal submission to Lake County was to request that LCDOT provide a formal permission to allow the additional land use at CityPark and also to request that LCDOT consider the additional access.

William Woodward's informal initial take away from his conversations with LCDOT was that it would be highly unlikely for an additional right-in/right to ever be approved, considering that the anticipated in-bound/out-bound traffic demand from the Project (along with a smaller Regal Theatre facility) will be the same or even lower than the traffic demand was expected to be when the traffic light was initially approved for CityPark.

HKM Architects and KLOA have revisited and reviewed different traffic circulation plans for the Project at the recommendation of the ARB. While both HKM and KLOA believe the current site plan that has been submitted represents the most efficient and safest pedestrian and traffic movements, KLOA will be providing for discussion purposes the alternative access plans that were considered.

Finally, HKM has further studied alternative color options for the exterior that replace the teal color. At the ARB meeting, HKM will be prepared to present these alternatives.

We are hopeful the ARB finds these refinements to the plan acceptable and acts to recommend the Project to the Village Board.

Thank you,

Sincerely,

Scott David Greenberg
President
ECD Company

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ECD COMPANY
Innovation in Real Estate

404 social

CityPark
Lincolnshire, Illinois

43 South Vail Avenue
Arlington Heights, Illinois 60005
Job No. 15022 © 2016

April 4, 2016

HKM ARCHITECTS + PLANNERS, INC.

ECD COMPANY
Innovation in Real Estate

404 social

CityPark
Lincolnshire, Illinois

Perspective

Sheet 1

43 South Vail Avenue
Arlington Heights, Illinois 60005
Job No. 15022 © 2016

April 4, 2016

HKM ARCHITECTS + PLANNERS, INC.

ECD COMPANY
Innovation in Real Estate

404 social

CityPark
Lincolnshire, Illinois

East Pond

Sheet 2

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Arlington Heights, Illinois 60005
Job No. 15022 © 2016

April 4, 2016

HKM ARCHITECTS + PLANNERS, INC.

ECD COMPANY
Innovation in Real Estate

404 social

CityPark
Lincolnshire, Illinois

Entry Drive

Sheet 3

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Arlington Heights, Illinois 60005
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April 4, 2016

HKM ARCHITECTS + PLANNERS, INC.

ECD COMPANY
Innovation in Real Estate

404 social

CityPark
Lincolnshire, Illinois

Entry Lobby

Sheet 4

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Arlington Heights, Illinois 60005
Job No. 15022 © 2016

April 4, 2016

HKM ARCHITECTS + PLANNERS, INC.

ECD COMPANY
Innovation in Real Estate

404 social

CityPark
Lincolnshire, Illinois

Amenity Space

Sheet 5

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Arlington Heights, Illinois 60005
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April 4, 2016

HKM ARCHITECTS + PLANNERS, INC.

ECD COMPANY
Innovation in Real Estate

404 social

CityPark
Lincolnshire, Illinois

View of Access Drive

Sheet 6

43 South Vail Avenue
Arlington Heights, Illinois 60005
Job No. 15022 © 2016

April 4, 2016

HKM ARCHITECTS + PLANNERS, INC.

ECD COMPANY
Innovation in Real Estate

404 social

CityPark
Lincolnshire, Illinois

West Building

Sheet 7

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Arlington Heights, Illinois 60005
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April 4, 2016

HKM ARCHITECTS + PLANNERS, INC.

ECD COMPANY
Innovation in Real Estate

404 social

CityPark
Lincolnshire, Illinois

Landscape Median View A

Sheet 8

43 South Vail Avenue
Arlington Heights, Illinois 60005
Job No. 15022 © 2016

April 4, 2016

HKMI
ARCHITECTS + PLANNERS, INC.

ECD COMPANY
Innovation in Real Estate

404 social

CityPark
Lincolnshire, Illinois

Landscape Median View B

Sheet 9

43 South Vail Avenue
Arlington Heights, Illinois 60005
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April 4, 2016

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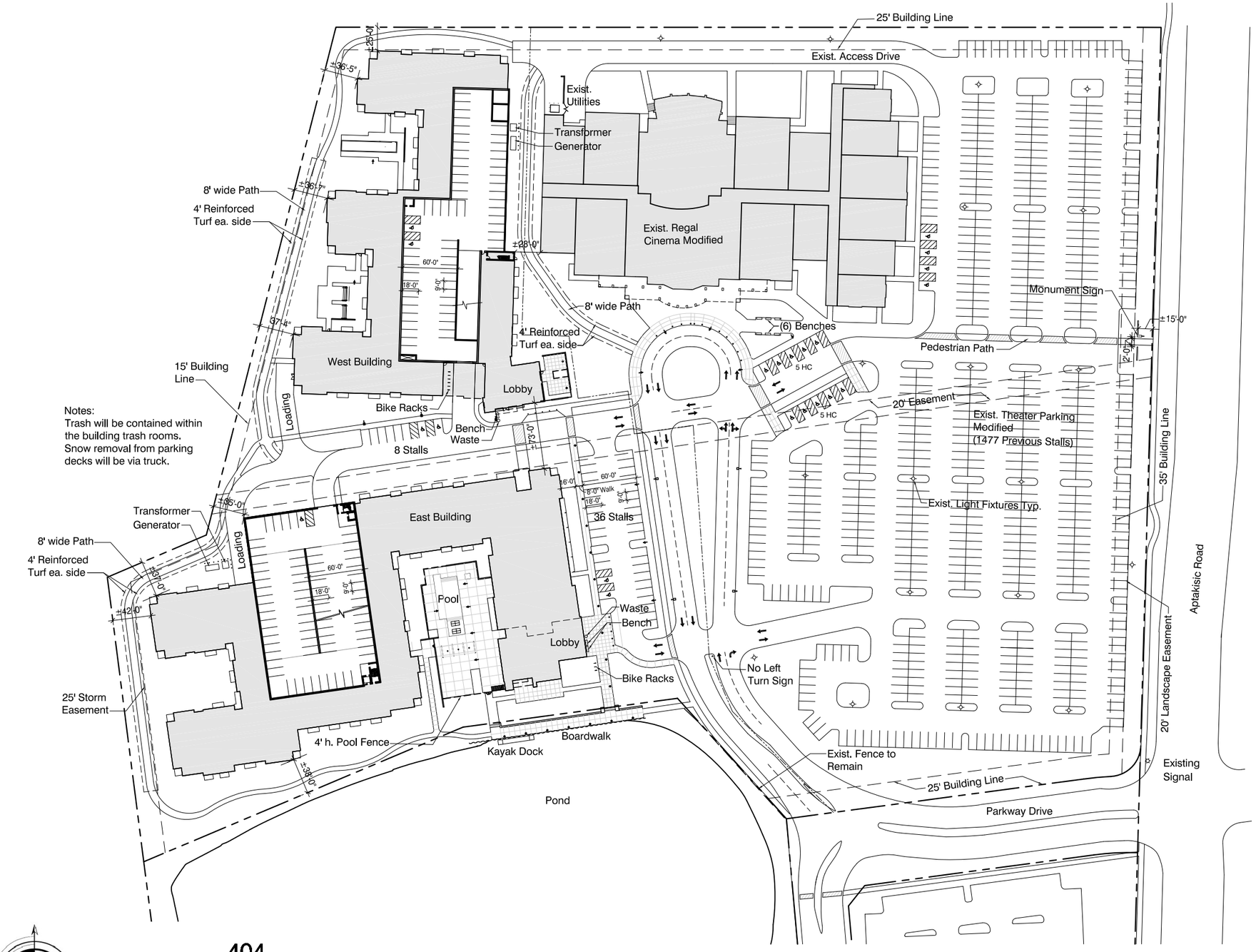

Site Data

Zoning Classification	B2 PUD	
Site Area	±850,749 sf	
	Existing	Proposed
Open Space Area		±284,085 sf (33%)
Impervious Surface Area	±646,612 sf (76%)	±613,582 sf (72%)

Building Data

	Existing	Proposed
Theater Bldg. Area	± 93,937 sf	± 75,117 sf
East Bldg. Gross Area		± 324,698 sf
East Bldg. Parking Garage Area		± 96,756 sf
East Bldg. Net Area (Bldg. Gross - Parking Area)		± 227,942 sf
West Bldg. Gross Area		± 253,266 sf
West Bldg. Parking Garage Area		± 99,343 sf
West Bldg. Net Area (Bldg. Gross - Parking Area)		± 153,923 sf
Total Gross Area		± 653,081 sf
Total Net Area		± 456,982 sf
FAR (TOTAL Net Area ÷ Site Area)		0.54
Residential Bldg. Ht.		53'-6"

Building Unit Data

	East Bldg.	West Bldg.	Total
Efficiency:	13	8	21
1 Bedroom:	75	45	120
2 Bedroom:	83	63	146
3 Bedroom:	8	7	15
Total Units:	179	123	302

Parking Data

		Required		Provided
Theater	(±1,500 seats x 1/3)	500		683
East Bldg.	(Eff. units + 1Br units =88) (2Br units + 3Br units =91) (88 x 1.5 + 91 x 2.5)	360	(324 garage + 36 surface)	360
West Bldg.	(Eff. units + 1Br units =53) (2Br units + 3Br units =70) (53 x 1.5 + 70 x 2.5)	255	(247 garage + 8 surface)	255
Total Spaces		1,115		1,230

North 0 60' 120' 240'

Sheet 10

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CityPark
Lincolnshire, Illinois

Site Layout

43 South Vail Avenue
Arlington Heights, Illinois 60005
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Site Detail - East

North

Sheet 11

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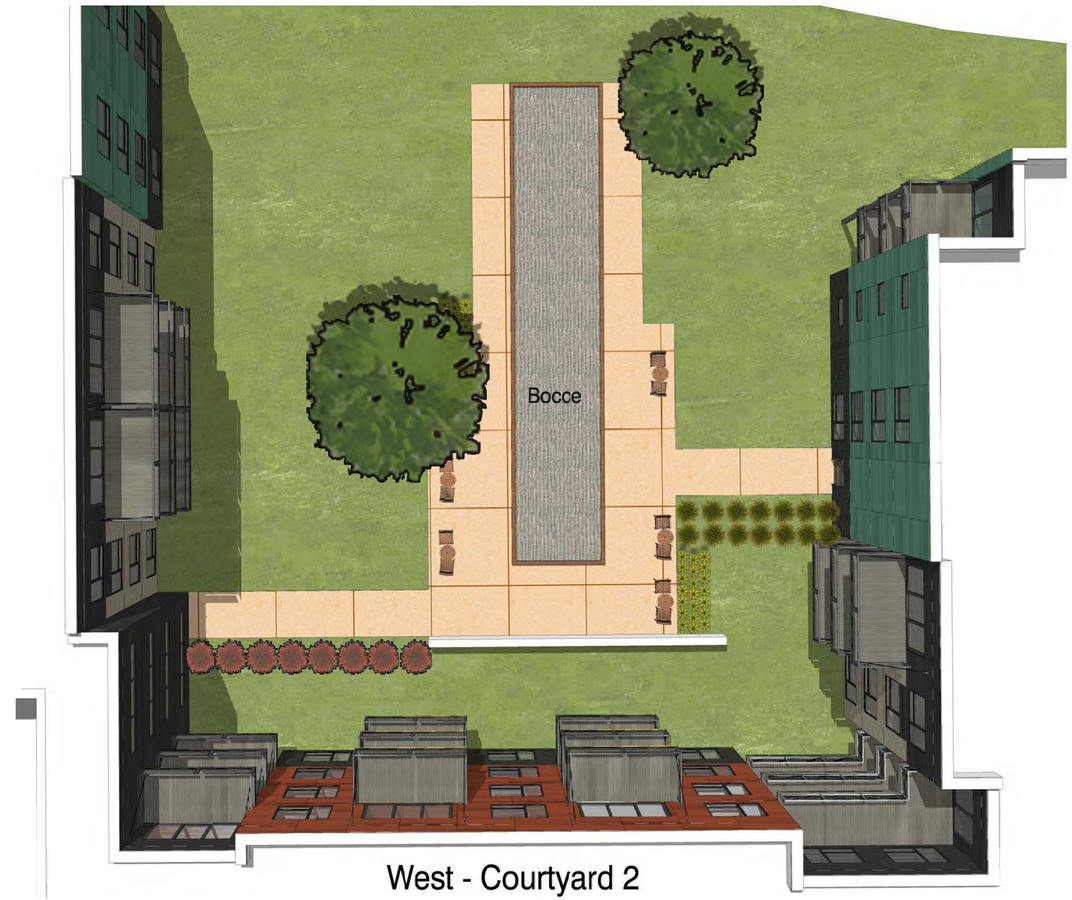
West - Courtyard 1



West - Courtyard 2

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Site Detail - West

North

Sheet 12

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Trees

	sym	Botanic Name	Common Name	Size
18	AC	Amelanchier grandiflora 'Cole's Select'	Cole's Serviceberry	M-Stem 10' Ht. BB
6	AM	Acer x fremanii 'Marmo'	Marmo Maple	2.5" BB
7	AMx	Acer x fremanii 'Marmo'	Marmo Maple	4.5" BB
1	AS	Acer saccharum 'Morton'	Morton Sugar Maple	3" BB
4	ASx	Acer saccharum 'Morton'	Morton Sugar Maple	4.5" BB
9	CO	Celtis occidentalus 'Chicagoland'	Chicagoland Hackberry	2.5" BB
2	COx	Celtis occidentalus 'Chicagoland'	Chicagoland Hackberry	4.5" BB
11	GB	Ginkgo biloba	Male Ginkgo	2.5" BB
15	PG	Picea glauca 'Densata'	Black Hills Spruce	14' Ht. BB
36	PS	Pinus strobus	Eastern White Pine	10" Ht. BB
36	PT	Populus tremuloides	Quaking Aspen	M-Stem 10' Ht.
19	QB	Quercus bicolor	Swamp White Oak	2" BB
12	UM	Ulmus davidiana 'Morton'	Morton Elm	2.5" BB
5	UMx	Ulmus davidiana 'Morton'	Morton Elm	4.5" BB

Shrubs

	sym	Botanic Name	Common Name	Size
92	BG	Buxus x 'Glencoe'	Glencoe Boxwood	24" BB
112	DS	Diervilla sessilifolia 'Butterfly'	Southern Bush Honeysuckle	24" BB
114	EA	Euonymus alatus 'Compactum'	Compact BurningBush	24" BB
25	HA	Hydrangea arborescens 'Annabelle'	Annabelle Hydrangea	24" BB
13	HT	Hydrangea paniculata 'Tardiva'	Tardiva Hydrangea	30" BB
49	IV	Itea virginica 'Morton'	Morton Sweetspire	24" BB
57	JC	Juniperus chinensis 'Kallay's Compact'	Compact Juniper	24" BB
146	RA	Rhus aromatica 'Gro Low'	Gro Low Sumac	18" BB
41	SG	Spiraea japonica 'Gold Flame'	Gold Flame Spirea	18" BB
40	SK	Syringa pubescens 'Miss Kim'	Miss Kim Lilac	30" BB
48	TT	Taxus x media 'Tauntonii'	Taunton Yew	24" BB
23	VA	Viburnum x rhytidophylloides 'Alleghany'	Alleghany Viburnum	4' BB
45	VB	Viburnum dentatum 'Christom'	Blue Muffin Viburnum	24" BB
28	VJ	Viburnum x 'Juddii'	Judd Viburnum	4' BB

Perennials

	sym	Botanic Name	Common Name	Size
317	asb	Allium 'Summer Beauty'	Summer Beauty Onion	#1 Cont.
327	cak	Calamagrostis x acutiflora 'K.Foerster'	Karl Foerster F. Reed Grass	# 1 Cont.
135	cvz	Coreopsis verticillata 'Zagreb'	Zagreb Tickseed	#1 Cont.
83	cne	Calamintha nepeta	Catmint	#1 Cont.
57	elj	Eupatorium dubium 'Little Joe'	Little Joe Joe-pye Weed	#1 Cont.
45	epb	Euphorbia polychroma 'Bonfire'	Cushion Spurge	#1 Cont.
40	gao	Galium oderatum	Sweet Woodruff	#1 Cont.
106	gsa	Geranium sanguineum ' Album'	White Cranesbil	#1 Cont.
122	hhr	Hemerocallis 'Chicago Apache'	Repeating Red Daylilly	#1 Cont.
144	lms	Liriope muscari 'Silvery Sunproof'	Silvery Sunproof Lilyturf	#1 Cont.
73	mst	Matteuccia struthiopteris	Ostrich Fern	#1 Cont.
78	pls	Perovskia atriplicifolia 'Little Spire'	Little Spire Russian Sage	#1 Cont.
-	ptg	Pachysandra terminalis 'Green Carpet'	Green Carpet Pachysandra	4" pots
91	pvn	Panicum virgantum ' Northwind'	Northwind Switch Grass	#2 Cont.
39	snc	Salvia nemorosa 'Caradonna'	Caradonna Meadow Sage	#1 Cont.
55	snw	Salvia nemorosa 'Wesuwe'	Wesuwe Meadow Sage	#1 Cont.
97	ssn	Sedum spectabile 'Neon'	Neon Sedum	#1 Cont.
907	sea	Seslaria autumnalis	Autumn Moor Grass	#1 Cont.
300	ssc	Schizachyrium scoparium 'Carousel'	Carousel Little Bluestem	#1 Cont.
53	soh	Stachys officinalis 'Hummelo'	Hummelo Betony	#1 Cont.

- all landscape beds to be mulched with natural color hardwood mulch
- oak trees to be installed at 2" BB to improve survivability and long term growth
- open space (404social parcel) = ±119,017 sf @ 33 %

	Req'd	Provided (404 social parcel count only)
Shade @ 2.5"	17	11 - not including 19 QB @ 2"
Shade @ 4.5"	17	18
Ornam @ 6' ht	11	-
Ornam @ 8.5' ht	11	38
Evergrn @ 8' ht	14	-
Evergrn @ 10' ht	14	37

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CityPark
Lincolnshire, Illinois

Landscape Layout

Sheet 13

North 0 60' 120' 240'

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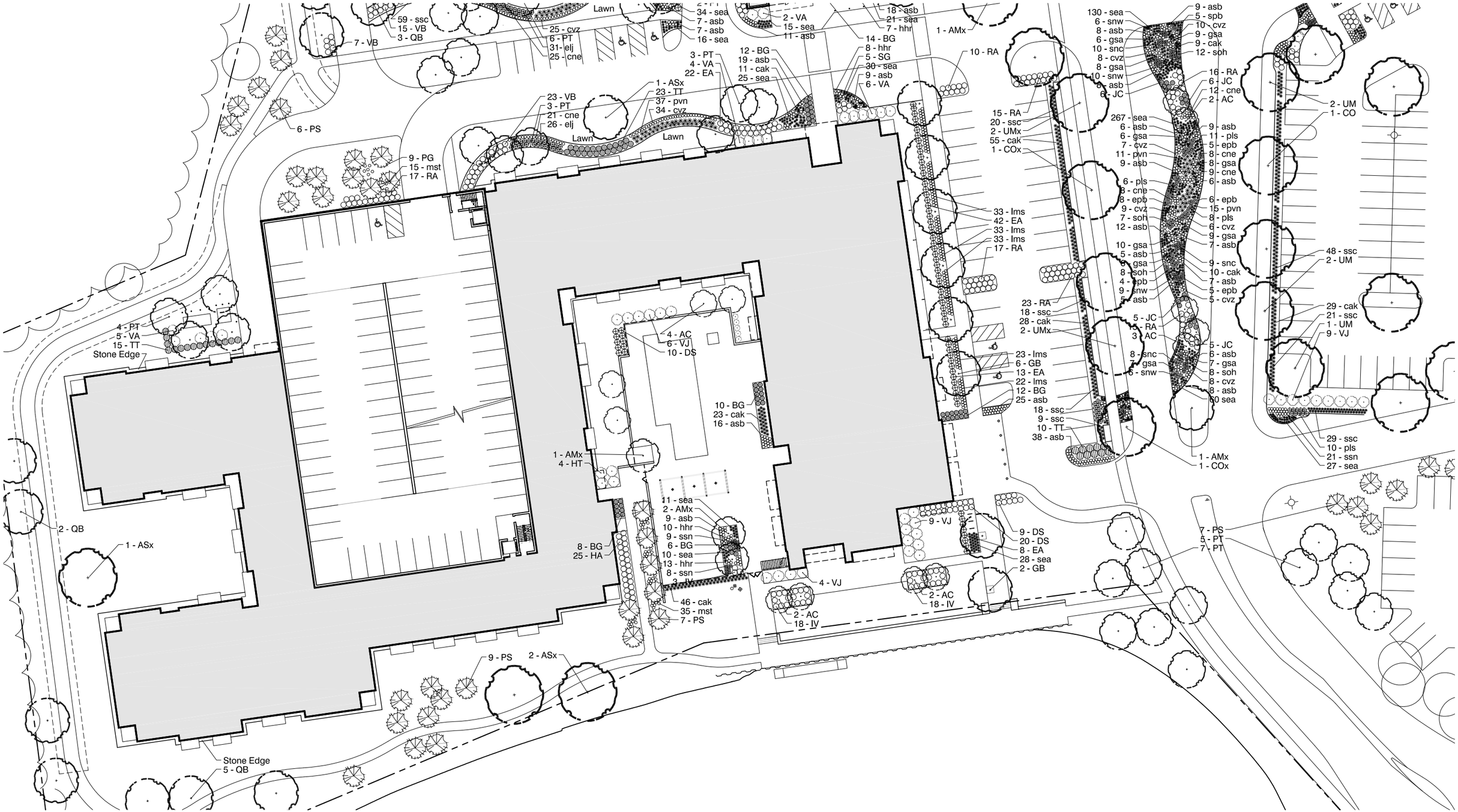

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CityPark
Lincolnshire, Illinois

East Landscape Layout

North

0 25' 50' 100'

Sheet 14

43 South Vail Avenue
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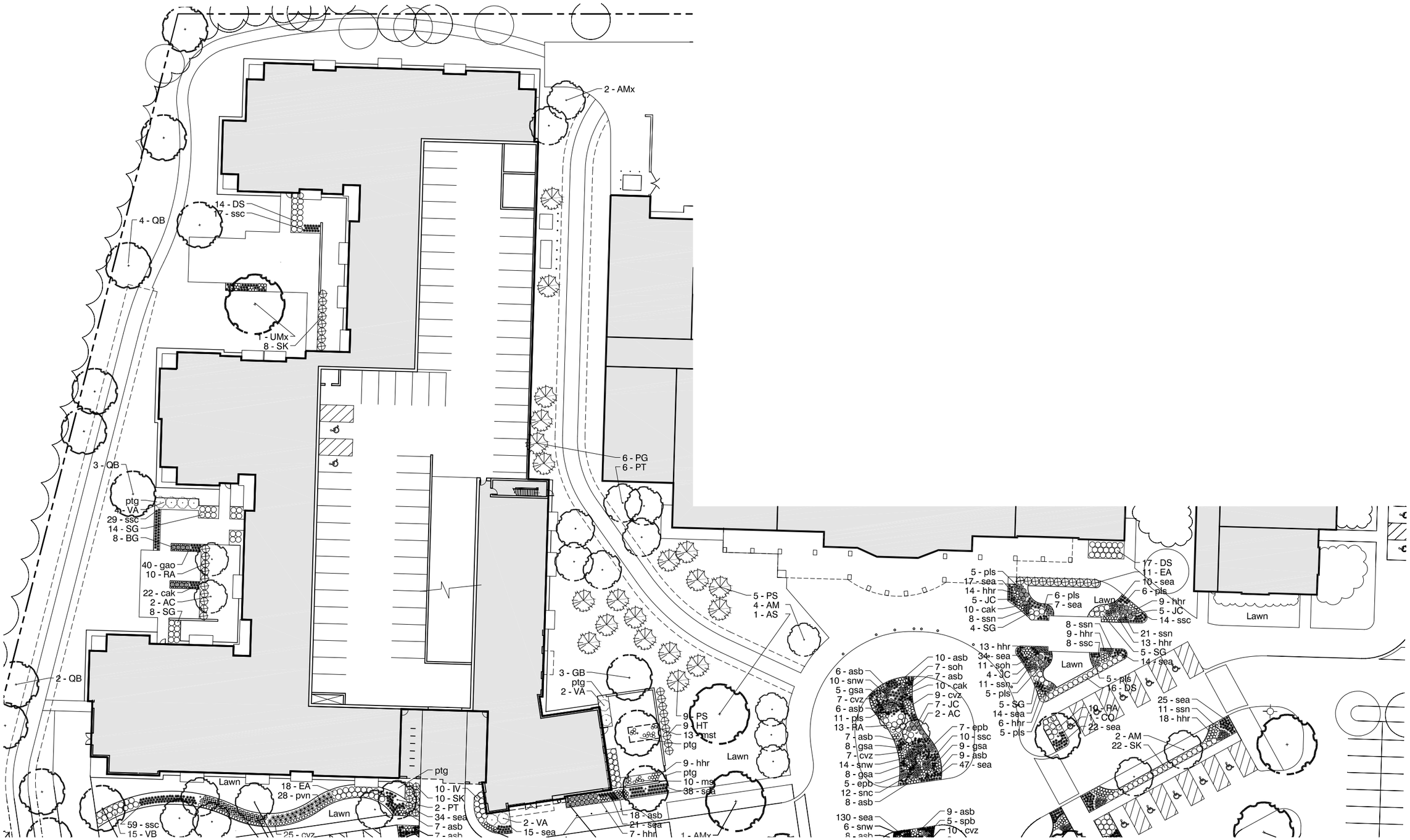

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CityPark
Lincolnshire, Illinois

West Landscape Layout

North 0 25' 50' 100'

Sheet 15

43 South Vail Avenue
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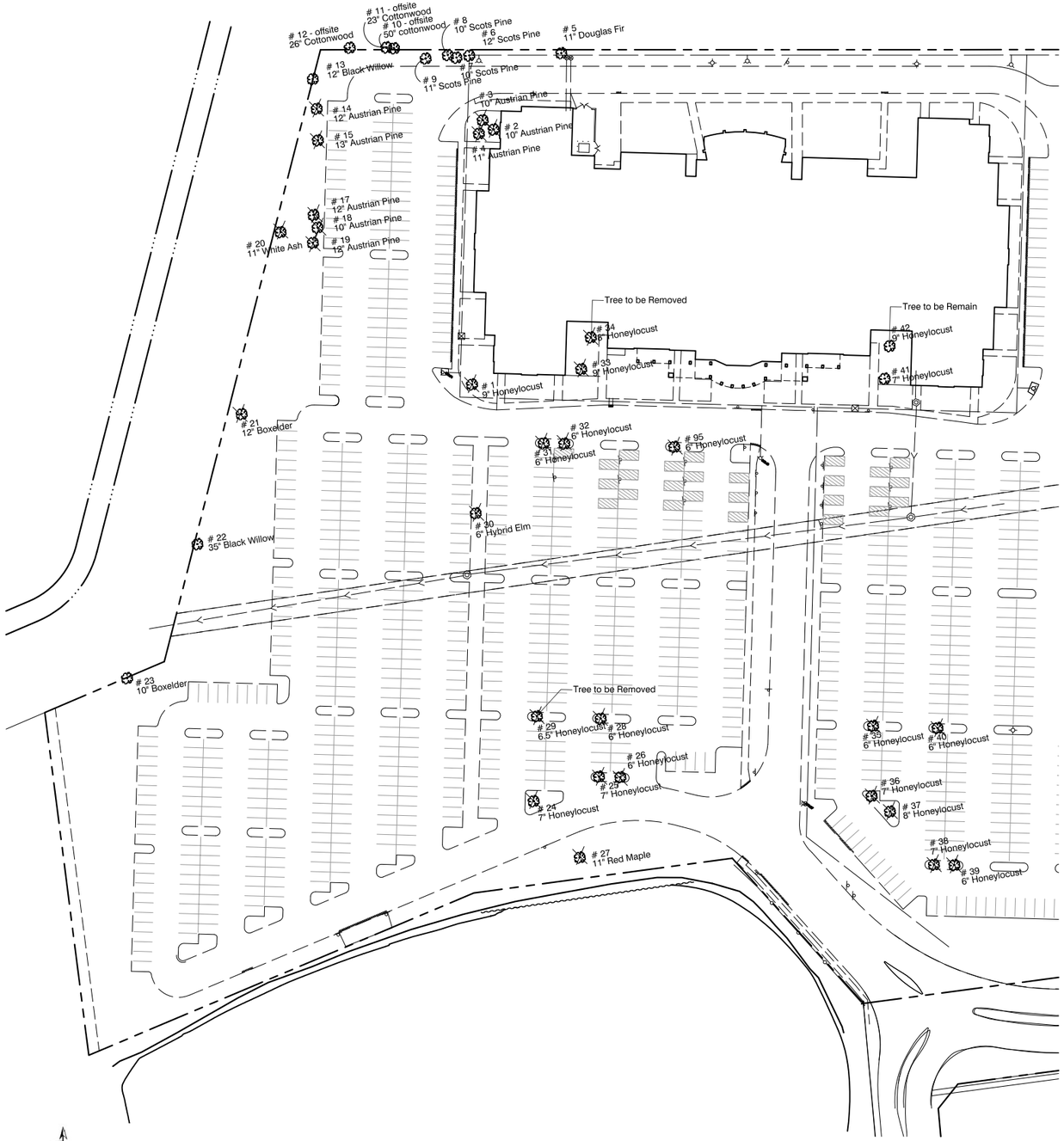

Tree Inventory Listing
404 Social
Lincolnshire, IL
Prepared by Urban Forest Management, Inc. 3/21/2016

Tag No.	Common Name	Botanical Name	Size	Cond.	Form	Problems	Comments
~~1~~	Honeylocust	Gleditsia triacanthos	9	3	4	damaged leader, slight lean	
~~2~~	Austrian Pine	Pinus nigra	10	3	4	minor deadwood, lower branches shaded out	
~~3~~	Austrian Pine	Pinus nigra	10	3	4	minor deadwood, one sided, multiple leaders	
~~4~~	Austrian Pine	Pinus nigra	11	4	3	minor deadwood	
5	Douglas-fir	Pseudotsuga menziesii	11	3	2	minor deadwood	
6	Scots Pine	Pinus strobus	12	3	3	slight lean	
7	Scots Pine	Pinus strobus	10	1	4	one sided	
8	Scots Pine	Pinus strobus	13	3	3	weak crotch, double leader	
9	Scots Pine	Pinus strobus	11	3	3	minor deadwood, over-topped	
10	Cottonwood	Populus deltoides	50	3	4	minor deadwood, weak crotch, one sided, slight sweep	Forked at 5'.
11	Cottonwood	Populus deltoides	23	4	3	minor deadwood, weak crotch, dieback, slight sweep	Forked at 4.5' with a 22" co-leader.
12	Cottonwood	Populus deltoides	26	5	4	minor deadwood, decay, dieback, hollow	Twin leader dead at 6'.
13	Black Willow	Salix nigra	12	3	3	suckering	Forked at base and 3' with 10", 9", 6", 5" co-leaders.
~~14~~	Austrian Pine	Pinus nigra	12	3	4	minor deadwood, weak crotch, one sided, double leader	
~~15~~	Austrian Pine	Pinus nigra	13	3	3	minor deadwood	
~~16~~	Austrian Pine	Pinus nigra	8	3	4	one sided, over-topped, slight lean	
~~17~~	Austrian Pine	Pinus nigra	12	3	3	minor deadwood	
~~18~~	Austrian Pine	Pinus nigra	10	5	3	minor deadwood, sparse foliage, metal in trunk, dieback	
~~19~~	Austrian Pine	Pinus nigra	12	1	2	minor deadwood	
~~20~~	White Ash	Fraxinus americana	11	5	2	minor deadwood, emerald ash borer	
~~21~~	Boxelder Maple	Acer negundo	12	3	3	minor deadwood, weak crotch, suckering	Forked at base and 3' with 10", 10", 7" co-leaders.
22	Black Willow	Salix nigra	35	4	3	minor deadwood, weak crotch, dieback, multiple leaders	
23	Boxelder Maple	Acer negundo	10	3	3	minor deadwood, weak crotch	Forked at .5' with 10", 7", 7", 6", 5" co-leaders.
~~24~~	Honeylocust	Gleditsia triacanthos	7	3	2	sparse foliage	
~~25~~	Honeylocust	Gleditsia triacanthos	7	3	2		
~~26~~	Honeylocust	Gleditsia triacanthos	6	4	4	damaged leader	
~~27~~	Red Sunset Maple	Acer rubrum 'Red Sunset'	11	3	3	damaged leader	
~~28~~	Honeylocust	Gleditsia triacanthos	6	3	2		
~~29~~	Honeylocust	Gleditsia triacanthos	6.5	3	2	minor deadwood	
~~30~~	Hybrid Elm	Ulmus x spp.	6	2	3	weak crotch, multiple leaders	
~~31~~	Honeylocust	Gleditsia triacanthos	6	5	5	trunk scar, decay, damaged leader	
~~32~~	Honeylocust	Gleditsia triacanthos	6	4	4	trunk scar, one sided, suckering	
~~33~~	Honeylocust	Gleditsia triacanthos	9	3	3	double leader	
~~34~~	Honeylocust	Gleditsia triacanthos	8	3	2		
~~35~~	Honeylocust	Gleditsia triacanthos	6	3	2		
~~36~~	Honeylocust	Gleditsia triacanthos	7	3	3	basal scar	
~~37~~	Honeylocust	Gleditsia triacanthos	8	3	3	weak crotch	
~~38~~	Honeylocust	Gleditsia triacanthos	7	4	5	sparse foliage, incorrect pruning	
~~39~~	Honeylocust	Gleditsia triacanthos	6	3	2	suckering	
~~40~~	Honeylocust	Gleditsia triacanthos	6	3	3	suckering	
41	Honeylocust	Gleditsia triacanthos	7	3	3	suckering, multiple leaders	
42	Honeylocust	Gleditsia triacanthos	9	3	2	suckering	
~~95~~	Honeylocust	Gleditsia triacanthos	6	3	4	suckering, damaged leader	

Survey of trees 6" and larger per Village Code

Replacements required = 170 to 255 caliper inches (depending upon species of replacement trees)

- Landscape plan provides 467 caliper inches.

Condition Classes:
1 - excellent
2 - good to fair
3 - fair
4 - fair to poor
5- poor
6 - dead

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CityPark
Lincolnshire, Illinois

Tree Preservation Plan

Sheet 16

North 0 60' 120' 240'

43 South Vail Avenue
Arlington Heights, Illinois 60005
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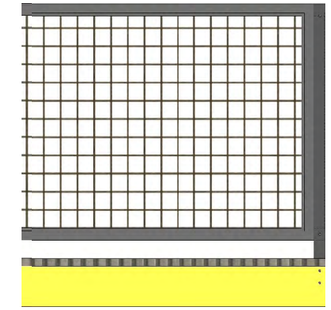
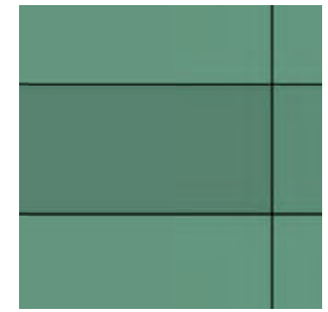
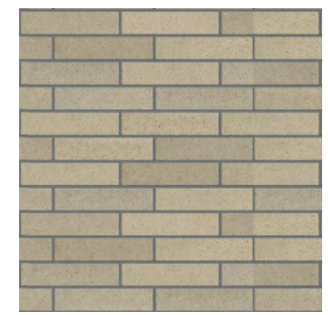
Metal Panel System


Prefinished Metal Balcony

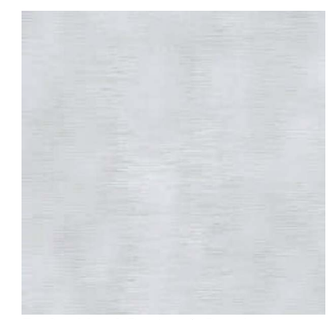

Fiber Cement Panels A

Fiber Cement Panels B


Brick B (not shown)

Stone

Brick A


Prefin. Metal Coping & Sunshade

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CityPark
Lincolnshire, Illinois

Elevation Detail

Sheet 17

0 4' 8' 16'

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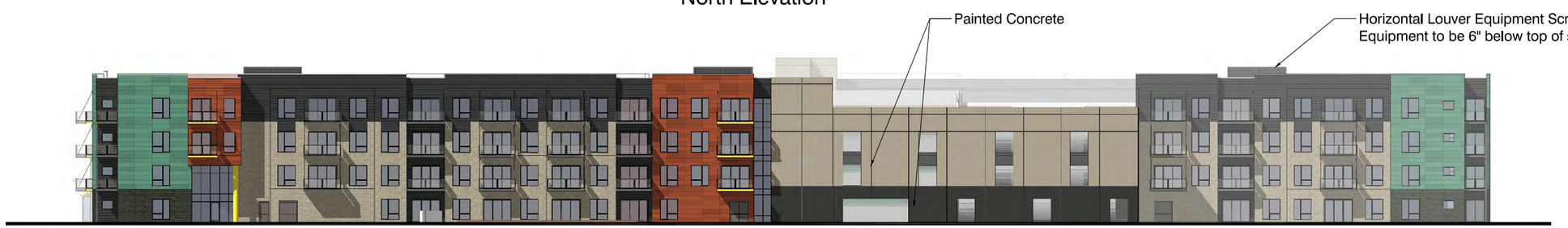
South Elevation

North Elevation



West Elevation

East Elevation

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CityPark
Lincolnshire, Illinois

East Building Elevations

Sheet 18

0 20' 40' 80'

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South Elevation

North Elevation

West Elevation

East Elevation

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CityPark
Lincolnshire, Illinois

West Building Elevations

Sheet 19

0 20' 40' 80'

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CityPark
Lincolnshire, Illinois

East Building - 1st Floor

Project North

0 20' 40' 80'

Sheet 20

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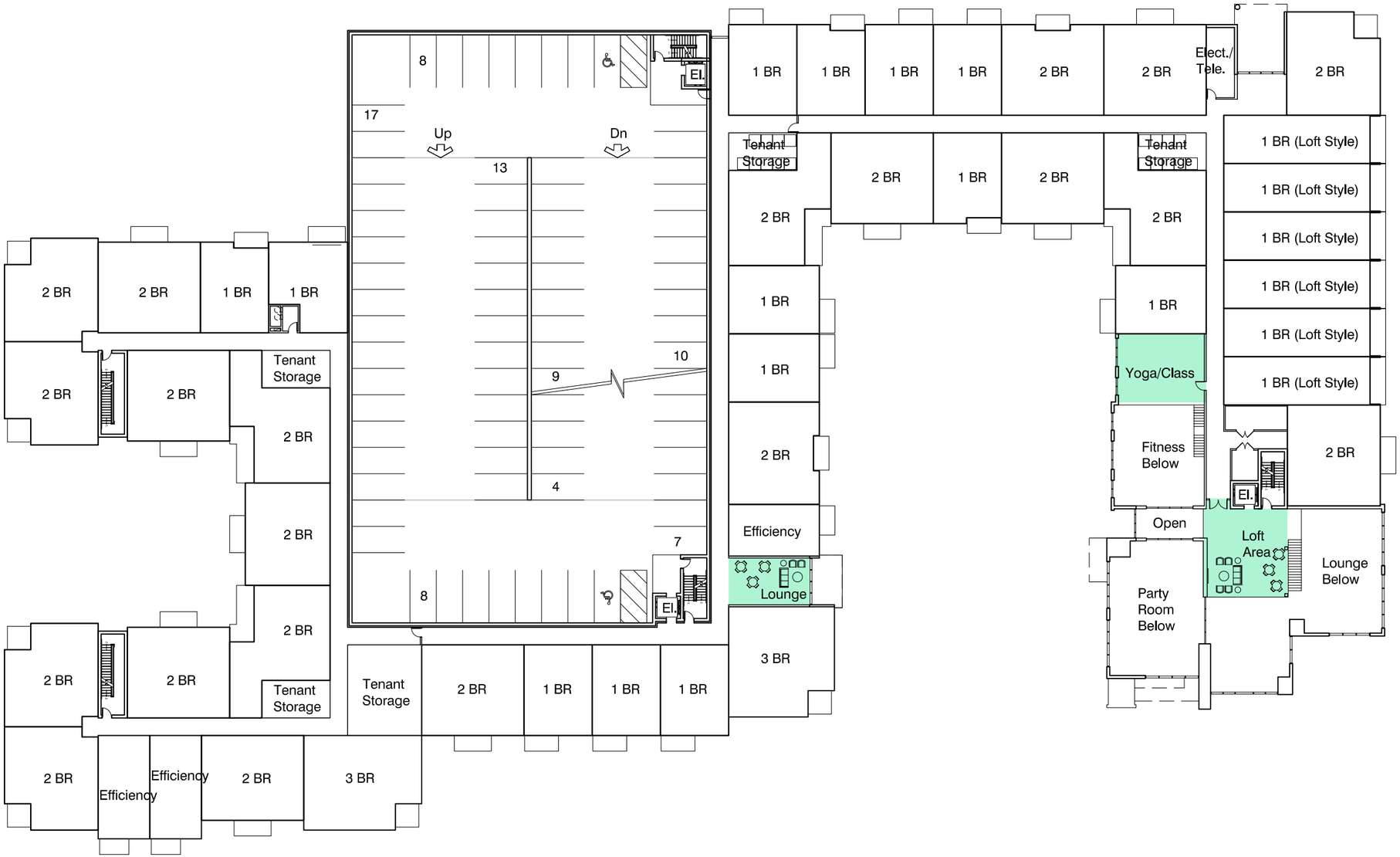

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CityPark
Lincolnshire, Illinois

East Building - 2nd Floor

Project North

0 20' 40' 80'

Sheet 21

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CityPark
Lincolnshire, Illinois

East Building - 3rd Floor

Sheet 22

Project North

0 20' 40' 80'

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CityPark
Lincolnshire, Illinois

East Building - 4th Floor

Project North

0 20' 40' 80'

Sheet 23

43 South Vail Avenue
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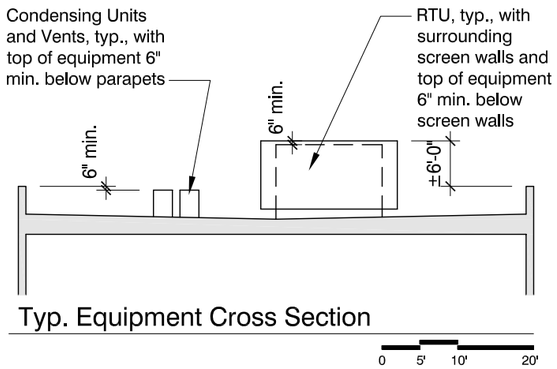
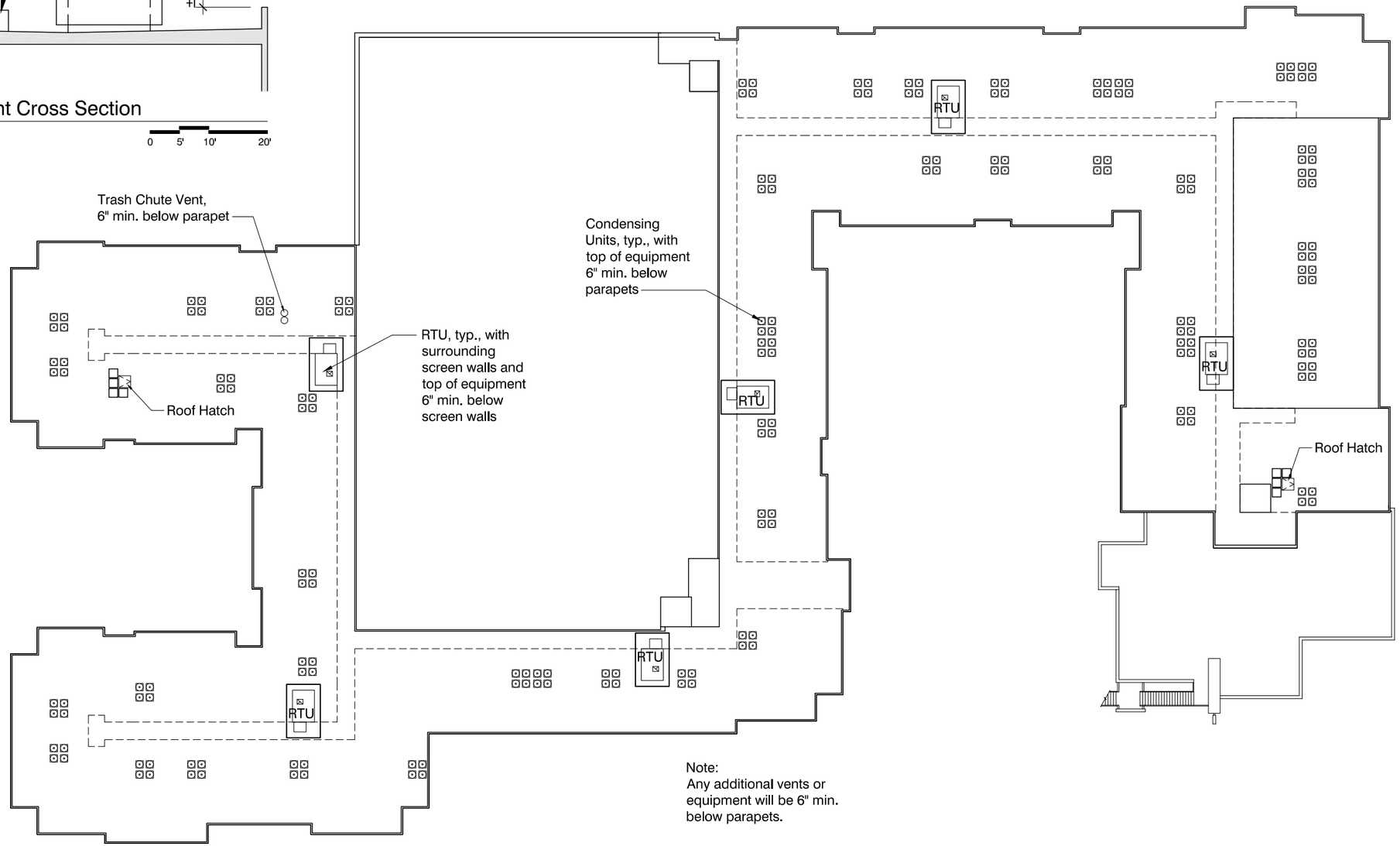


Typ. Equipment Cross Section



Note:
Any additional vents or equipment will be 6" min. below parapets.

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CityPark
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East Building - Equipment Plan

Project North

0 20' 40' 80'

Sheet 24

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CityPark
Lincolnshire, Illinois

West Building - 1st Floor

Project North

0 20' 40' 80'

Sheet 25

43 South Vail Avenue
Arlington Heights, Illinois 60005
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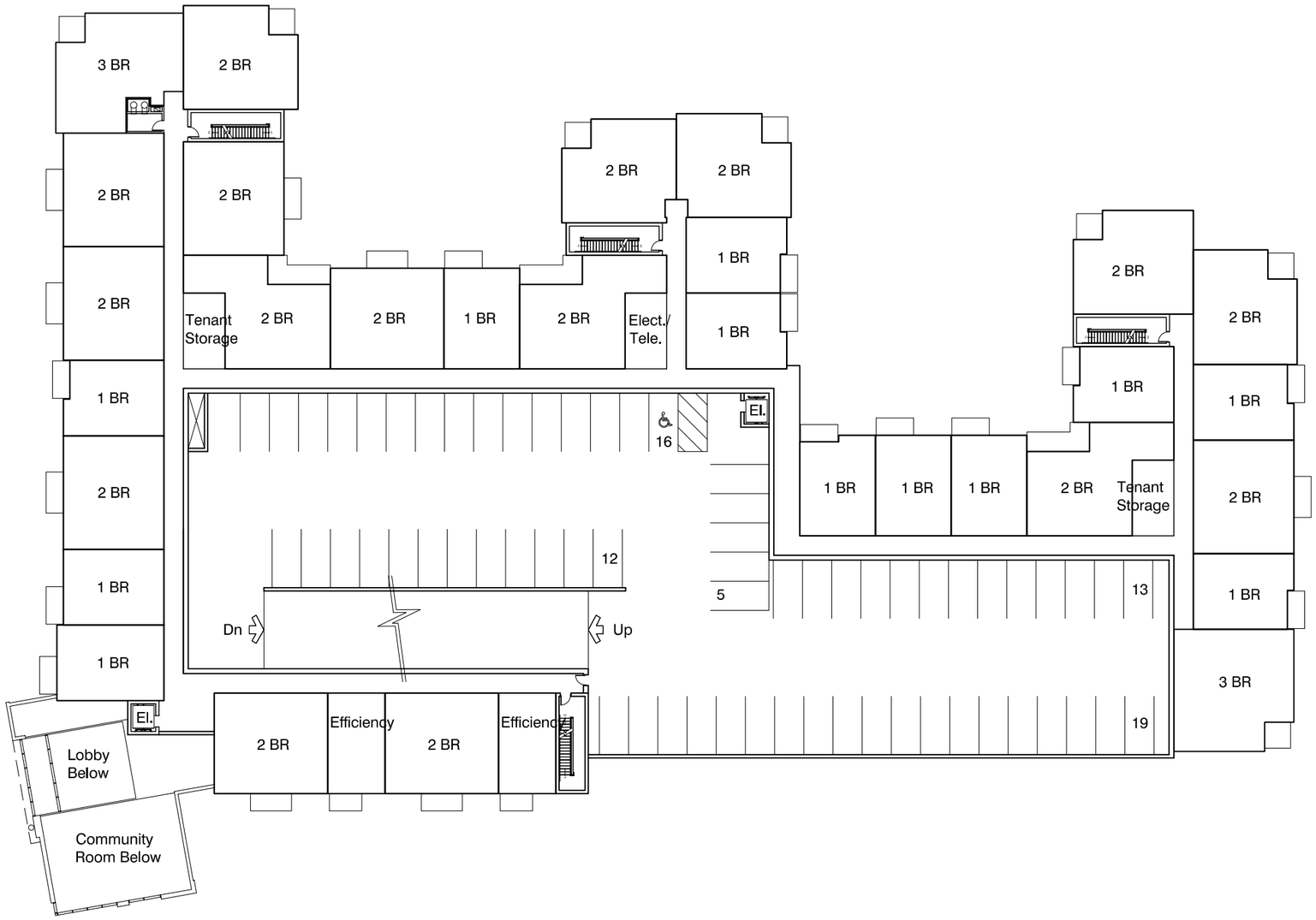

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Innovation in Real Estate

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CityPark
Lincolnshire, Illinois

West Building - 2nd Floor

Sheet 26

Project North

0 20' 40' 80'

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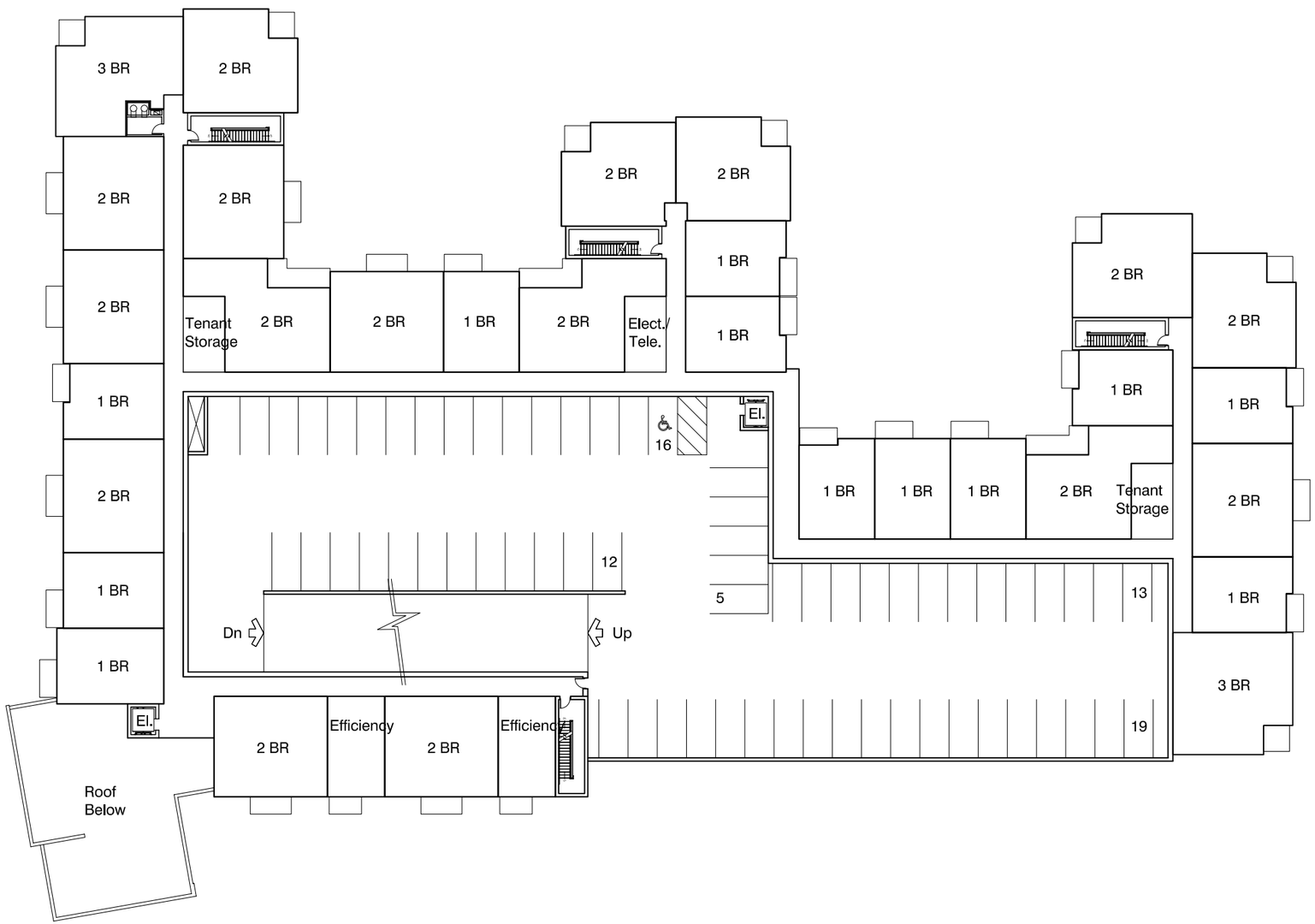

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Innovation in Real Estate

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CityPark
Lincolnshire, Illinois

West Building - 3rd Floor

Sheet 27

Project North

0 20' 40' 80'

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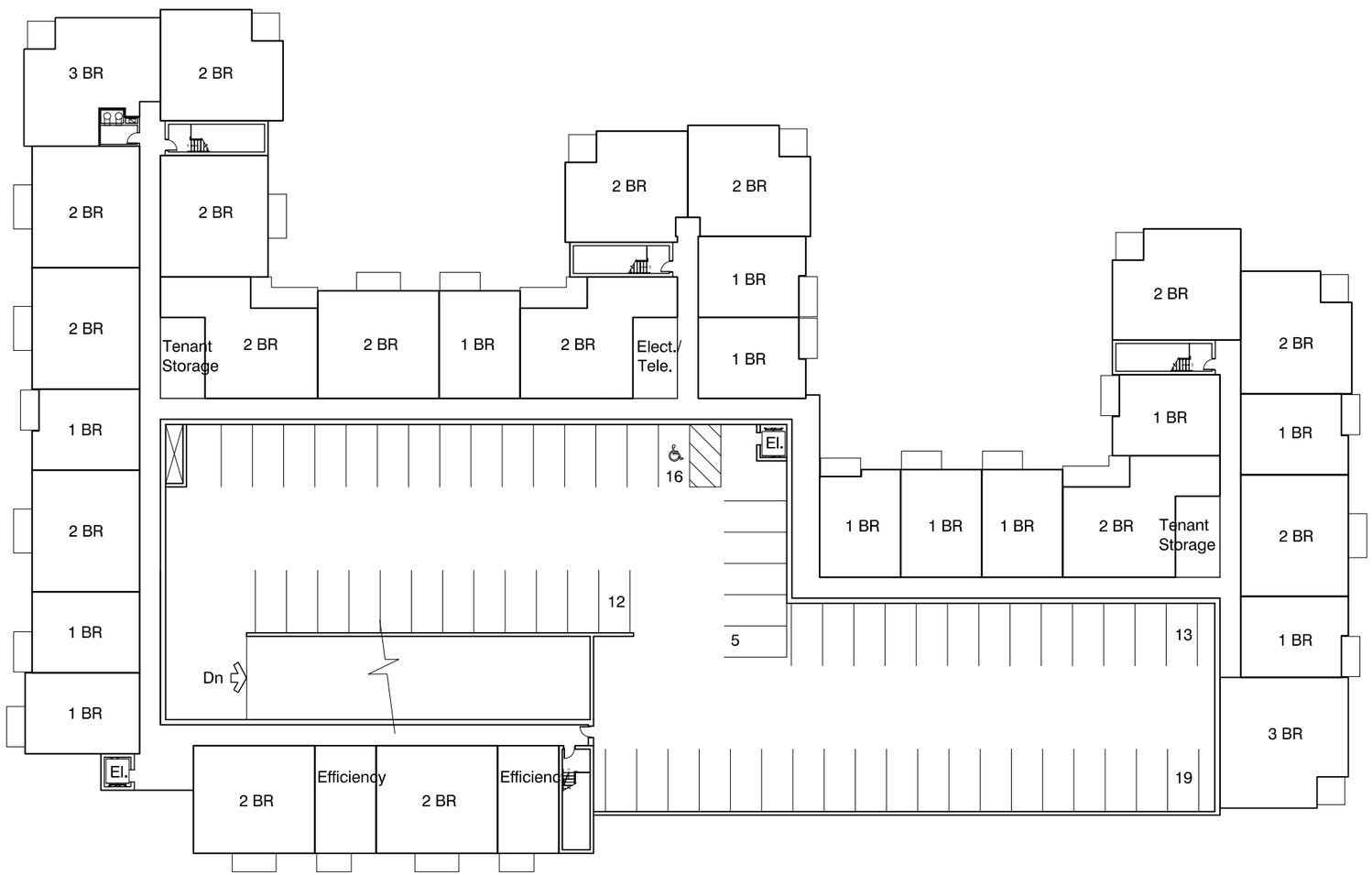

ECD COMPANY
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CityPark
Lincolnshire, Illinois

West Building - 4th Floor

Sheet 28

Project North

0 20' 40' 80'

43 South Vail Avenue
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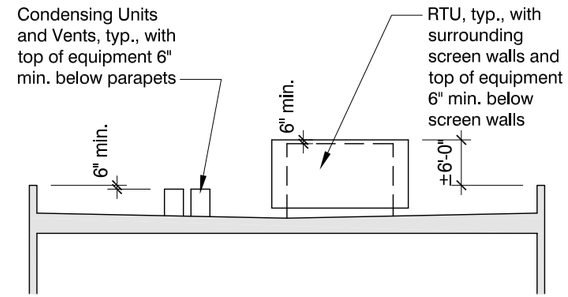
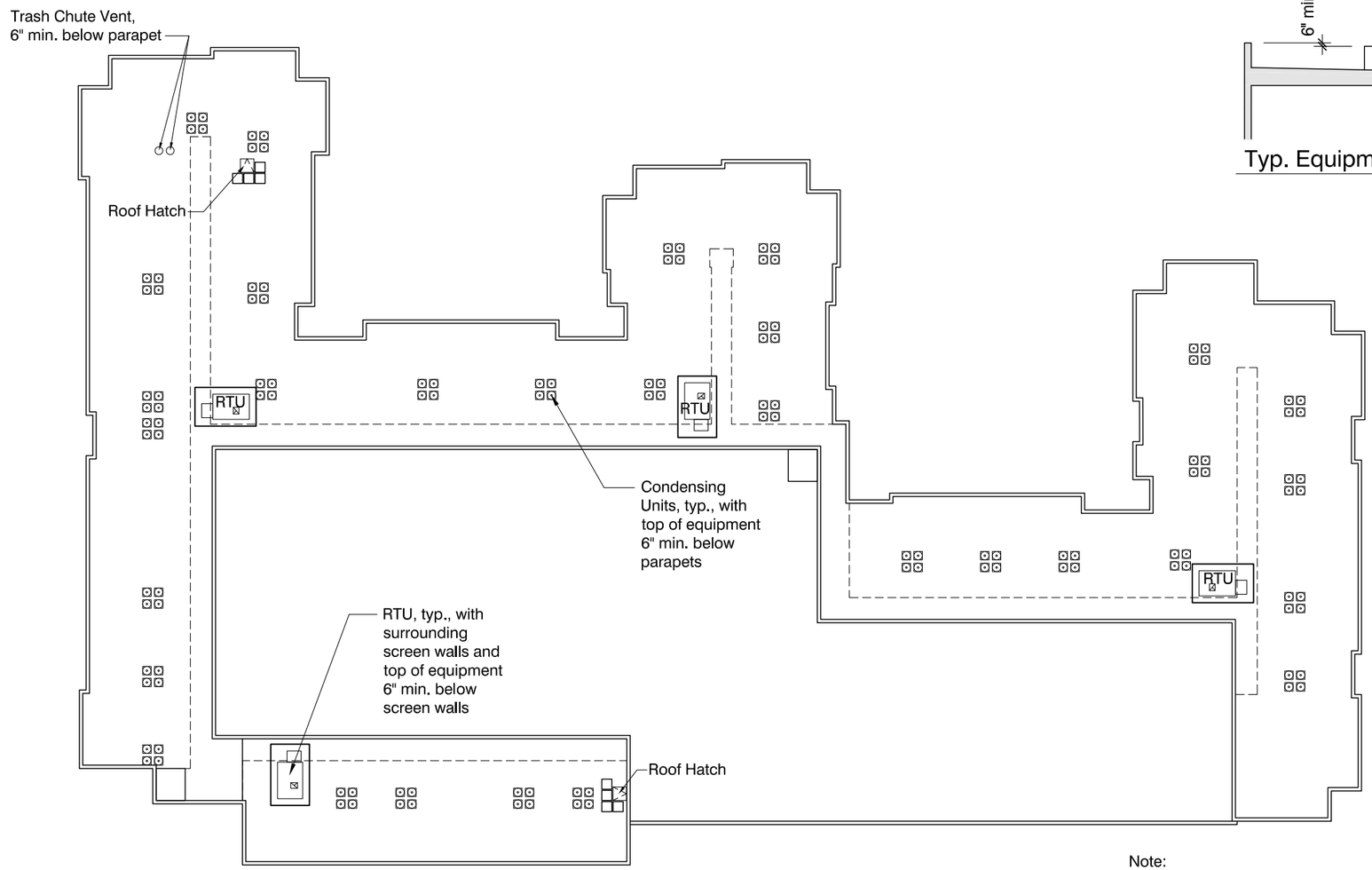


Typ. Equipment Cross Section

0 5' 10' 20'



Note:
Any additional vents or equipment will be 6" min. below parapets.

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CityPark
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West Building - Equipment Plan

Project North

0 20' 40' 80'

Sheet 29

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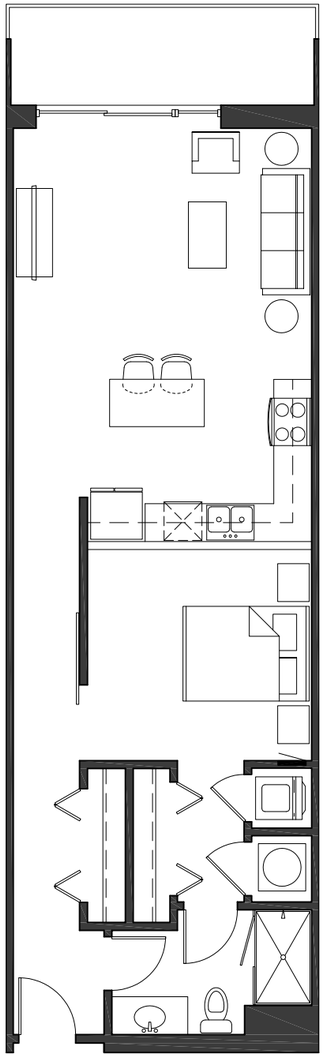
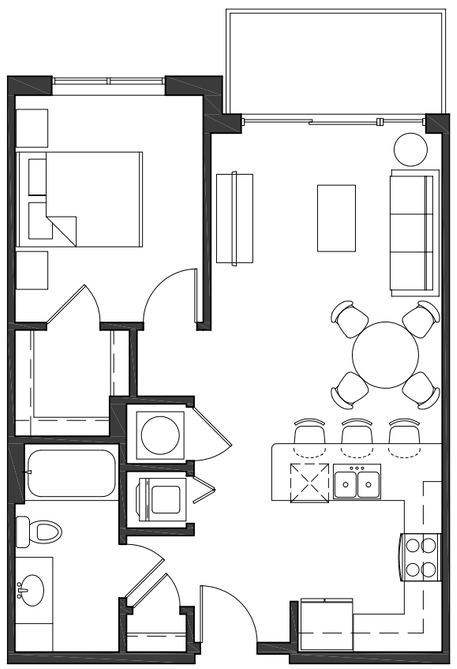
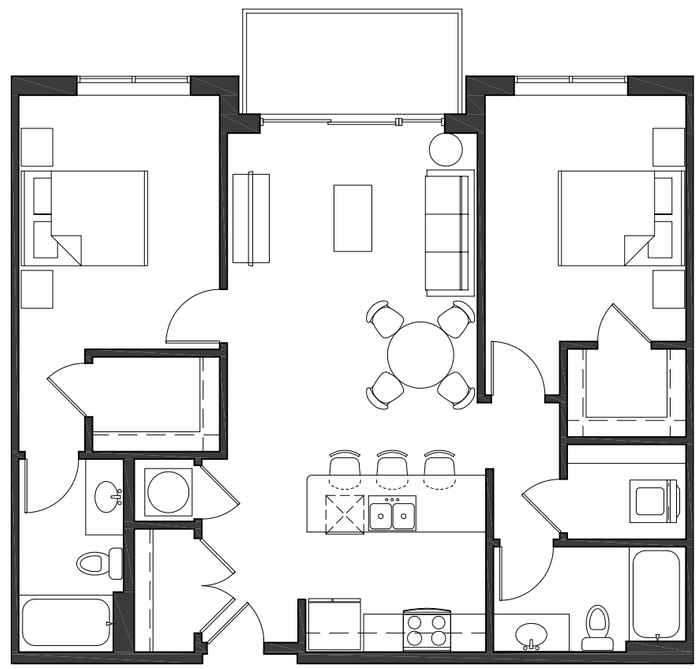


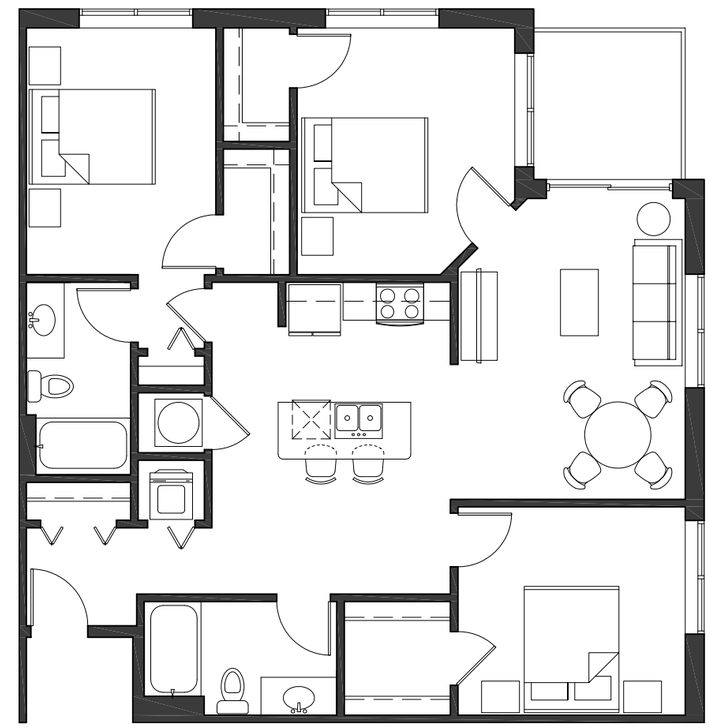
One Bedroom (Loft Style)



One Bedroom



Two Bedroom



Three Bedroom

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Typical Unit Plans

Sheet 30

0 4' 8' 16'

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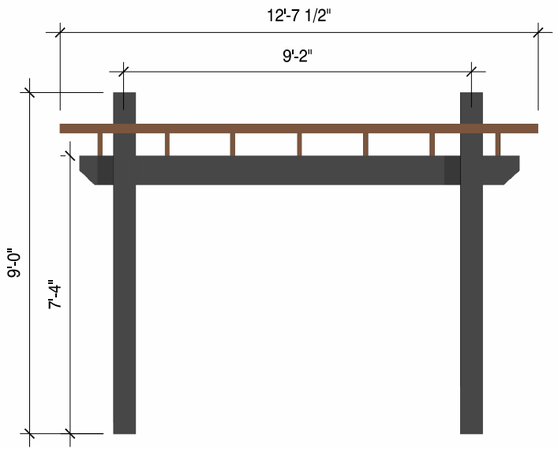
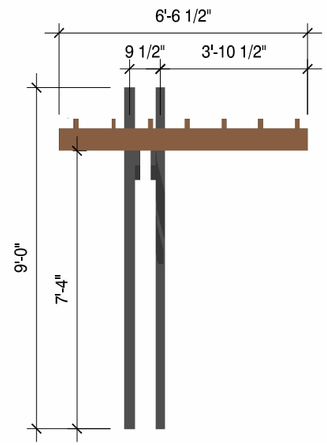
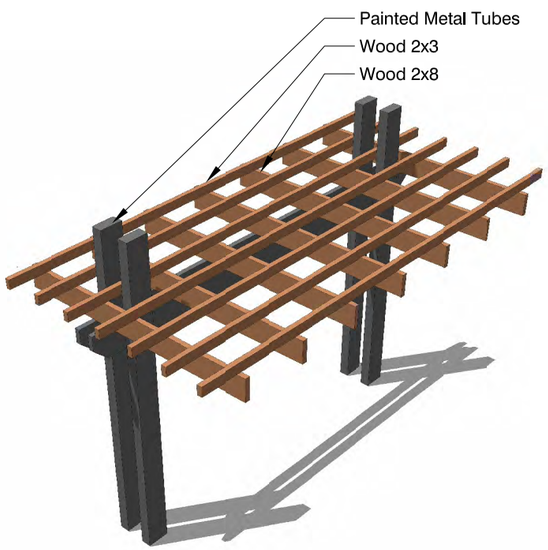


Cabana -Front Elevation

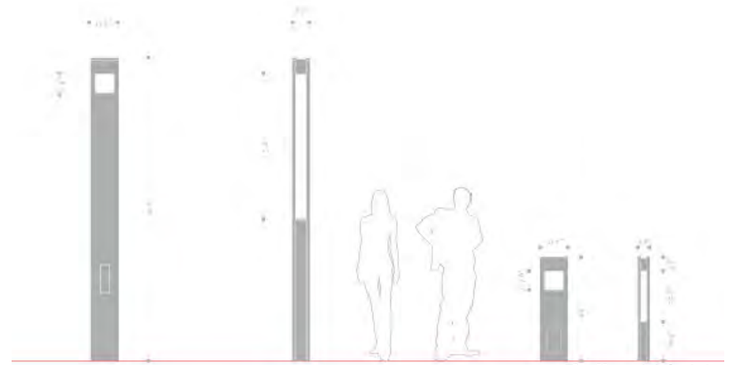


Cabana -Side Elevation



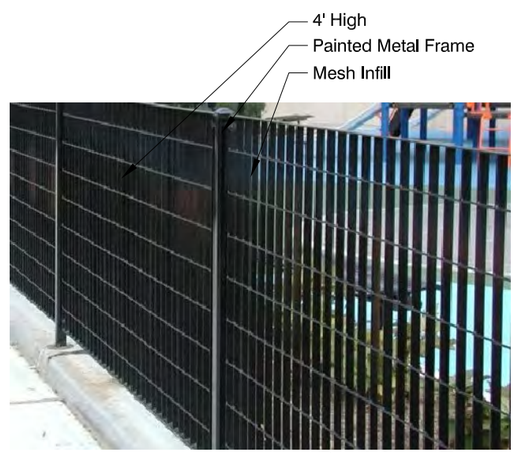
Cabana -Perspective

Site Light

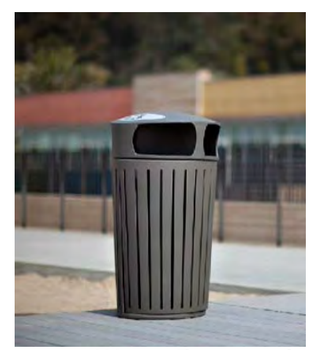


Bollard Lights

Bike Racks



Pool Area Fence



Waste Receptacle

Site Bench

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Site Amenities

Sheet 31

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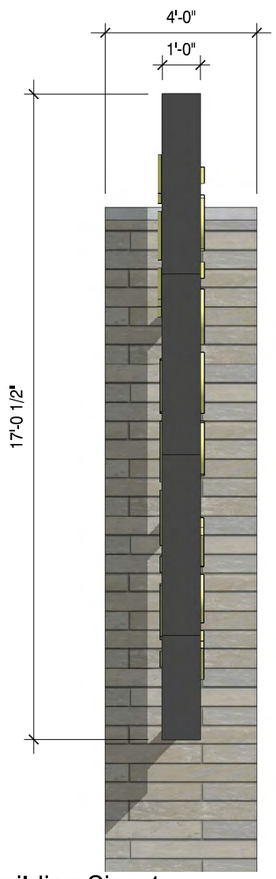
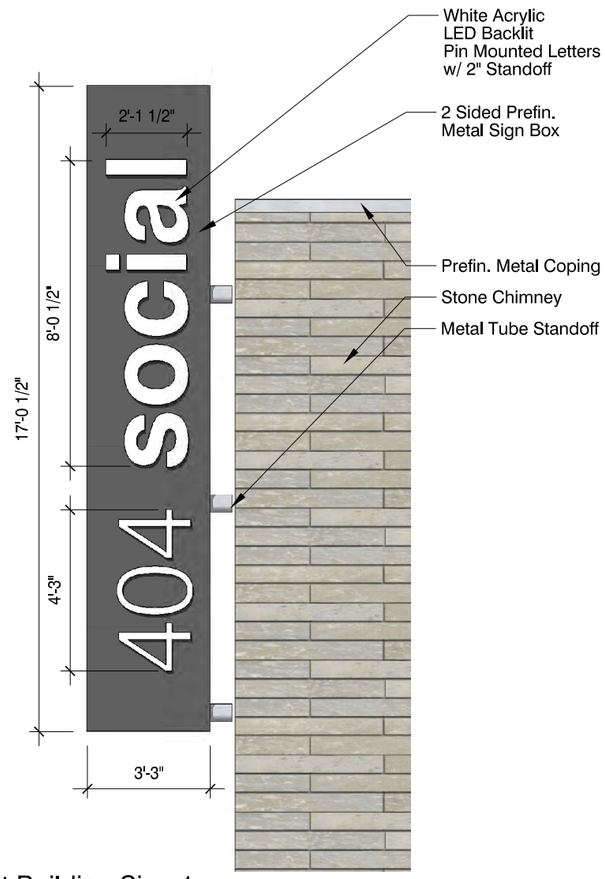
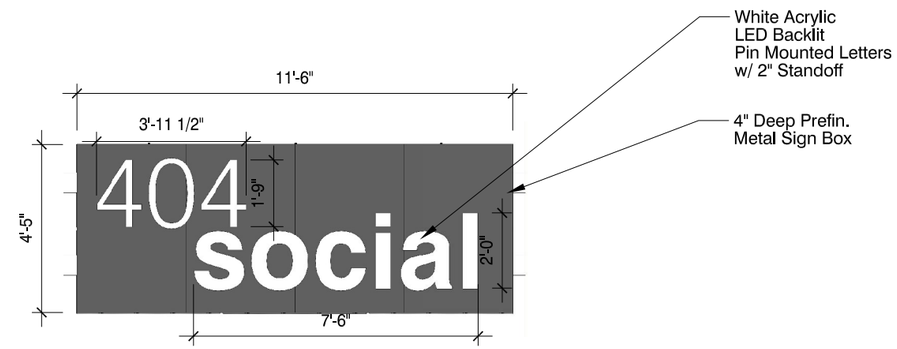


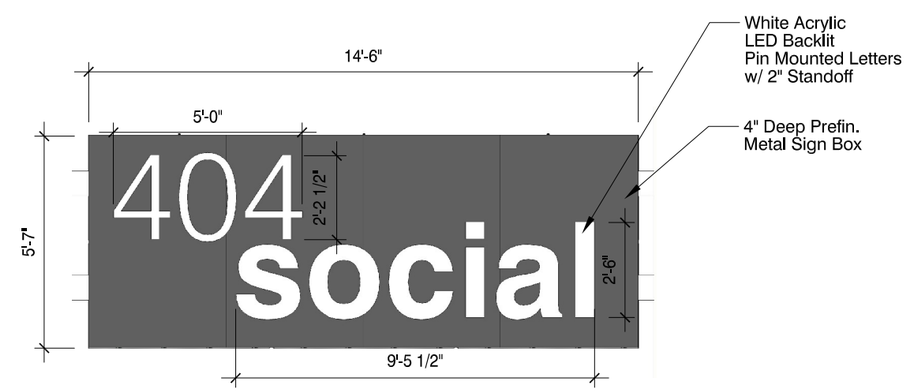
East Building Sign 1
West Elevation



East Building Sign 1
South Elevation



West Building Sign 1
West Elevation



East Building Sign 2
South Elevation

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Building Signs

Sheet 32

0 2' 4' 8'

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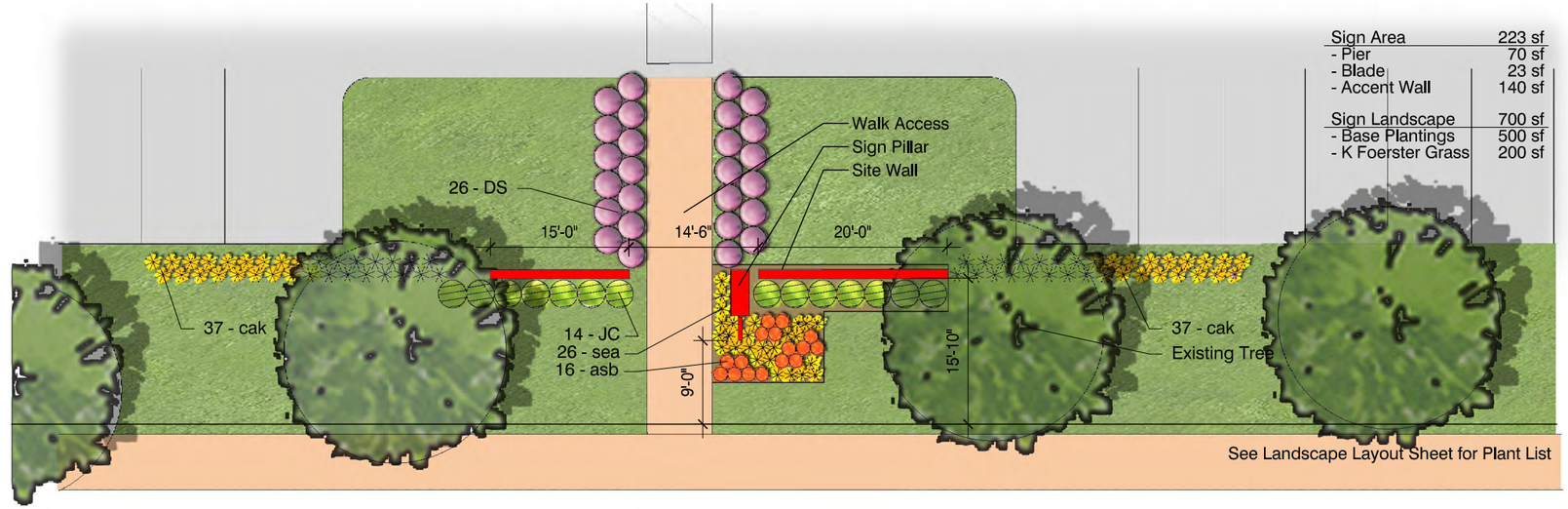
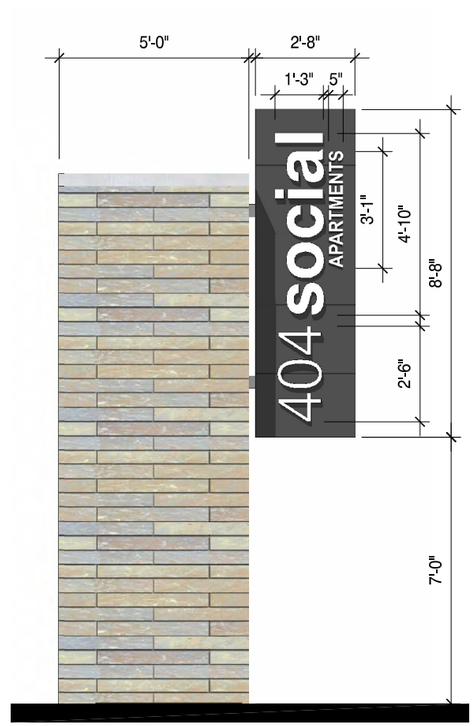
Night Rendering

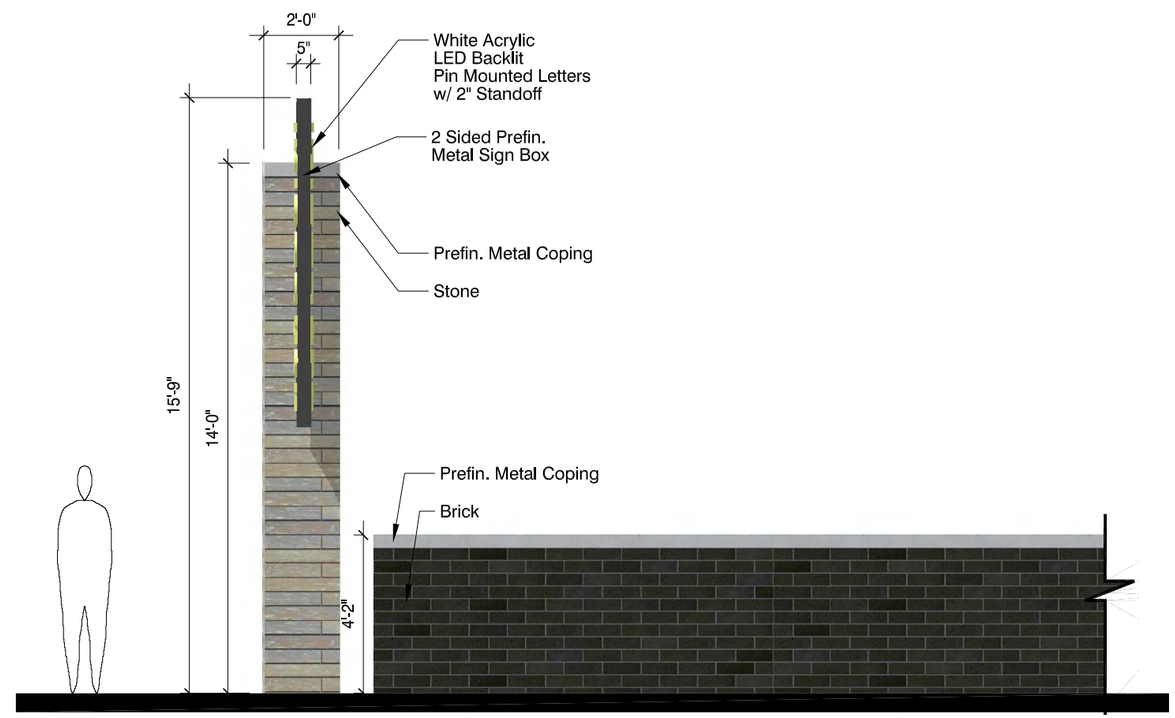


Monument Sign Landscape Plan

0 8' 16' 32'



East Elevation



North Elevation

Sheet 33

0 2' 4' 8'

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Monument Sign

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CityPark
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Monument Sign View

Sheet 34

0 2' 4' 8'

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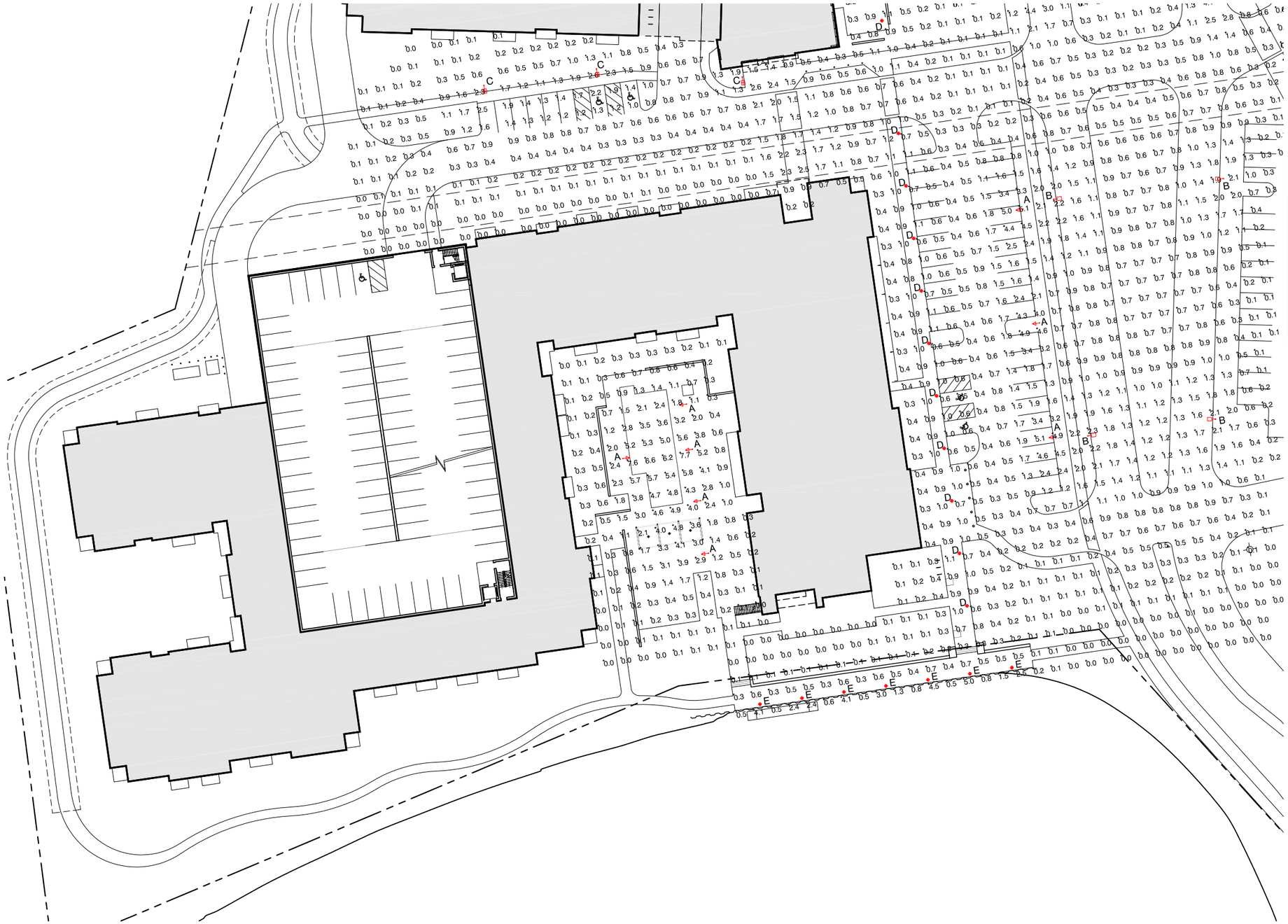

LUMINAIRE SCHEDULE (East and West)

Symbol	Catalog Number	Description	Lamp
A	We-ef: VFL540 693-3315 Series AML-K. Height: 15'-8"	IP66. Pole mounted LED luminaire. Integrated heat sinks. CAD-optimized OLC® PMMA lens for mult-layerillumination and superior glare control.	LED 48W (3000K)
B	We-ef: VFL540 693-3330 Series AML-K. Height: 24'-8"	IP66. Pole mounted LED luminaire. Integrated heat sinks. CAD-optimized OLC® PMMA lens for mult-layerillumination and superior glare control.	LED 84W (3000K)
C	We-ef: VFL540 661-5328 Series AML-K. Height: 24'-8"	IP66. Pole mounted LED luminaire. Integrated heat sinks. CAD-optimized OLC® PMMA lens for mult-layerillumination and superior glare control.	LED 48W (3000K)
D	REN3200 LED - Std. output Height: 10'-6" nom.	Top mounted CoB LED and medium beam reflector projects light downward and outward through four lenses on the bollard. Two square lenses provide accenting, while two rectilinear lenses provide primary illumination.	LED 40W (3000K)
E	REN1400 LED - Std. output Height: 3'-7" nom.	Top mounted CoB LED and medium beam reflector projects light downward and outward through four lenses on the bollard. Two square lenses provide accenting, while two rectilinear lenses provide primary illumination.	LED 24W (3000K)

Note: Existing light poles will remain in theater parking lot.

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Photometric Lighting Plan - East

North 0 30' 60' 120'

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HKM ARCHITECTS + PLANNERS, INC.

LUMINAIRE SCHEDULE (East and West)			
Symbol	Catalog Number	Description	Lamp
A	We-ef: VFL540 693-3315 Series AML-K. Height: 15'-8"	IP66. Pole mounted LED luminaire. Integrated heat sinks. CAD-optimized OLC® PMMA lens for mult-layerillumination and superior glare control.	LED 48W (3000K)
B	We-ef: VFL540 693-3330 Series AML-K. Height: 24'-8"	IP66. Pole mounted LED luminaire. Integrated heat sinks. CAD-optimized OLC® PMMA lens for mult-layerillumination and superior glare control.	LED 84W (3000K)
C	We-ef: VFL540 661-5328 Series AML-K. Height: 24'-8"	IP66. Pole mounted LED luminaire. Integrated heat sinks. CAD-optimized OLC® PMMA lens for mult-layerillumination and superior glare control.	LED 48W (3000K)
D	REN3200 LED - Std. output Height: 10'-6" nom.	Top mounted CoB LED and medium beam reflector projects light downward and outward through four lenses on the bollard. Two square lenses provide accenting, while two rectilinear lenses provide primary illumination.	LED 40W (3000K)
E	REN1400 LED - Std. output Height: 3'-7" nom.	Top mounted CoB LED and medium beam reflector projects light downward and outward through four lenses on the bollard. Two square lenses provide accenting, while two rectilinear lenses provide primary illumination.	LED 24W (3000K)

Note: Existing light poles will remain in theater parking lot.

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Photometric Lighting Plan - West

North

0 30' 60' 120'

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HKM ARCHITECTS + PLANNERS, INC.

BALANCE™ BENCH

PRODUCT DATA

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BALANCE™ BENCH

PRODUCT DATA

The **Balance Bench** is an elegant and durable public seating solution perfect for a wide range of environments. Bold and beautiful in form, the cantilever frame is constructed of rustproof solid cast aluminum. Seats are made from corrosion-resistant stainless steel. Available in backed and backless versions, the Balance Bench is ideal for transportation centers, campuses, municipal spaces or any setting where robust construction and superb design are priorities.

MATERIAL & CONSTRUCTION DETAILS

FRAME

- Frame is made of solid cast aluminum with powdercoat finish.
- See the Forms+Surfaces Powdercoat Chart for details. Custom RAL colors are available for an upcharge.
- Due to the inherent nature of metal castings, gloss powdercoats are not offered for cast components.

Frame Color: Silver Texture

SEAT

- Seats are formed from stainless steel sheet with 1.2" (30 mm) hexagonal perforations.
- Seats come in two standard stainless steel finishes, Sandstone and Satin, or can be powdercoated.
- See the Forms+Surfaces Powdercoat Chart for details. Custom RAL colors are available for an upcharge.

ARMRESTS

- All benches have two armrests that are integral parts of the frame end castings.

OPTIONAL SEAT DIVIDERS

- One or two optional seat dividers per bench are available for an upcharge. Seat dividers are solid aluminum and are powdercoated to match the frame.

INSTALLATION & MAINTENANCE

INSTALLATION

- Balance Benches must be surface mounted. Anchors and stainless steel mounting screws are included.

MAINTENANCE

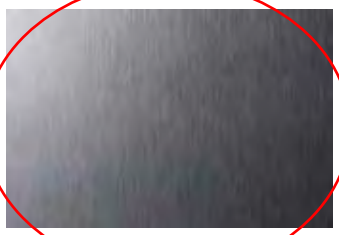
- Metal surfaces can be cleaned as needed using a soft cloth or brush with warm water and a mild detergent. Avoid abrasive cleaners.

STAINLESS STEEL SEAT FINISH OPTIONS*

Sandstone is a High-Durability finish, designated by the "HD" logo below, and is manufactured in a process that creates a work-hardened surface with enhanced resistance to abrasion and wear.

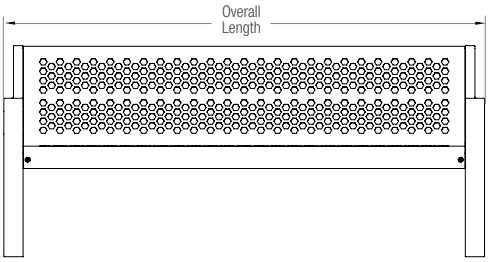
Seat Color

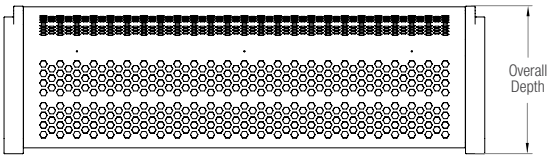
SANDSTONE

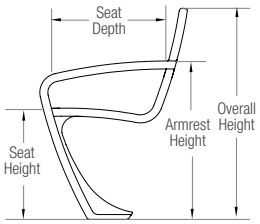


SATIN

NOMINAL DIMENSIONS







MODELS	OVERALL LENGTH	OVERALL DEPTH	SEAT DEPTH	OVERALL HEIGHT	SEAT HEIGHT	ARMREST HEIGHT	WEIGHT
SBBAL-72BSS	75" (1905 mm)	23" (584 mm)	18" (457 mm)	32.9" (836 mm)	17.3" (439 mm)	24.7" (627 mm)	121.9 lbs (55.3 kg)
SBBAL-72BPC	75" (1905 mm)	23" (584 mm)	18" (457 mm)	32.9" (836 mm)	17.3" (439 mm)	24.7" (627 mm)	121.9 lbs (55.3 kg)

*NOTE: Because different computers, monitors and printers render colors differently, actual colors will vary slightly from those shown here.

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WASTE RECEPTACLE

DISPATCH™ LITTER & RECYCLING RECEPTACLE

PRODUCT DATA

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DISPATCH™ LITTER & RECYCLING RECEPTACLE

PRODUCT DATA

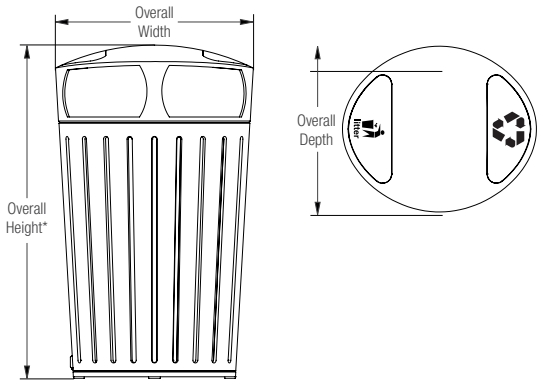
Dispatch combines distinctive design, robust materials and a versatile array of waste stream management options. Receptacles are made of heavy cast aluminum with a hinged side-access door for easy servicing. Available with 36- and 45-gallon capacities in single-stream and split-stream versions, openings can be configured for the following: litter-only, bottles & cans-only, paper-only, or for combined litter and recycling. Attractive, durable and highly adaptable, Dispatch is an ideal litter and recycling solution for any public space.

MATERIAL & CONSTRUCTION DETAILS

INSTALLATION & MAINTENANCE

BODY AND LID	CONFIGURATION OPTIONS	LID GRAPHICS	INSTALLATION
• Body and lid are made of solid cast aluminum with a powdercoat finish. • See the Forms+Surfaces Powdercoat Chart for details. Custom RAL colors are available for an upcharge. • Due to the inherent nature of metal castings, gloss powdercoats are not offered for cast components. Color: Silver Texture	• Receptacles are available in 36- and 45-gallon configurations. • Single-stream receptacles use a single 36- or 45-gallon liner. • Split-stream configurations are divided by an internal baffle plate to create two separate litter and/or recycling streams. 36-gallon receptacles use two 16-gallon half liners; 45-gallon receptacles use two 20-gallon half liners.	• Instructional graphics are applied to two sign plates, which are mechanically fastened to the top of each lid. • Sign plates are stainless steel with a Satin finish; instructional graphics are Black vinyl.	• Receptacles can be used freestanding with a concrete base or surface mounted with or without a concrete base. • Anchors and stainless steel mounting screws are provided for surface mounting.
RECYCLING OPENINGS	**SIDE ACCESS DOOR AND LATCH**	**LINERS**	**MAINTENANCE**
• Openings can be limited to a particular type of recyclable. Along with the standard full litter opening, round bottles & cans and slotted paper openings are available. See details on page 2.	• Receptacle opens in a clamshell fashion with half of the cast body serving as a swing-out door. • Two stainless steel latch options are available: lift lever or screwdriver-operated recessed access.	• Both single-stream and split-stream receptacles use independent, replaceable internal liners designed to be used with or without plastic litter bags. • Liners are molded from durable black polyethylene with UL94HB fire rating.	• Metal surfaces can be cleaned as needed using a soft cloth or brush with warm water and a mild detergent. Avoid abrasive cleaners.

NOMINAL DIMENSIONS



MODEL	OVERALL HEIGHT*	OVERALL WIDTH	OVERALL DEPTH	WEIGHT	INTERNAL CAPACITY
SLDIS-136	43.0" (1092 mm)	25.5" (648 mm)	21.8" (554 mm)	112 lbs (50 kg)	36 gallons (136 liters)
SLDIS-216	43.0" (1092 mm)	25.5" (648 mm)	21.8" (554 mm)	112 lbs (50 kg)	32 (2 x 16) gallons (121 liters)

*NOTE: Concrete base adds 3" to overall height.

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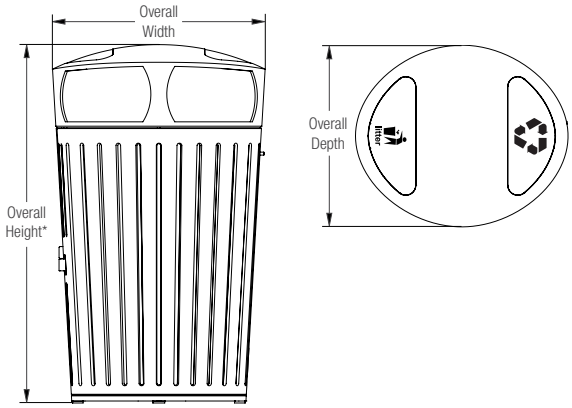
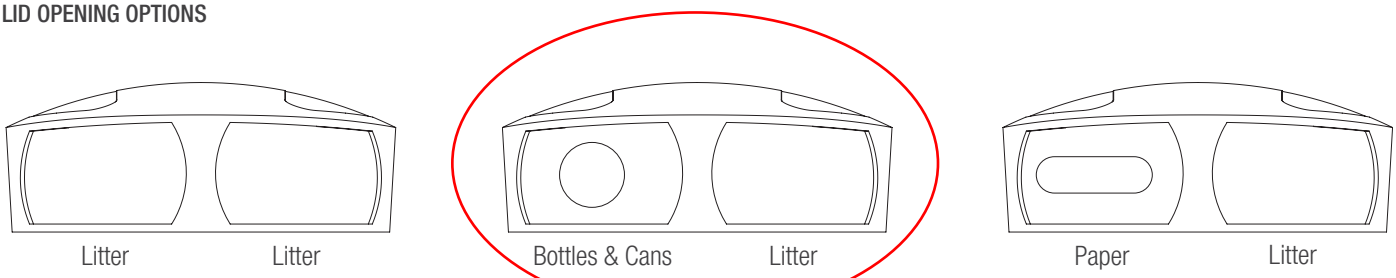
NOMINAL DIMENSIONS (Continued)



MODEL	OVERALL HEIGHT*	OVERALL WIDTH	OVERALL DEPTH	WEIGHT	INTERNAL CAPACITY
SLDIS-145	45.3" (1151 mm)	26.8" (681 mm)	22.9" (582 mm)	125 lbs (57 kg)	45 gallons (170 liters)
SLDIS-220	45.3" (1151 mm)	26.8" (681 mm)	22.9" (582 mm)	125 lbs (57 kg)	40 (2 x 20) gallons (150 liters)

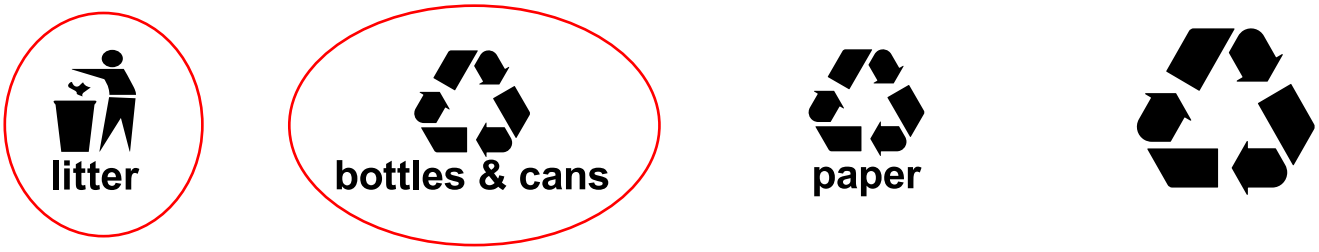
*NOTE: Height shown is without concrete base. Concrete base adds 3" to overall height.

LID OPENING OPTIONS



OPENING	DIMENSIONS (36 GALLON)	DIMENSIONS (45 GALLON)
Litter	9.9" (251 mm) x 6.3" (160 mm)	11.5" (292 mm) x 70" (178 mm)
Bottles & Cans	4.5" (114 mm) x 4.5" (114 mm)	4.5" (114 mm) x 4.5" (114 mm)
Paper	8.0" (203 mm) x 2.5" (63 mm)	8.0" (203 mm) x 2.5" (63 mm)

STANDARD GRAPHICS



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TWIST™ BIKE RACK

PRODUCT DATA

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TWIST™ BIKE RACK

PRODUCT DATA

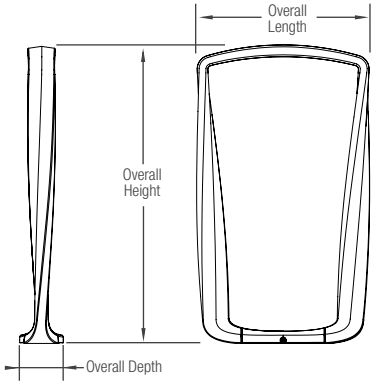
The **Twist Bike Rack** is a fun design that plays on the shape of a double helix and echoes curves found in nature. Formed of a single aluminum casting that minimizes visible fasteners, Twist comes in numerous powdercoat colors to match branding, wayfinding, and other design themes. A secure choice for spaces of all kinds, Twist supports most bikes in two places, works with standard U-locks, and complies with APBP Guidelines.

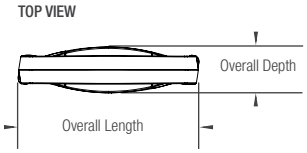
MATERIALS & FINISHES

INSTALLATION & MAINTENANCE

MATERIALS	FINISHES	GUIDELINES & SECURITY	INSTALLATION	MAINTENANCE
• Body is made of corrosion-resistant cast aluminum with powdercoat finish. • Cover plate, concealing the mounting hardware, is made from cast aluminum and is powdercoated to match the body.	• See the Forms+Surfaces Powdercoat Chart for details. Custom RAL colors are available for an upcharge. • Due to the inherent nature of metal castings, gloss powdercoats are not offered for cast components. Color: Silver Texture	• Meets Association of Pedestrian and Bicycle Professionals (APBP) guidelines. • A locking point detail and mounting configurations that meet APBP guidelines can be found on pages 1 and 2 of this document.	• Twist Bike Racks must be surface mounted with embedded anchors. Stainless steel anchors and tamper-resistant stainless steel screws are included.	• Metal surfaces can be cleaned as needed using a soft cloth or brush with warm water and a mild detergent. Avoid abrasive cleaners.

NOMINAL DIMENSIONS

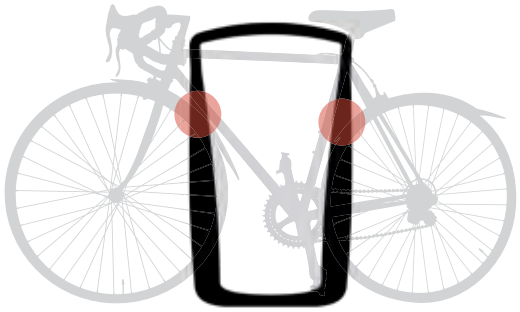




OVERALL LENGTH	OVERALL DEPTH	OVERALL HEIGHT	WEIGHT
19.5" (495 mm)	5" (127 mm)	34" (864 mm)	34 lbs (15 kg)

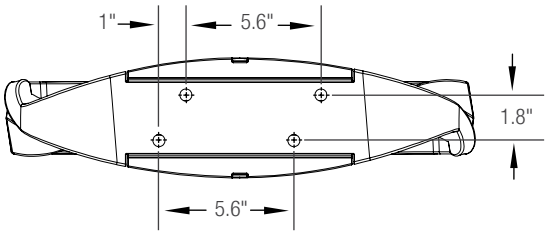
LOCKING POINT AND CONFIGURATION EXAMPLES

The Twist Bike Rack was designed to allow for a multitude of locking point and configuration options to meet your individual needs. Please note that for optimal performance, Forms+Surfaces recommends a 36" center-to-center placement. See diagrams below and the separate installation instructions document for more details.



A standard U-lock can be locked at this location to meet APBP guidelines for security and functionality.

LOCKING POINT EXAMPLE



MOUNTING / HARDWARE DETAIL

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POWDERCOAT CHART

PRODUCT DATA

All Forms+Surfaces powdercoat colors have been formulated to be ultra-durable for improved long-term wear and resistance to weathering. Our powdercoat colors are also anti-graffiti, allowing marks from paint, permanent markers, and dirt to be easily removed.

Standard powdercoat finishes are no-VOC; non-standard powdercoat finishes are no- or low-VOC, depending on color.

STANDARD TEXTURES

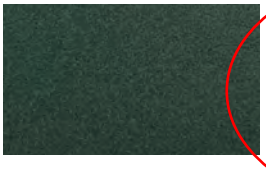
ALUMINUM TEXTURE

ARGENTO TEXTURE

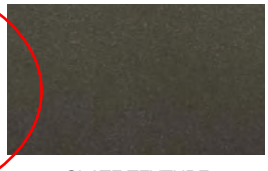
BLACK TEXTURE

COBALT TEXTURE

CREAM TEXTURE


EVERGREEN TEXTURE

SILVER TEXTURE


SLATE TEXTURE

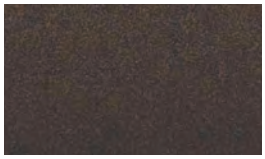
TAUPE GREY TEXTURE

WHITE TEXTURE

PREMIUM TEXTURES

AZURE TEXTURE

LIME TEXTURE


RUST TEXTURE

SEAFOAM TEXTURE

WEATHERED IRON TEXTURE

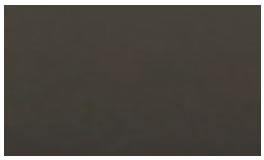
STANDARD GLOSSES

BLACK GLOSS*

BRIGHT SILVER GLOSS*

EVERGREEN GLOSS*

FOG GLOSS*


SLATE GLOSS*

*Due to the inherent nature of metal castings, gloss powdercoats are not offered for cast components.

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VFL540 LED (700mA)

661-6334

SITE LIGHT A, B, C

See Luminaire Schedule on Photometric Lighting Plans for fixture height and lamp type.

Description

IP66. Pole mounted LED luminaire. Integrated heat sinks. Easy removal and replacement of LED board. CAD-optimized OLC® PMMA lens for mult-layer illumination and superior glare control.

Beam Type	[S60] Type III Short
Lamp Type	42 LED 84W (3000K)
Gear Type	electronic gear

Nominal Luminous Flux (lm)	
LED Lumens	245.9 lm
LEDs	42
Total Lumens	10329 lm
Tj	85 °C

Rated Luminous Flux (lm)	
LED Lumens	221.5 lm
Total Lumens	9303.1 lm
Ta	25 °C

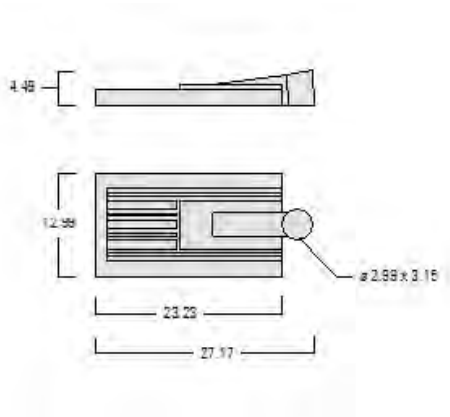
Rated Input Power	97 W

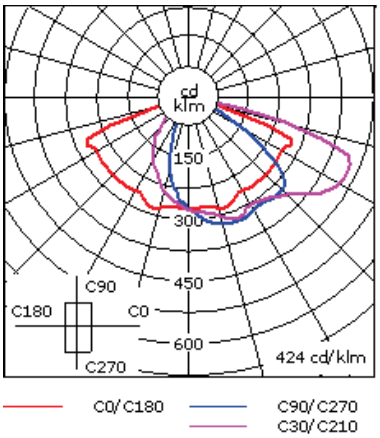
WE-EF LIGHTING USA LLC

410-D Keystone Drive | Warrendale PA 15086 | U.S.A. | Tel +1 724 742 0030 | Fax +1 724 742 0035 | info.usa@we-ef.com | www.we-ef.com

VFL540 LED (700mA)

661-6334





Material Specification

Body:	Marine-grade, die-cast aluminium alloy
Weight:	8.20
Lens:	PMMA RFC Reflection Contour Lens technology
Gasket:	Silicone rubber gasket
Fasteners:	PCS Polymer Coated Stainless Steel hardware
Ingress protection:	IP66
Impact protection:	IK08
Corrosion protection:	5CE
Finish:	Powdercoat finish in Black RAL9004, White RAL9016, and Grey Metallic RAL9007 and Dark Bronze RAL8019
Mounting:	Maximum spacing for streetlighting applications depends on wattage and light distribution: 5.5 to 9 times the mounting height
Listings:	
Windage (EPA):	0.6

Electrical specification

Power supply:	Integral [ECG] LED driver in 120 or 277 volt.
Power factor:	
Ballast:	Integral EC electronic converter
Termination:	
Cable:	

Ambient Temperature

Ta less than 25 deg C

WE-EF LIGHTING USA LLC
410-D Keystone Drive | Warrendale PA 15086 | U.S.A. | Tel +1 724 742 0030 | Fax +1 724 742 0035 | info.usa@we-ef.com | www.we-ef.com

BOLLARD LIGHT D (Tall)

.hess

RENO LED Specification

RENO's linear form adds a simple accent to contemporary architecture. Rectangular column is fabricated from aluminum extrusions and panels. Top mounted reflector allows for easy relamping. Matte translucent lenses generate softly diffused illumination, while effectively highlighting the profile. All hardware is stainless steel. Standard colors; matte silver grey metallic or graphite grey. Special colors available.

Model	Lamp	Color Temperature	Volt	Pole	Finish
REN3200	LED - Standard output	WW -3000K	UNV - 120-277V	10RB -10.5' Column	DG - Dark Grey
	HP/LED - High output	NW - 4000K			GG - Graphite Grey
					SG - Silver Grey
					CC - Custom Color
Ordering Information					
REN3200	**LED**	**WW**	**UNV**	**10RB**	

Specifications are subject to change without notification

RENO LED Specification

HOUSING
Rectangular column is fabricated from 0.2" nominal wall, 6060 aluminum extrusions and aluminum sheet. Hand hole cover is plasma cut with kerf not to exceed 1/8'' and includes triangular tamper-resistant locking device. Machined aluminum top cap provides access to LED engine with reflective optics located at top of column. Top cap is secured to column with four captive stainless steel socket head cap screws and is sealed to the housing with one-piece die-cut silicone gasket. Square lenses on main width of column and narrow rectilinear lenses on adjacent sides are textured matte acrylic.

OPTICS
Top mounted CoB LED and medium beam reflector projects light downward and outward through four lenses on the bollard. Interior of housing is painted white to provide even illumination through all four lenses. Two square lenses provide accenting, while two rectilinear lenses provide primary illumination.

ELECTRICAL
Standard output electronic LED driver supplies 700mA drive current to LED modules with input voltage range from 120v to 277v at 50/60Hz with total power consumption is 40 watts. High output electronic LED driver supplies 1050mA drive current to LED modules with input voltage range from 120v to 277v at 50/60Hz with total power consumption is 56 watts. 0-10v dimming available on request. Electronic driver is housed within a weatherproof enclosure that is accessed via the hand hole.

LED LUMEN OUTPUT / POWER CONSUMPTION / BUG RATING
Standard output: 40 watts
3000K - 4032 lumens / B1-U4-G2
4000K -5000 lumens / B1-U5-G2

High output:56 watts
3000K - 5760 lumens / B1-U5-G2
4000K - 7143 lumens / B1-U5-G3

MOUNTING
Luminaire with internal flange mounts to four 3/4" x 17" x 3" galvanized steel anchor bolts. Nominal column height is 10.5'.

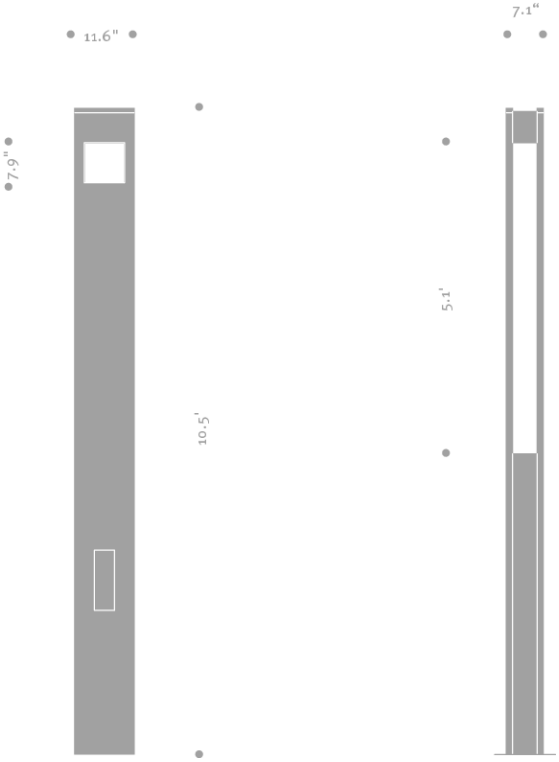
FINISH
Standard finish is finely textured matte silver grey metallic or graphite grey. Special colors available on request.

CERTIFICATION
CSA/US Certified for Wet Locations

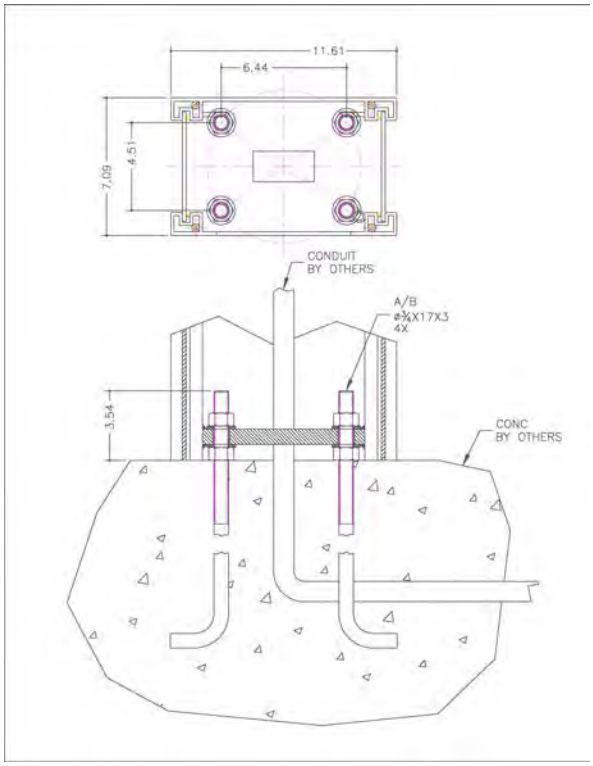
WARRANTY
Limited product warranty period including LEDs is five years. Driver shall carry the manufacturer's limited warranty.

Additional information

Dimensions



Mounting Detail



.hess

RENO LED

Specification

RENO's linear form adds a simple accent to contemporary architecture. Rectangular column and bollard are fabricated from aluminum extrusions and panels. Top mounted light source allows easy access and increased efficiency. Matte acrylic lenses generate softly diffused illumination, while effectively highlighting the profile. All hardware is stainless steel. Standard colors: matte silver grey metallic, dark grey, or graphite grey. Special colors available.

Model	Lamp	Color Temperature	Volt	Pole	Finish	Option
REN1400	LED	WW -3000K	UNV - 120-277V	43RB - 43" Rectangular Bollard	DG - Dark Grey	IFAB - Internal flange with anchor bolts (Std)
		NW - 4000K			GG - Graphite Grey	EFAB - External flange with anchor bolts
					SG - Silver Grey	DIM - 0-10vDC Dimming
					CC - Custom Color	

Ordering Information

Specifications are subject to change without notification

RENO LED Specification

HOUSING
Rectangular shaft is fabricated from 6061 aluminum extrusions and aluminum sheet. Hand hole cover is plasma cut with kerf not to exceed 1/8'' and includes triangular tamper-resistant locking device. Machined aluminum top cap provides access to CoB LED and reflector located at the top of the bollard. Top cap is secured to bollard with four captive stainless steel socket head cap screws and is sealed to the housing with one-piece die-cut silicone gasket. Square lenses on main width of the bollard and narrow rectilinear lenses on adjacent sides are matte acrylic with textured finish. Lenses are gasketed to provide a weather-tight seal to the housing. Nominal bollard height is 43" with a cross section of 11.6" x 4.9".

OPTICS
Top mounted CoB LED and medium beam reflector projects light downward and outward through four lenses on the bollard. Interior of housing is painted white to provide even illumination through all four lenses. Two square lenses provide accenting, while two rectilinear lenses provide primary illumination.

ELECTRICAL
Electronic LED driver supplies 620mA drive current to LED modules with input voltage range from 120v to 277v at 50/60Hz. Total power consumption is 24 watts. 0-10v dimming available on request. Electronic driver is housed within a weatherproof enclosure that is accessed via the hand hole.

DELIVERED LUMENS / bug rating
3000K: 1495 lumens / B1-U4-G1
4000K: 1854 lumens / B1-U4-G2

NOTE : Due to rapid and continuous advances in LED technology, LED luminaire data is subject to change without notice and at the discretion of HessAmerica. Consult factory for current technical data.

MOUNTING
Luminaire with internal flange mounts to four 0.5" diameter x 15" x 3" galvanized steel anchor bolts embedded into concrete foundation provided by others.

Optional external flange model installs onto hot-dip galvanized steel mounting plate with four 0.5" diameter x15"x3" galvanized steel anchor bolts embedded as an assembly into a concrete foundation (by others). Anchor bolts may be pre-shipped in advance.

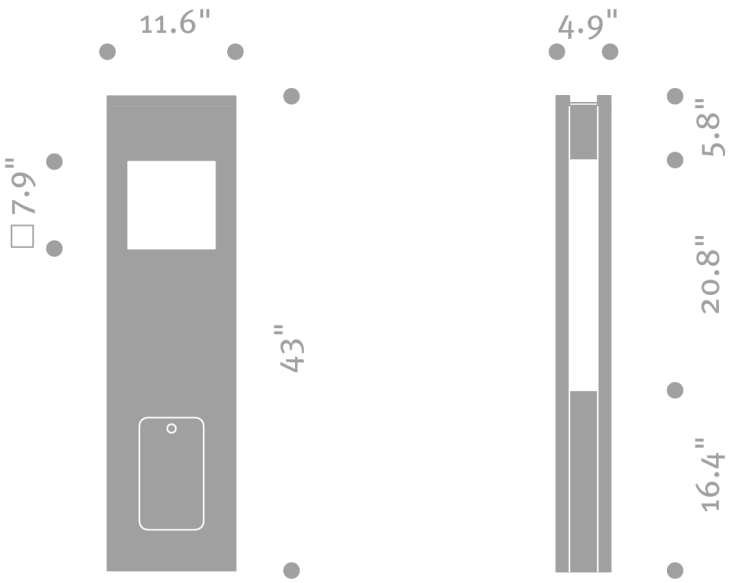
FINISH
Standard finish is finely textured matte silver grey metallic or graphite grey. Special colors available on request.

CERTIFICATION
CSA/US Certified for Wet Locations

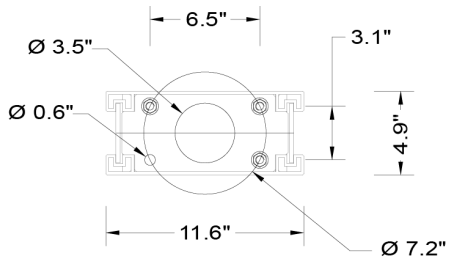
WARRANTY
Limited product warranty period including LEDs is five years. Driver shall carry the respective manufacturer's limited warranty.

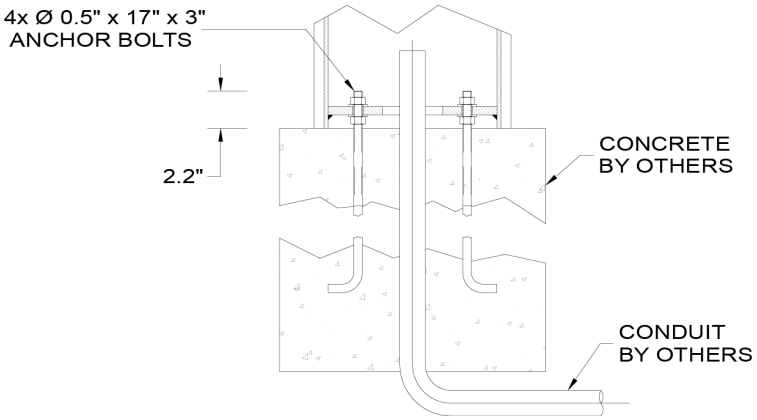
Additional information

Dimensions



Mounting Detail



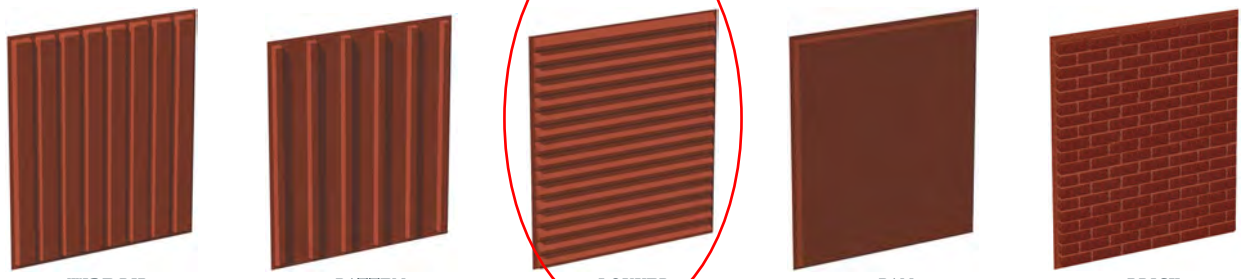


Step 1: Choose a Canted or Vertical System

Envisor screens are the perfect alternative to parapet walls and they satisfy even the strictest screening code requirements. Both styles feature our patented attachment method, which secure our screens directly to the equipment with no rooftop penetration. Screen heights are available to screen virtually anything you desire.

Step 2: Decide on a Panel Design

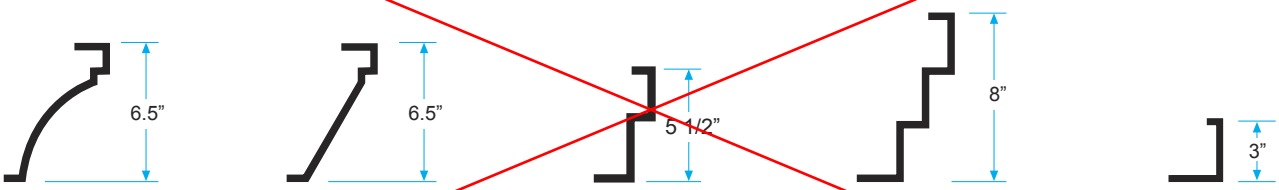
Horizontal Louver in Slate Gray to complement building.



WIDE RIB BATTEN LOUVER PAN BRICK

Panels are available in **5 standard styles** allowing you to control the project without sacrificing the essential elements of the building design. The panels are constructed of thermoformed high impact ABS with a **co-extruded UV protective layer** on both sides. The panels are held firmly in place using a rust-free, double tracked aluminum rail system. This enables the panels to slide side-to-side for easy access to the unit during servicing and maintenance. Don't see a panel that fits your project? Tell us and we'll make one that you design.

Step 3: Select a Top Trim (optional) No Trim



COVE ALAMO STEP 1 STEP 2 FLAT

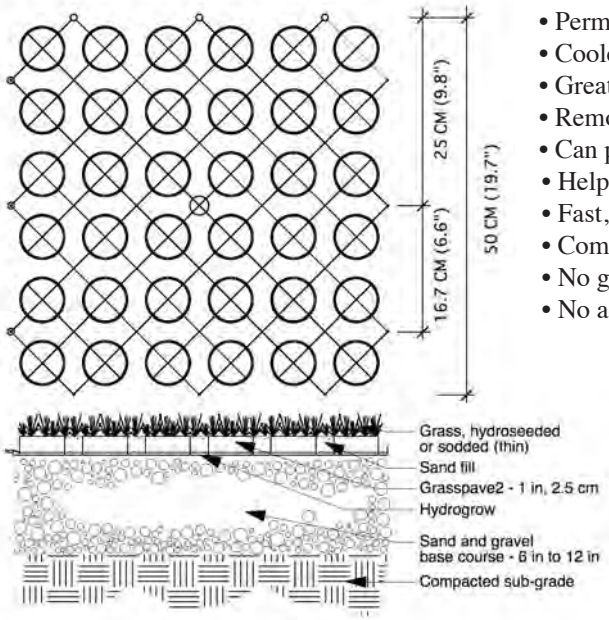
Decorative top trip options offer the flexibility to further customize the elegant appearance of the screens by **picking up on your building design elements** and incorporating those details into the screen itself. Although optional, they offer one more way to make screens part of the design, not part of the problem. We can manufacture any size and shape top trim you create.

Grasspave2

100% Grass Covered Porous Pavement

Grasspave2 Flexible Plastice Porous Pavement

Grasspave2 protects and enhances the environment in three ways: First, made from 100% recycled plastic, Grasspave2 keeps common consumer and industrial products from going into landfills. Second, grass paving directly improves the environment by recharging water tables on site (reducing flooding hazards downstream), reducing sources of oils and solvents from asphalt, absorbing carbon dioxide, and creating oxygen. Third, it enhances the beauty and quality of the built environment – replacing hot asphalt paved areas with cool, sparking green lawn-like
Product Description



Grasspave2 has thin-walled independent plastic rings connected by an interlocking geogrid structure, which, because it is installed below the surface, is invisible in the completed project. While the rings are rigid, the grid itself is flexible, which makes it easy to install on uneven grades, and reduces usual cut and fill requirements.

The rings transfer loads from the surface to the grid structure and engineered base course material below, thus preventing compaction of the upper root zone of the grass. A single ring supports small loads, such as shoes; several rings support tires and large loads.

The rings also act to contain the root zone medium (sand) and prevent lateral migration away from tires, feet, or other loads. This protects the grass root system, enabling roots to grow deep into the porous base course. The result is healthy, green turf at the surface.

One person can easily install the Grasspave2 rolls at a rate of 70m2 (750 ft2) per hour, plus time for base course preparation and grass installation (seeding, sod or sprigging). Step-by-step instructions are included in our Installation Instructions, which accompany each order.

Features and Benefits

- Allows 100% grass coverage instead of asphalt
- Made from 100% post consumer plastic
- High strength to weight load-bearing capacity
- Supports vehicular and pedestrian traffic
- Maximum porosity
- Low to zero runoff
- Free air/water movement
- Permits more trees
- Cooler site
- Greater oxygen
- Removes air pollutants
- Can preserve existing trees
- Helps to meet "Green Coverage Codes"
- Fast, low cost installation
- Competes in cost with asphalt paving
- No gutter and rain system needed
- No added land required for detention facilities
- Lower life cycle costs

Applications

- Church/employee parking
- Overflow and event parking
- Golf cart paths
- Residential driveways
- Firelanes

Specifications

Unit Size – 20"x 20"x 1" (50 x 50 x 2.5cm)
Unit Weight – 18oz (510 grams)
Strength – 5720psi (402kg/cm2)
Connector Pull Apart Strength (Tensile) - 458 lbf/in
Color – Black
Resin – 100% recycled HDPE with 3% carbon black
Shipped in Rolls (431 sq ft standard, other roll sizes available)

Invisible Structures, Inc.
1600 Jackson Street, Suite 310
www.invisiblestructures.com
Golden CO, 80401
800-233-1510
Fax: 800-233-1522
©ISI, US Patent
#5,250,340

Kenig,Lindgren,O'Hara,Aboona,Inc.

9575 West Higgins Road, Suite 400 | Rosemont, Illinois 60018
p: 847-518-9990 | f: 847-518-9987

MEMORANDUM TO: Scott David Greenberg
ECD Company

FROM: William R. Woodward
Senior Consultant

Luay R. Aboona, PE
Principal

DATE: March 23, 2016

SUBJECT: Response to Public Works/Engineering Comments
404 Social Residential Development
Lincolnshire, Illinois

This memorandum responds to traffic and circulation comments issued by Mr. Walter R. Dittrich, P.E., Assistant Public Works Director/Village Engineer in a memorandum addressed to Ms. Tonya Zozulya, Economic Development Coordinator, both with the Village of Lincolnshire, Illinois, dated March 21, 2016. The comments were issued in response to a review of the traffic study issued by KLOA, Inc dated March 14, 2016 regarding the proposed 404 Social residential development to be located on the Regal Cinemas parcel, which is located at 300 Parkway Drive in Lincolnshire, Illinois.

1. Please submit the response from the Lake County DOT on the need for their involvement. Once this is determined, additional comments on the Traffic Study may be provided.

KLOA, Inc. summarized the proposed development plans in a phone conversation with Ms. Betsy Duckert, P.E., Manager of Permitting with the Lake County Division of Transportation (LCDOT). Ms. Duckert requested to review the traffic study because of the noted land use change on the site and the Village's inquiry of an additional/restricted access on Aptakisic. The study is being sent to her attention this week. We will continue to follow-up with LCDOT on their findings and conclusions.

2. The Village has concerns about the operations and safety of the first intersection west of the Parkway Drive intersection. It appears that there will be a conflict generated by patrons exiting the parking lot with those trying to enter the theater to drop off patrons or use the handicapped parking lots as well as those exiting the apartment complex. Please provide additional information on:

a. A capacity analysis showing how many cars will stack up at this intersection given its proposed configuration as well as if the eastbound direction were to be required to stop (or at a minimum utilize traffic calming devices to ensure traffic does not exit the theater at a high rate of speed).

The north-south access drive is proposed to be under stop sign control with the east-west access drive under free-flow conditions. **Figure A** shows the projected turning movements at this intersection. As shown, a low volume of traffic is expected to traverse the east-west drive aisle during peak hours. The heaviest outbound/eastbound through traffic is expected to occur in the morning from the residential development when the movie theater is closed. Capacity analyses assuming a two-way stop sign-controlled intersection show that this intersection will operate at acceptable levels of service with minimal queuing. Further, placing the eastbound approach under stop sign control may dampen turning movements at this intersection since it may not be apparent to drivers on the other approaches that the westbound approach is under freeflow conditions. Therefore, it is our opinion that the intersection, as proposed as a two-way stop, is adequate to accommodate peak demands. With respect to traffic calming, currently the east-west drive aisle is proposed to provide two, 12-foot lanes. To help reduce traffic speeds, we are now proposing the traffic lanes be reduced to two, 11-foot lanes. Providing narrower lanes, although still functional, helps to naturally maintain low rates of speed.

b. Show alternative concepts for providing ingress/egress for the theater parking lot to help minimize the conflicts that will exist between traffic entering and exiting the development at peak movie times.

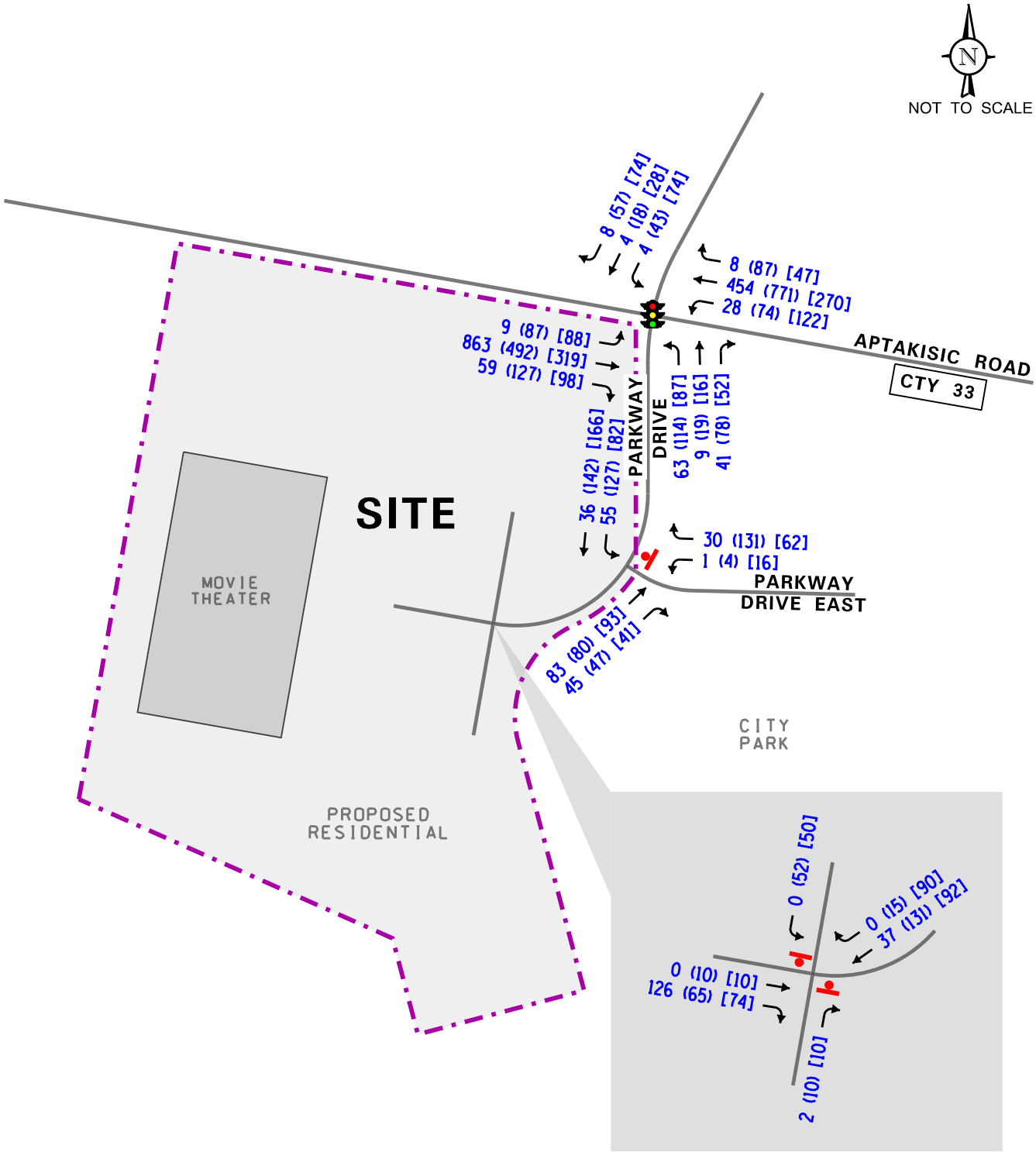
Please see response to Item 2a. Further, the development team has worked with the Village on providing efficient access and internal circulation for the movie theater parking lot to allow for greater flexibility within the development. Lastly, the traffic study has shown that the existing access drive on Parkway Drive will continue to be more than adequate to accommodate peak hour traffic as a result of the reduction of the movie theater from 4,000 seats to 1,500 seats and the addition of the 404 Social residential development.

c. **Consider utilization of a one-way access drive around the west and south end of the property to allow for traffic to exit the facility.**

The development team is working with the Village's Fire Department on access and circulation. It is our understanding that the Fire Department has found that the access, as currently proposed, is acceptable.

d. **Greater detail needs to be provided on the type of median treatments for the entrance drive to ensure that the landscape/signage does not create a sight distance hazard.**

The landscape/signage has been carefully designed to maximize sight line distance for vehicles turning to/from the east-west drive aisle. A "Line of Sight" figure, prepared by HKM Architects + Planners, Inc. shows the 30-inch height landscape area that will provide an adequate sight-triangle for vehicles exiting from the movie theater access onto the east-west drive aisle.



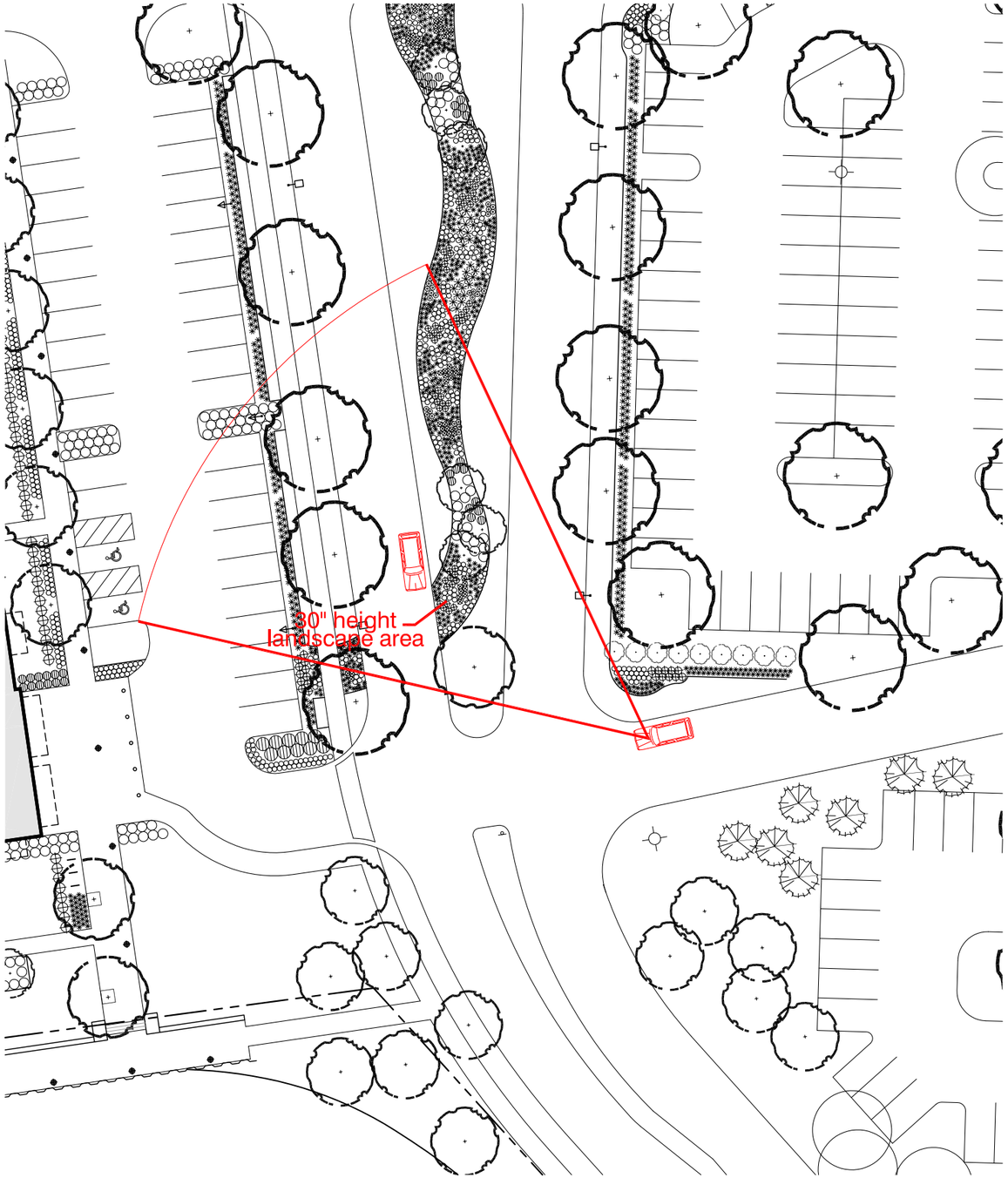
LEGEND

00 - AM PEAK HOUR (7:15-8:15 AM)

(00) - PM PEAK HOUR (4:45-5:45 PM)

[00] - SATURDAY MIDDAY PEAK HOUR (12:15-1:15 PM)

PROJECT:	TITLE:	KLOA
404 Social - CityPark Lincolnshire, Illinois	Total Projected Traffic Volumes	Job No: 16-033 Figure: A



ECD COMPANY
Innovation in Real Estate

404 social

CityPark
Lincolnshire, Illinois

Line of Sight

North 0 20' 40' 80'

43 South Vail Avenue
Arlington Heights, Illinois 60005
Job No. 15022 © 2016

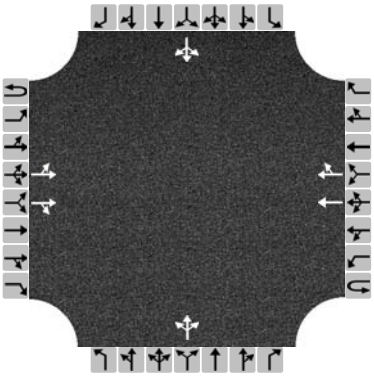
March 28, 2016

HKM ARCHITECTS + PLANNERS, INC.

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	WRW	Intersection	Theater/Apt and East-West
Agency/Co.	KLOA	Jurisdiction	Local
Date Performed	3/22/2016	East/West Street	East-West
Analysis Year	2017	North/South Street	Theater/Apt
Time Analyzed	Weekday AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	16-033; Lincolnshire, IL		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	1	0		0	1	0
Configuration		LT		TR			T	TR			LTR				LTR	
Volume (veh/h)		0	126	1			37	0		1	1	2		1	1	1
Percent Heavy Vehicles		3								3	3	3		3	3	3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		69									4				3	
Capacity		1561									848				850	
v/c Ratio		0.04									0.00				0.00	
95% Queue Length											0.0				0.0	
Control Delay (s/veh)		7.3									9.3				9.2	
Level of Service (LOS)		A									A				A	
Approach Delay (s/veh)									9.3				9.2			
Approach LOS									A				A			

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HCS 2010 Two-Way Stop Control Summary Report

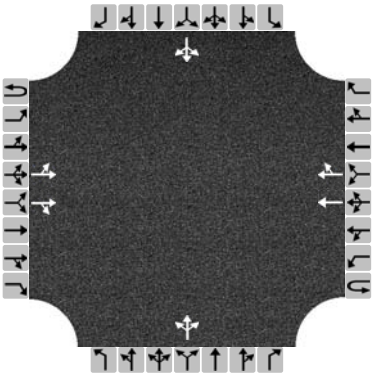
General Information

Analyst	WRW
Agency/Co.	KLOA
Date Performed	3/22/2016
Analysis Year	2017
Time Analyzed	Weekday PM
Intersection Orientation	East-West
Project Description	16-033; Lincolnshire, IL

Site Information

Intersection	Theater/Apt and East-West
Jurisdiction	Local
East/West Street	East-West
North/South Street	Theater/Apt
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	1	0		0	1	0
Configuration		LT		TR			T	TR			LTR				LTR	
Volume (veh/h)		10	65	1			131	15		1	1	10		52	1	5
Percent Heavy Vehicles		3								3	3	3		3	3	3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		47									13				63	
Capacity		1412									957				729	
v/c Ratio		0.03									0.01				0.09	
95% Queue Length		0.0									0.0				0.3	
Control Delay (s/veh)		7.6									8.8				10.4	
Level of Service (LOS)		A									A				B	
Approach Delay (s/veh)	1.0								8.8				10.4			
Approach LOS									A				B			

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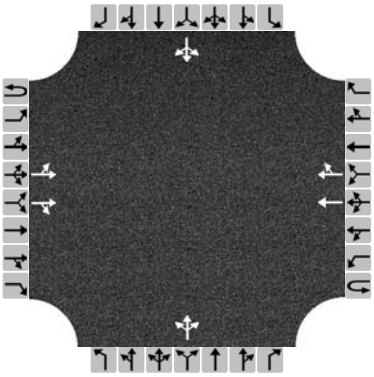
HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	WRW	Intersection	Theater/Apt and East-West
Agency/Co.	KLOA	Jurisdiction	Local
Date Performed	3/22/2016	East/West Street	East-West
Analysis Year	2017	North/South Street	Theater/Apt
Time Analyzed	Saturday Midday	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	16-033; Lincolnshire, IL		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	1	0		0	1	0
Configuration		LT		TR			T	TR			LTR				LTR	
Volume (veh/h)		10	74	1			92	90		1	1	10		50	1	1
Percent Heavy Vehicles		3								3	3	3		3	3	3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		51									13				56	
Capacity		1365									948				712	
v/c Ratio		0.04									0.01				0.08	
95% Queue Length		0.0									0.0				0.3	
Control Delay (s/veh)		7.7									8.9				10.5	
Level of Service (LOS)		A									A				B	
Approach Delay (s/veh)	0.9								8.9				10.5			
Approach LOS									A				B			

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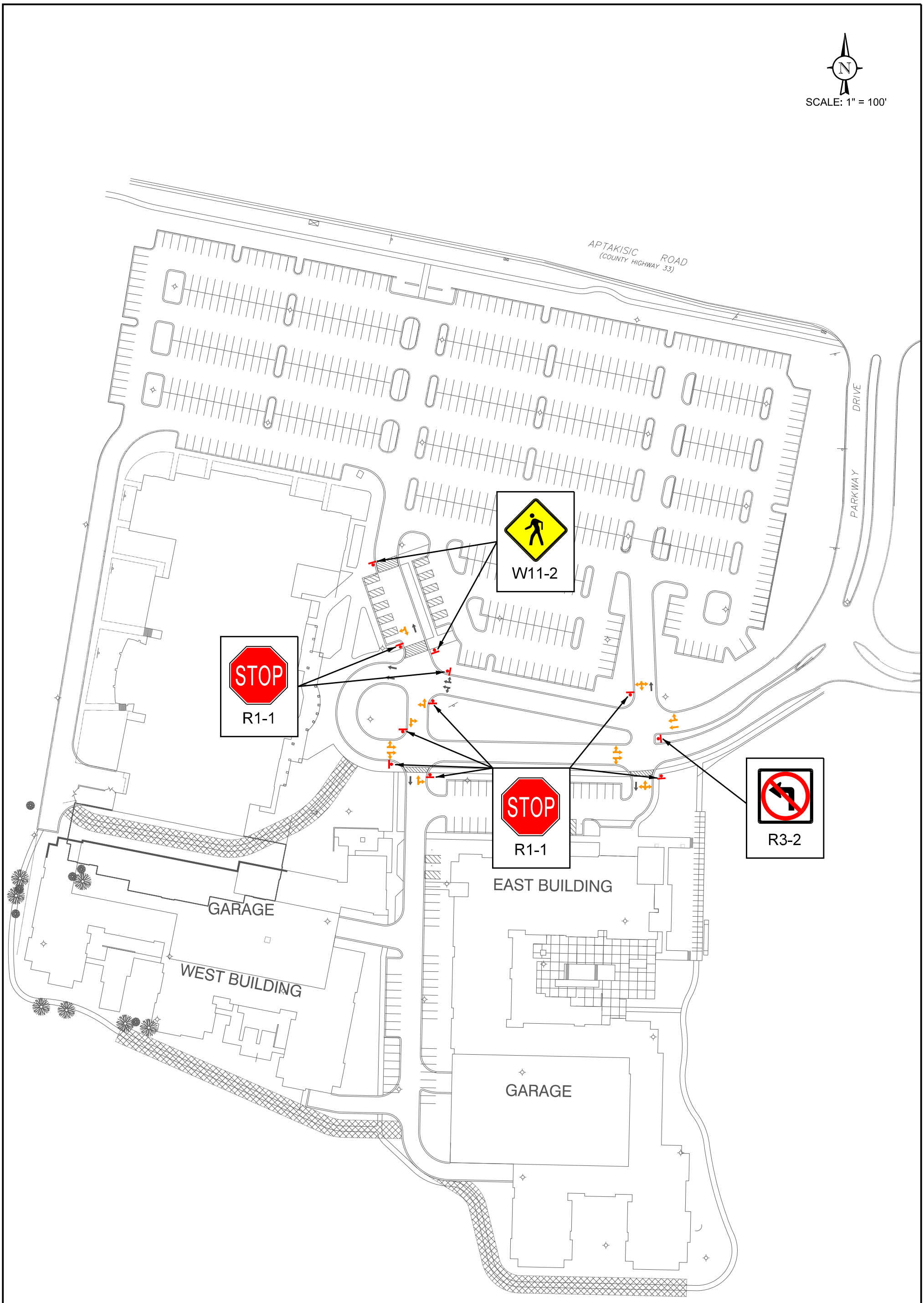


KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

9575 West Higgins Road, Suite 400
Rosemont, Illinois 60018
P: (847) 518-9990 F: (847) 518-9987

PROJECT # 16-033

SCALE:	-	1" = 100'
DRAWN	-	MD
CHECKED	-	WW
DATE	-	03-18-2016

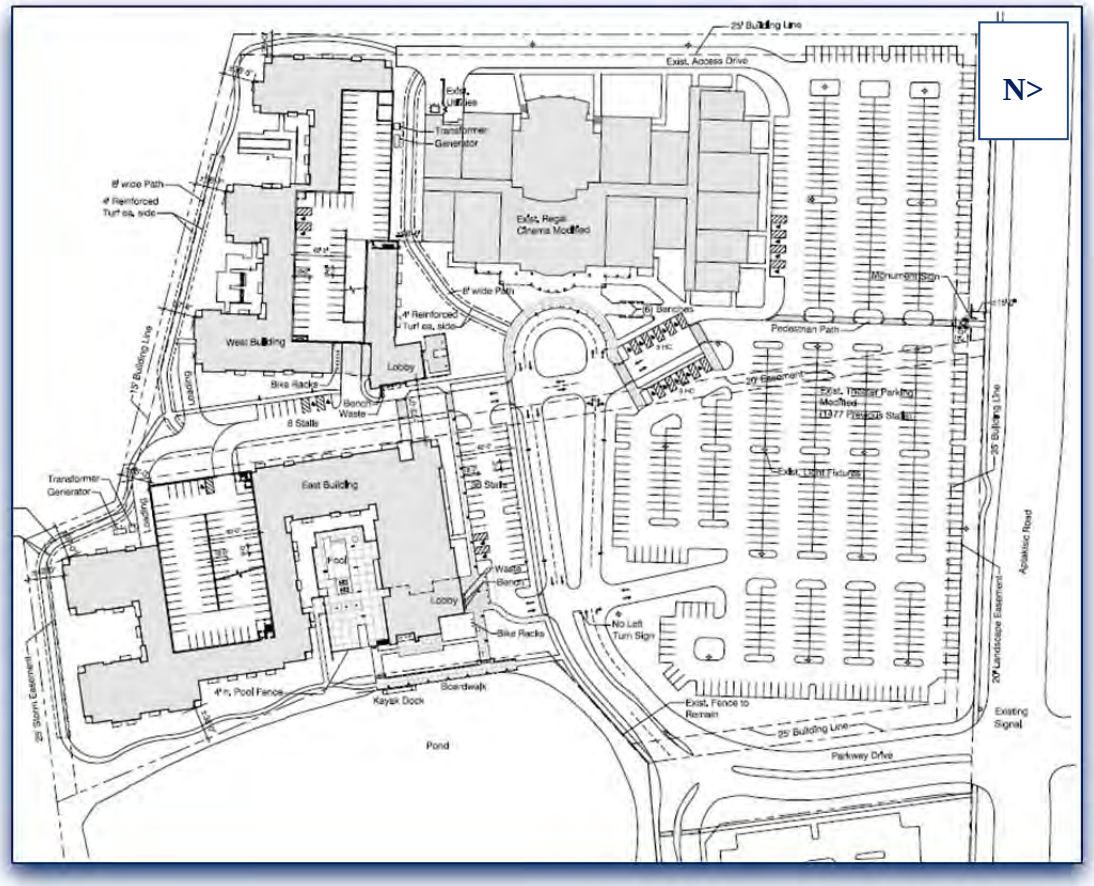
404 SOCIAL - CITYPARK
LINCOLNSHIRE, ILLINOIS

PROPOSED TRAFFIC CONTROL SIGNAGE PLAN

EXHIBIT NO.

A

Traffic Impact Study
Proposed 404 Social – CityPark
300 Parkway Drive
Lincolnshire, Illinois



Prepared by

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

March 23, 2016

Introduction

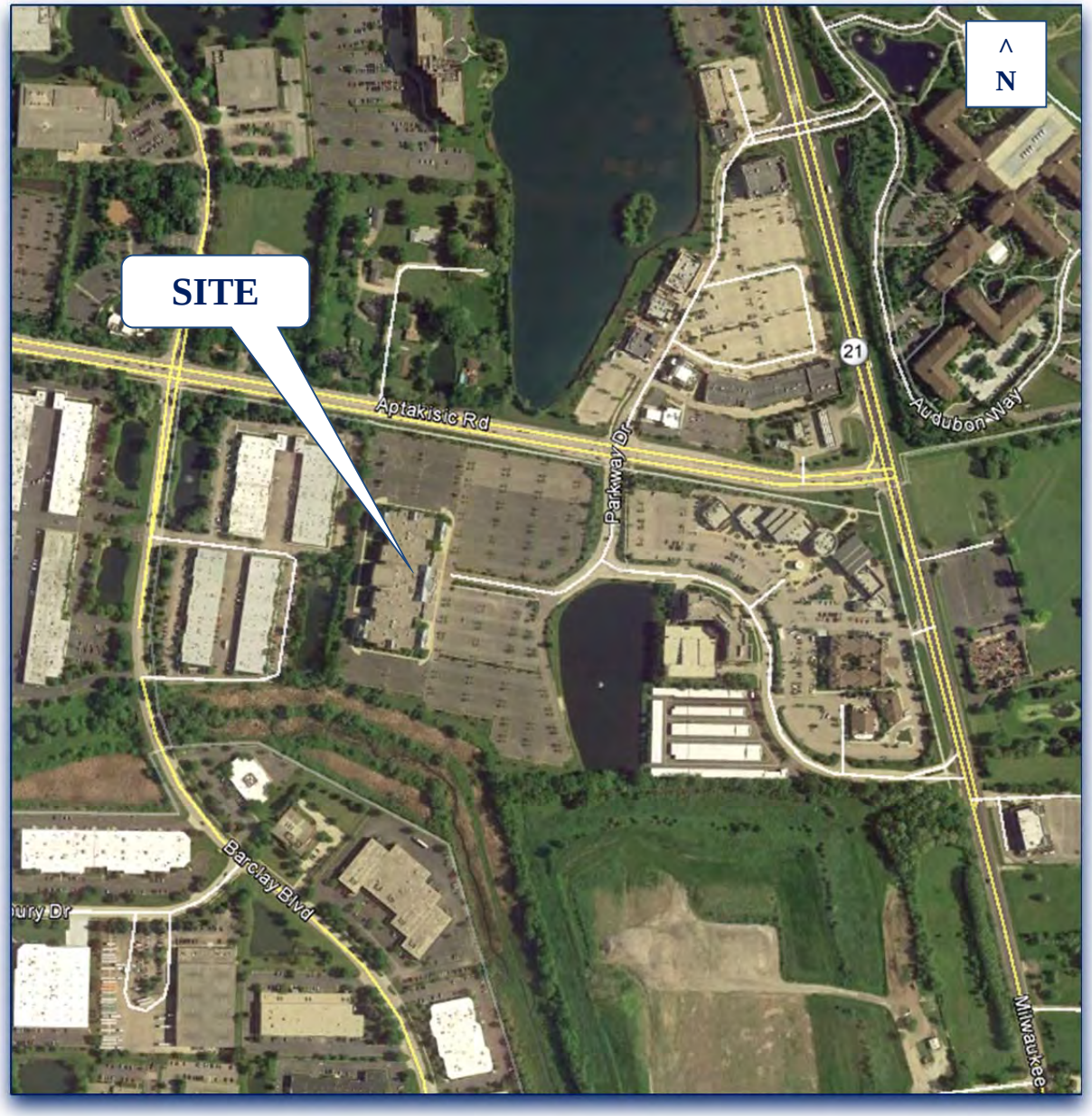
This report summarizes the methodologies, results and findings of a traffic impact study and parking evaluation conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed 404 Social luxury apartment community to be located on the Regal Cinemas parcel at 300 Parkway Drive in Lincolnshire, Illinois. The proposed residential site is currently developed as the southernmost section of the Regal Cinemas movie theater building and the southern parking field of a surface parking lot that serves the theater.

The plans call for a total of 302 luxury apartment units within two buildings. The west building will provide 123 units and 255 parking spaces, and the east building will provide 179 units and 360 parking spaces. Further, the Regal Cinemas building will be modified by reducing the number of screens from 21 to 15, and the number of seats from approximately 4,000 to 1,500. Additionally, the number of parking spaces for the movie theater will be reduced to 683. **Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows the conceptual site plan.

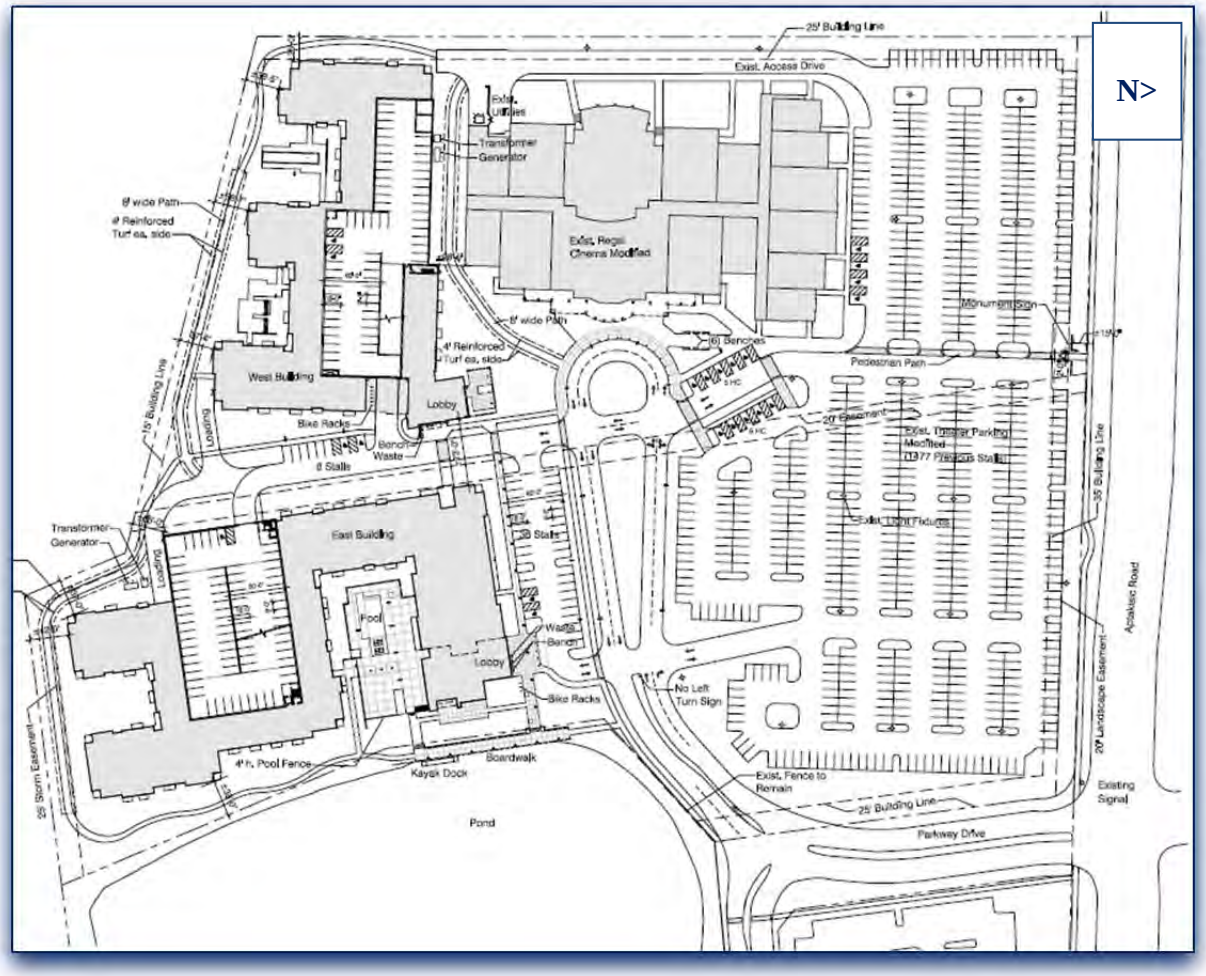
Access to the development will continue to be from a single access driveway that intersects Parkway Drive from the south. Parkway Drive extends north to a signalized intersection at Aptakisic Road and to the southeast where it T-intersects Milwaukee Avenue as a right-in/right-out only access intersection under stop sign control. Internal circulation modifications are proposed to provide access to both the existing movie theater and the proposed residential development.

The following sections of this report present the following.

- Existing roadway conditions including traffic volumes for the weekday morning, weekday evening, and Saturday midday peak hours
- A detailed description of the proposed development
- Vehicle trip generation for the proposed development
- Directional distribution of development-generated traffic
- Future transportation conditions including access to and from the development
- Evaluation of proposed parking conditions



Site Location **Figure 1**



Concept Plan **Figure 2**

Traffic capacity analyses were conducted for the weekday morning, weekday evening, and Saturday midday peak hours for the following two conditions.

1. Existing Traffic Conditions - Analyzes the capacity of the existing roadway system using existing traffic volumes in the surrounding area.

2. Total Projected Traffic Conditions – This condition includes the existing traffic volumes increased by a regional growth factor in addition to the traffic estimated to be generated by the proposed subject development.

The purpose of this study was four-fold:

- Examine existing traffic conditions to establish a baseline condition
- Assess the impact that the proposed development would have on internal circulation and development access
- Recommend roadway and traffic control improvements needed to mitigate the development's impact
- Evaluate the parking needs of the proposed development.

Existing Conditions

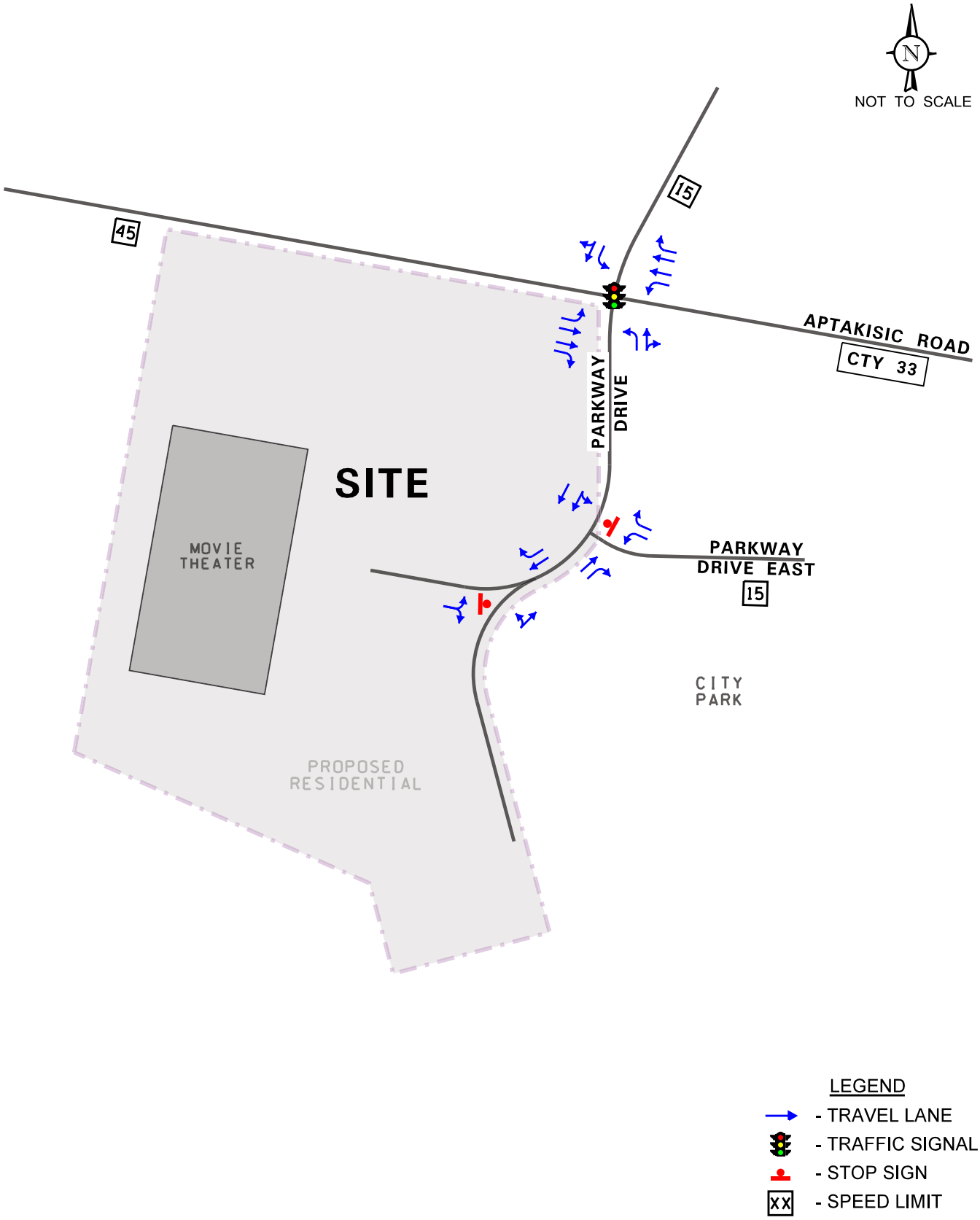
Existing traffic and roadway conditions were documented based on field visits and traffic counts conducted by KLOA, Inc. The following provides a detailed description of the physical characteristics of the roadways including geometry and traffic control, adjacent land uses and peak hour traffic flows along area roadways.

Existing Roadway System Characteristics

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

Aptakisic Road (Lake County Highway 33) is an east-west four-lane roadway. It is signalized at its intersections with Parkway Drive and Milwaukee Avenue (IL 21). Sidewalks and curb/gutter are provided on both sides of the roadway and the posted speed limit is 45 mph. Aptakisic Road is under the jurisdiction of the Lake County Division of Transportation (LCDOT).

Parkway Drive is a two-lane roadway that extends south of Aptakisic Road providing access to the subject site and the CityPark development. It terminates to the southeast as a T-intersection under stop sign control with Milwaukee Avenue, restricted to right-in/right-out only turning movements. The posted speed limit is 15 mph. Parkway Drive is under the jurisdiction of the Village of Lincolnshire.



PROJECT:	TITLE:	
404 Social - CityPark Lincolnshire, Illinois	Existing Street Characteristics	KLOA Job No: 16-033 Figure: 3

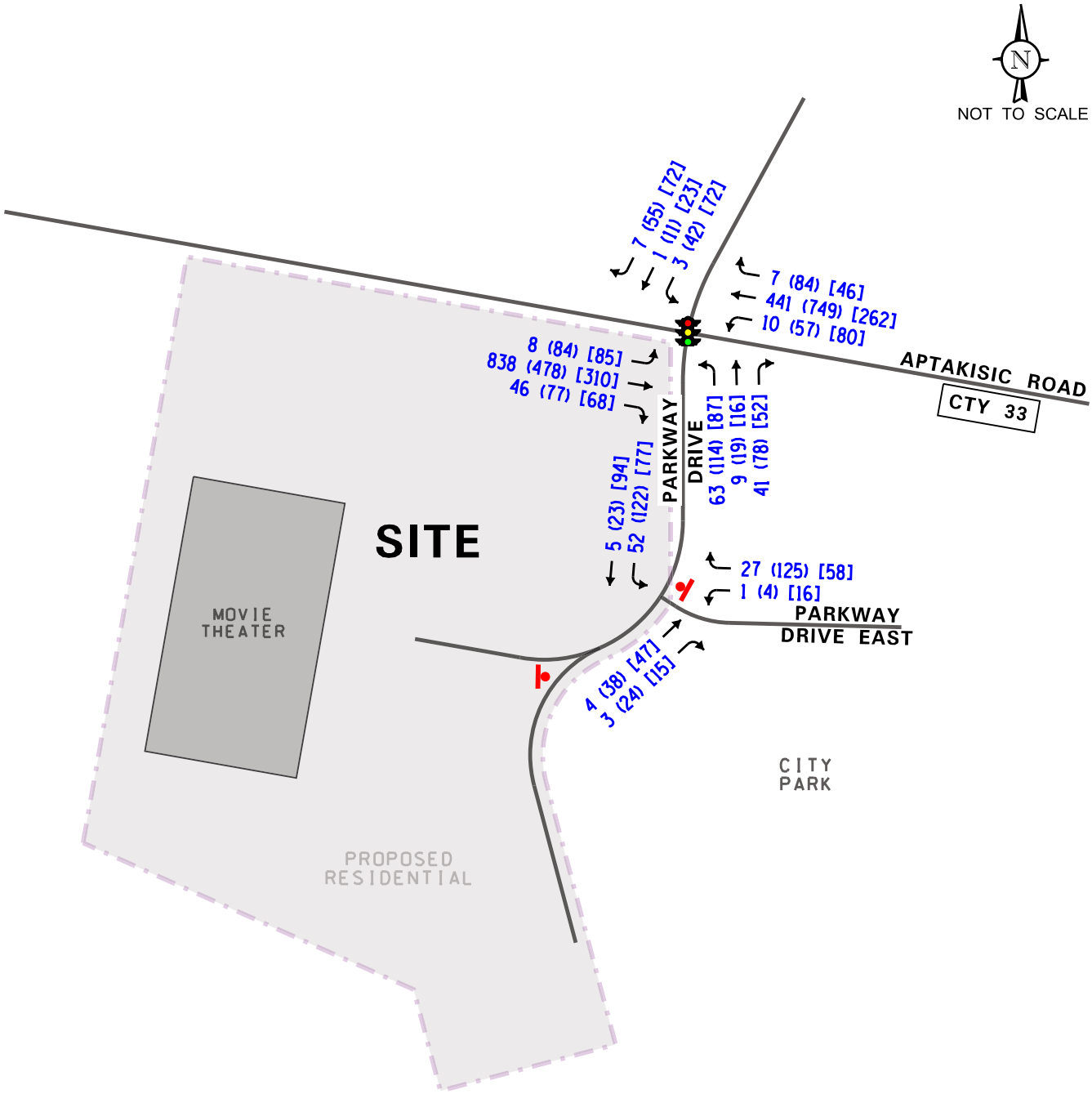
The signalized intersection of Parkway Drive and Aptakisic Road is running "Adaptive Control" whereby video detection actuates the traffic signal as needed. As such, the traffic signal is "running free" with no set cycle length.

Existing Traffic Volumes

Manual turning movement traffic counts were conducted on Thursday, January 21, 2016 during the morning (7:00 to 9:00 A.M.) and the evening (4:00 to 6:00 P.M.) peak hour periods and on Saturday, January 23, 2016 (12:00 to 2:00 P.M.) during the midday peak hour period at the intersections of Parkway Drive with Aptakisic Road and Parkway Drive East.

From the manual turning movement count data, it was determined that the weekday morning peak hour generally occurs between 7:15 and 8:15 A.M., the weekday evening peak hour occurs between 4:45 and 5:45 P.M., and the Saturday midday peak hour occurs between 12:15 and 1:15 P.M. These three respective peak hours will be used for the traffic capacity analyses which are presented later in this report. Pedestrian and bicycle activity was observed and was reported to be very low at the study intersections.

The existing peak hour traffic volumes are shown in **Figure 4**.



LEGEND

00 - AM PEAK HOUR (7:15-8:15 AM)

(00) - PM PEAK HOUR (4:45-5:45 PM)

[00] - SATURDAY MIDDAY PEAK HOUR (12:15-1:15 PM)

PROJECT:	TITLE:	
404 Social - CityPark Lincolnshire, Illinois	Existing Traffic Volumes	KLOA Job No: 16-033 Figure: 4

Traffic Characteristics of the Proposed Development

To evaluate the impact of the subject development on the area roadway system, it was necessary to quantify the number of vehicle trips the site will generate during the weekday morning, weekday evening, and Saturday midday peak hours and then determine the directions from which this traffic will approach and depart the site.

Proposed Site and Development Plan

The proposed residential site is currently developed as the southernmost section of the Regal Cinemas movie theater building and the southern parking field of a surface parking lot that serves the theater. The plans call for a total of 302 luxury apartment units within two buildings. The west building will provide 123 units and 255 parking spaces, and the east building will provide 179 units and 360 parking spaces. Further, the Regal Cinemas building will be modified by reducing the number of screens from 21 to 15, and the number of seats from approximately 4,000 to 1,500. Additionally, the number of parking spaces for the movie theater will be reduced to 683.

Proposed Parking

The residential development proposes a total of 615 parking spaces. The west residential parking garage will provide 255 parking spaces and the east residential parking garage will provide 360 parking spaces. Further, the Regal Cinemas parking spaces will be reduced to 683 parking spaces. The proposed parking for both the residential and movie theater land uses is adequate to accommodate the parking demand. A parking evaluation is provided further in this report.

Development Access

The development will continue to be served by the main access driveway off Parkway Drive, providing two lanes inbound and two lanes outbound under stop sign control.

Internal Circulation

The east-west main access driveway will be divided by a landscaped median and will provide access to the movie theater in addition to the proposed apartment development. At its first or easternmost internal intersection, the main east-west driveway will intersect with an access drive aisle lending access to east apartment building surface parking lot to the south, and the movie theater general parking area to the north. The south leg of this intersection, which serves the east apartment building lot, will be restricted to right-in/left-out/right-out only turning movements to/from the east-west main access drive. The north leg of this intersection will provide one lane inbound and one lane outbound under stop sign control.

The east-west main access drive will continue west to the movie theater complex, where it will provide a two-lane, one-way driveway for drop-off/pick-up of guests. A north-south two-lane drive aisle will separate the main east-west access driveway from the drop-off/pick-up area. To the north, the north-south drive aisle will provide secondary access to the general theater parking. To the south, the north-south drive aisle will provide access to both of the residential apartment buildings, including access to the proposed parking garages for each respective building.

The northern and southern intersections created by this north-south drive aisle will be under all-way stop sign control, which will provide for a more efficient traffic flow and reduce confusion and traffic conflicts.

Pedestrian Access

A continuous sidewalk is proposed along the south side of the east-west main access drive from Parkway Drive to the movie theater building. Further, sidewalks are proposed around and within the two apartment buildings. Additionally, high-visibility crosswalks will be provided at major internal intersections, including the two intersections at the movie theater drop-off/pick-up area entrance and exit. Additionally, bicycle racks will be provided within the development. All of these proposed features will continue to encourage and enhance pedestrian and bicycle mobility within the area.

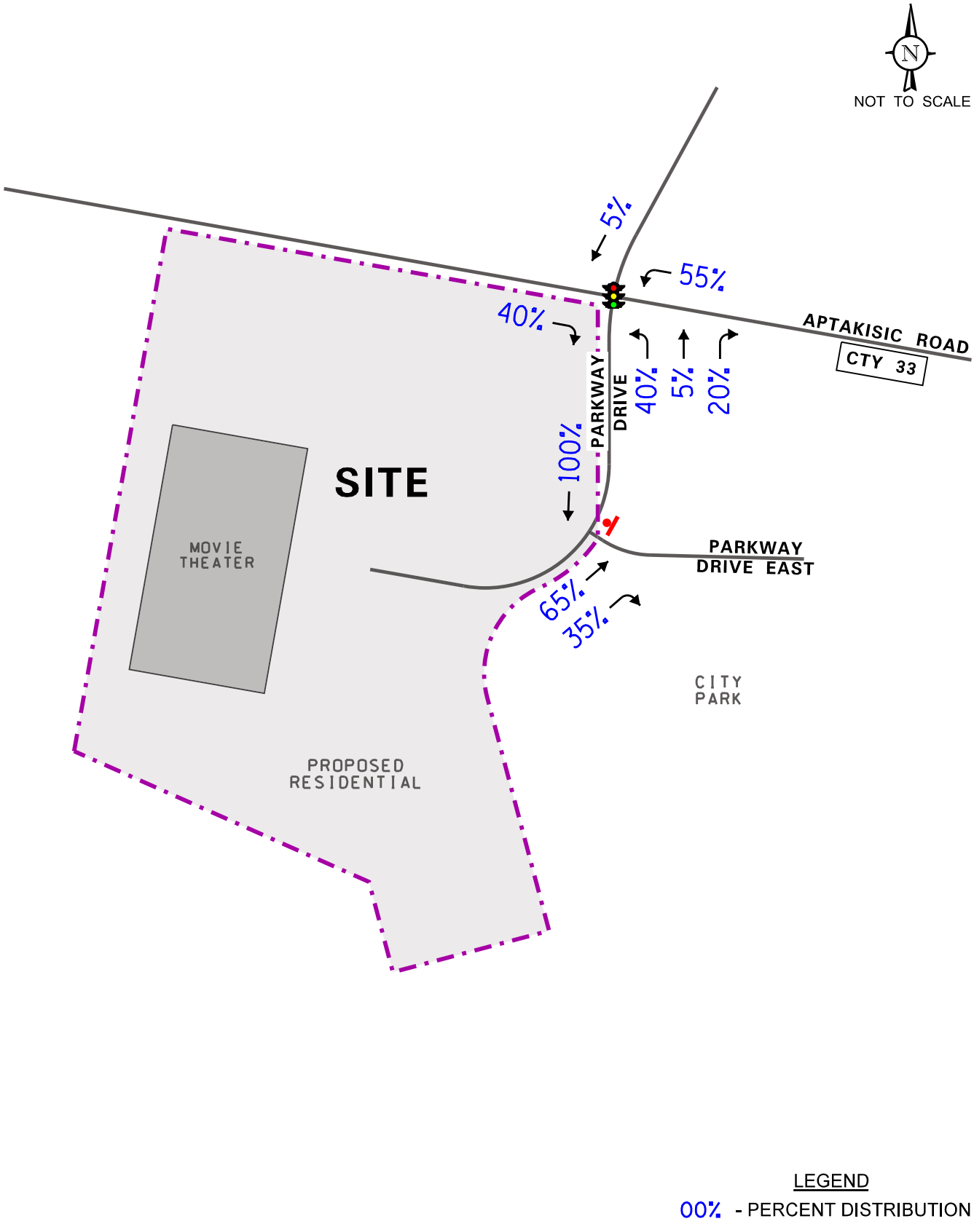
Directional Distribution of Development-Generated Traffic

The directional distribution of development-generated traffic is based on the characteristics and operations of the surrounding roadway system and existing traffic patterns. **Figure 5** shows the estimated directional distribution.

Estimated Development-Generated Traffic Volumes

The estimates of traffic to be generated by the development are based upon the proposed land use types and sizes. The volume of traffic generated for the proposed residential development was estimated using data published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition.

Table 1 shows a trip generation comparison between the existing use and the total trips anticipated from the proposed use for the weekday morning, weekday evening, and Saturday peak hours. It is important to note that the movie theater is not open during the weekday morning peak hours.



LEGEND

00% - PERCENT DISTRIBUTION

PROJECT:	TITLE:	
404 Social - CityPark Lincolnshire, Illinois	Estimated Directional Distribution	KLOA Job No: 16-033 Figure: 5

Table 1
TRIP GENERATION COMPARISON – PEAK HOUR TRAFFIC VOLUMES

	Weekday				Saturday	
	A.M.		P.M.		P.M.	
Land-Use	In	Out	In	Out	In	Out
Proposed Development						
Apartments–302 units (LUC 220)	31	121	119	65	72	72
Theater – 1,500 seats (LUC 445)	0	0	54	96	169	156
Total Proposed Trips:	31	121	173	161	241	228
Current Development						
Theater – 4,000 seats	0	0	240	160	650	600
Trip Generation Difference:	**+31**	**+121**	**-67**	**+1**	**-409**	**-372**

As shown in Table 1, the overall proposed development will generate less traffic during the weekday evening and Saturday peak hours. Although the proposed residential development will generate more traffic during the weekday morning peak hour where a low volume currently exists, the modified theater complex development will continue to generate no traffic during this time. In addition, the proposed reduction in the theater's movie screens from 21 to 15 and the associated number of seats from 4,000 to 1,500 will significantly reduce the traffic impact on the subject site. As such, the overall proposed residential development combined with the movie theater enhancement will have a net reduction of approximately 42 percent on the surrounding roadway network.

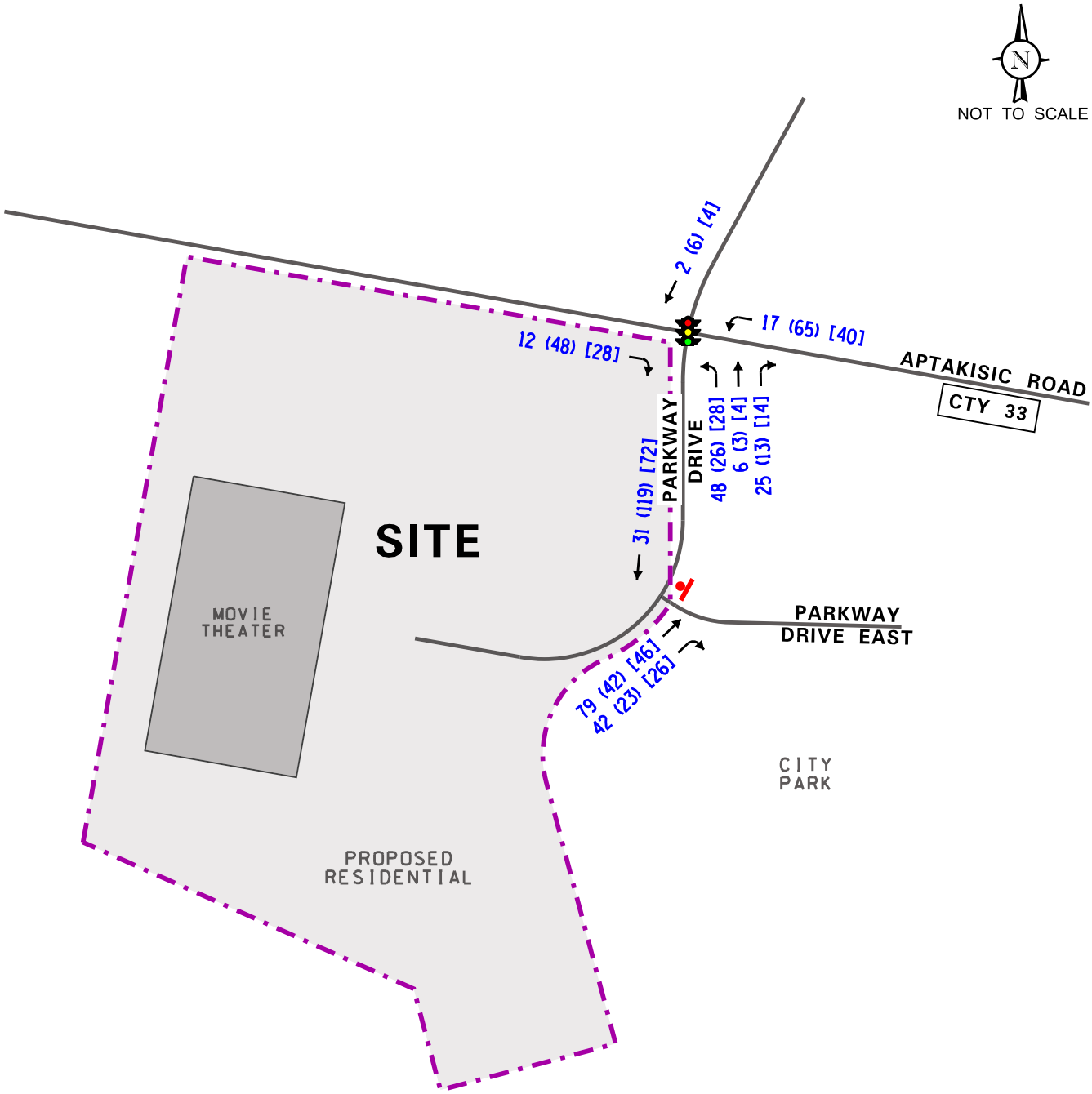
Development Traffic Assignment

The peak hour traffic volumes projected to be generated by the proposed residential land use (refer to Table 1) upon total buildout were assigned and are shown in **Figure 6.**

It is important to note that the existing peak hour traffic volumes generated by the existing movie theater (4,000 seats) were retained in the existing peak hour traffic counts. As such, the existing peak hour traffic (refer to Figure 4) for the movie theater provides for a conservative analysis.

Total Projected Traffic Conditions

Traffic was projected to Year 2017 conditions, which considers the buildout of the proposed development. The total projected traffic volumes include the existing traffic volumes increased by a regional growth factor of 3 percent plus the peak hour traffic volumes estimated to be generated by the proposed residential development (refer to Figure 6). The total projected traffic volumes are shown in **Figure 7.**



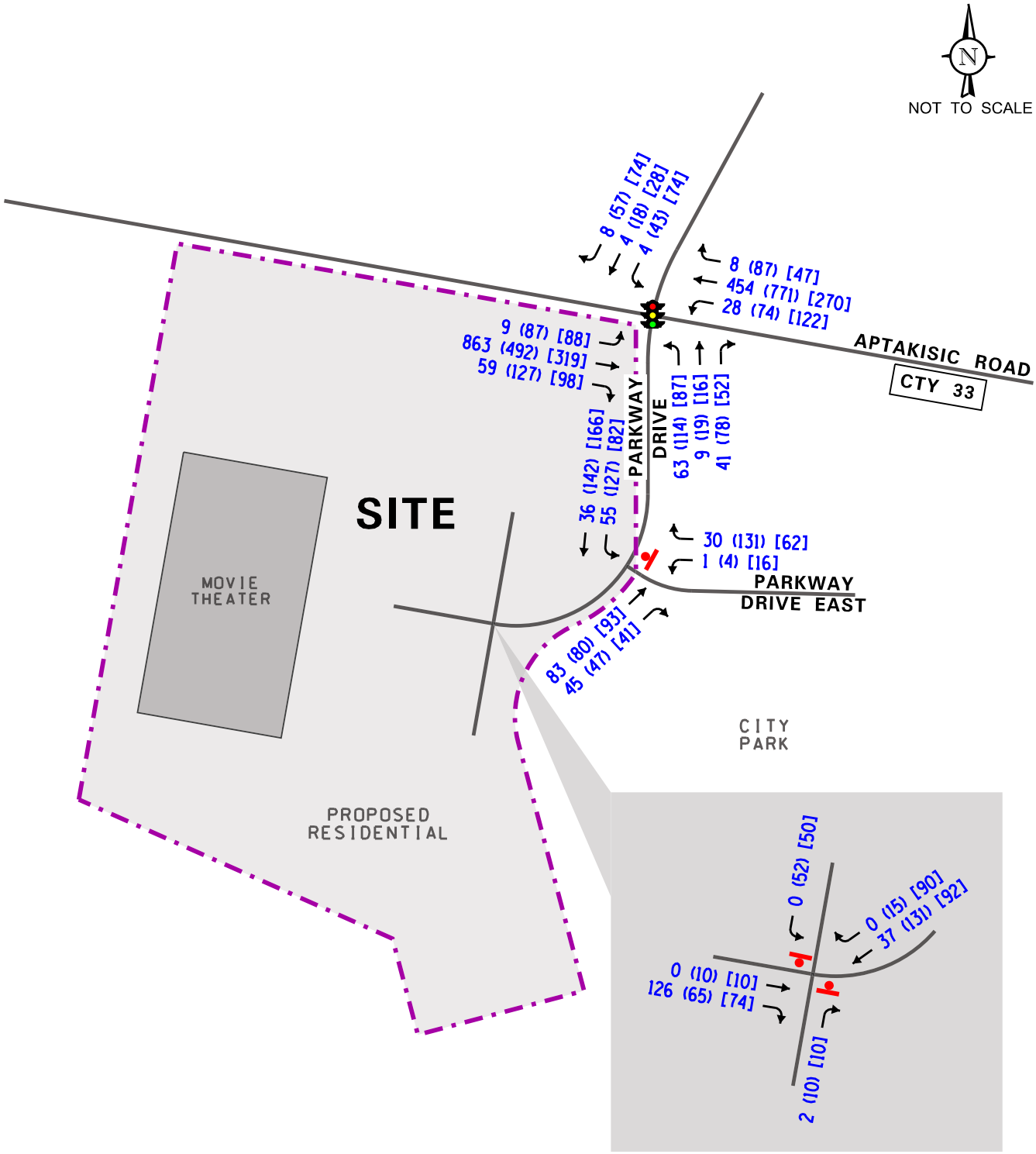
LEGEND

00 - AM PEAK HOUR (7:15-8:15 AM)

(00) - PM PEAK HOUR (4:45-5:45 PM)

[00] - SATURDAY MIDDAY PEAK HOUR (12:15-1:15 PM)

PROJECT:	TITLE:	
404 Social - CityPark Lincolnshire, Illinois	Estimated Development-Generated Traffic Volumes	KLOA Job No: 16-033 Figure: 6



LEGEND

00 - AM PEAK HOUR (7:15-8:15 AM)

(00) - PM PEAK HOUR (4:45-5:45 PM)

[00] - SATURDAY MIDDAY PEAK HOUR (12:15-1:15 PM)

PROJECT:	TITLE:	
404 Social - CityPark Lincolnshire, Illinois	Total Projected Traffic Volumes	KLOA Job No: 16-033 Figure: 7

Traffic Analysis and Recommendations

Capacity analyses were performed for the key intersections included in the study area to determine the ability of the existing roadway system to accommodate existing and future traffic demands. Analyses were performed for the weekday morning, weekday evening, and Saturday midday peak hours for both existing and future conditions.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM), 2010* and using Synchro/Simtraffic analysis software.

Although the traffic signal "runs free", the capacity analyses for the traffic-signal controlled intersection of Aptakisic Road and Parkway Drive were based on the "programmed" cycle lengths (140 seconds for the weekday morning and weekday evening; 100 seconds for Saturday midday) and phasings to determine the average overall vehicle delay, volume-to-capacity ratios, and levels of service. Using the programmed cycle lengths provides for a more conservative analysis.

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 LOS and overall intersection delay (measured in seconds) for existing traffic volumes (Figure 4) and projected traffic volumes (Figure 7) are presented in **Table 2**. A discussion of the intersections follows.

Table 2
CAPACITY ANALYSES RESULTS

Intersection		Weekday A.M. Peak Hour LOS – Delay	Weekday P.M. Peak Hour LOS – Delay	Saturday Midday Peak Hour LOS – Delay
Aptakisic Road and Parkway Drive (signalized)				
	Existing:	B – 13.4	C – 20.7	B – 18.7
	Projected:	B – 19.7	C – 21.5	B – 19.4
Parkway Drive and Parkway Drive East (stop sign)				
	Existing:	WBA: A – 8.5	WBA: A – 9.1	WBA: A – 9.4
	Projected:	WBA: A – 9.0	WBA: A – 9.5	WBA: A – 9.9
East-West Access and Theater/Apartment Access (Internal Intersection under stop sign control)				
	Projected:	NBA: A – 9.3 SBA: A – 9.2	NBA: A – 8.8 SBA: A – 10.4	NBA: A – 8.9 SBA: B – 10.5

LOS = Level of Service
Delay is measured in seconds.
LOS represents the intersection as a whole for signalized intersections; for two-way stop sign-controlled intersections, the LOS represents the minor approach or individual movement, as noted.
WBA = Westbound approach

Discussion and Recommendations

The following summarizes traffic capacity analyses for the study intersections for the existing and projected future conditions.

Aptakisic Road and Parkway Drive

This intersection will continue to operate at an overall acceptable LOS and delay under projected conditions. The northbound queue on Parkway Drive will not extend to the Parkway Drive East intersection. No roadway or traffic control improvements are recommended at this intersection in conjunction with the proposed development.

Parkway Drive and Parkway Drive East

This intersection will continue to operate at an overall acceptable LOS and delay under projected conditions. The westbound approach of Parkway Drive East should continue to be under stop sign control with the free-flowing north/south through movements on Parkway Drive to/from the movie theater/residential development. No roadway or traffic control improvements are needed or recommended at this intersection in conjunction with the proposed development.

Movie Theater Drop-off/Pick-up Driveway

A two-lane, one-way driveway for drop-off/pick-up of guests is proposed at the movie theater's main entrance. A north-south drive aisle will separate the main east-west access driveway from the drop-off/pick-up area. The northern and southern intersections created by this north-south drive aisle will be under all-way stop sign control, which will provide for a more efficient traffic flow and reduce confusion and traffic conflicts. High-visibility pedestrian crosswalks will be provided across the north-south drive aisle.

Movie Theater Parking Access

A new vehicle access driveway is proposed to the theater parking area east of the theater entrance (in alignment with the secondary access to the surface parking area serving the East apartment building) that should effectively remove a majority of the theater vehicles from proceeding all the way west to the front entrance. The north leg should provide one lane inbound and one lane outbound under stop sign control. Wayfinding signage will be posted at the driveway entrance to direct theater vehicles to use this access rather than proceed forward to the theater's drop-off/pick-up area.

East-West Main Access Driveway

The east-west main access driveway will be redesigned as a divided parkway with a landscaped median and will provide access to the movie theater in addition to the proposed apartment development. At its first or easternmost internal intersection, the main east-west driveway will intersect with an access drive aisle lending access to east apartment building surface parking lot to the south, and the movie theater general parking area to the north. The south leg of this intersection, which serves the east apartment building lot, will be restricted to right-in/left-out/right-out only turning movements to/from the east-west main access drive. The north leg of this intersection will provide one lane inbound and one lane outbound under stop sign control. Capacity analyses at this easterly intersection show that this intersection will operate at acceptable levels of service and queuing during peak hours.

Restricted Access on Aptakisic Road

The Village has inquired about the need of providing a secondary access to the development from Aptakisic Road. The access would be restricted to right-in/right-out only turning movements. A second access from Aptakisic Road is neither needed nor recommended given the following.

- Access to Aptakisic Road is unlikely as it will require a variance to be granted by the Lake County Division of Transportation.

- The movie theater will be reduced in size to 40 percent of its existing seating capacity (4,000 seats to 1,500 seats). As a result, the theater will generate less peak hour traffic than what can be generated by the existing theater.

- Based on existing travel patterns, a majority of the traffic accessing the theater approaches and departs from the west on Aptakisic Road. Therefore, a majority of the traffic exiting the theater would need to continue using the signal at Aptakisic Road and Parkway Drive even if a second access point to/from Aptakisic is constructed because its right-in/right-out design would preclude on-site traffic from exiting the site and making a westbound turn.

Parking Evaluation

A parking evaluation comparison of the two land uses between the proposed parking, the parking required based on Village Code, and the parking recommended based on survey data published by ITE (4th Edition of the Parking Generation Manual) follows.

Residential Parking

A total of 615 parking spaces are proposed for the total 302-unit luxury rental community, which translates to a parking rate of approximately 2 parking spaces per unit. The Village Code requires 1.5 spaces per 1-bedroom unit and 2.5 spaces for 2+ bedroom units. The proposed rental community is composed of 141 1-bedroom units and 161 2+ bedroom units, requiring 615 parking spaces. Therefore, the proposed residential parking supply meets Village Code.

Furthermore, ITE data shows an average peak parking demand of 1.23 spaces per unit, or 372 parking spaces for 302 proposed units. The ITE data shows that the average peak parking demand ratio ranged between 0.9 and 1.0 spaces per bedroom. This development is providing 615 parking spaces for a total of approximately 463 bedrooms, which exceeds the one bedroom to one parking space ratio. Therefore, based on ITE data, the proposed 615 parking spaces are adequate to accommodate peak residential parking demands.

Theater Parking

The plans for the theater complex include reducing the number of overall seats from 4,000 seats to approximately 1,500 seats. A total of 683 parking spaces are proposed for the 1,500-seat theater complex, which translates to a parking rate of 0.46 spaces per seat. By contrast, Village Code requires 1 space per 3 seats (0.33 spaces per seat), or 500 parking spaces. As such, the proposed parking far exceeds the Village Code requirements. Furthermore, ITE data suggests a parking rate of approximately 1 space per 6 seats, or 250 parking spaces. Therefore, based on ITE data, the proposed 683 parking spaces for the approximate 1,500 seat theater complex are more than adequate to accommodate peak parking demands.

A parking occupancy survey was conducted at the theater from Thursday, January 21st through Saturday, January 23, 2016. The surveys indicate that the peak occupancy on a weekday was 315 parking spaces and on Saturday was 665 parking spaces. When correlated with the proposed reduction in the number of seats from 4,000 to 1,500, the peak generated demand on a Saturday will be approximately 250 parking spaces, which represents only 37 percent of the parking supply that is proposed to be provided by the theater.

Conclusion

A traffic impact study and parking evaluation was conducted for the proposed 404 Social luxury apartment community to be located on the Regal Cinemas parcel at 300 Parkway Drive in Lincolnshire, Illinois. The proposed residential site is currently developed as the southernmost section of the Regal Cinemas movie theater building and the southern parking field of a surface parking lot that serves the theater. The plans call for a total of 302 luxury apartment units within two buildings. Further, the Regal Cinemas building will be modified by reducing the number of screens from 21 to 15, and the number of seats from approximately 4,000 to 1,500. Access to the development will continue to be from a single access driveway that intersects Parkway Drive from the south. Internal circulation modifications are proposed to provide access to both the existing movie theater and the proposed residential development.

Based on the proposed development plan and the preceding evaluation, the following conclusions and recommendations are made.

- The proposed development will generate a net impact reduction of 42 percent less vehicle traffic overall than the existing use.

- The residential outbound traffic will peak during the weekday morning when the movie theater is not operational. Conversely, the residential inbound trips will peak during the weekday evening (4:45 to 5:45 P.M.), which is prior to the more heavily attended evening/night showtimes.

- The proposed access drive on Parkway Drive will continue to be adequate to accommodate traffic during peak hour periods.

- The signalized intersection of Aptakisic Road and Parkway Drive will continue to operate at the same overall LOS under projected traffic conditions. No roadway or traffic control improvements are necessary or recommended in conjunction with this proposed development.

- The intersection of Parkway Drive and Parkway Drive East will continue to operate at the same overall LOS under projected traffic conditions. No roadway or traffic control improvements are necessary or recommended in conjunction with this proposed development.

- The two intersections serving the main east-west drive aisle at the proposed drop-off/pick-up area at the movie theater entrance are proposed to be under all-way stop control conditions, which will provide for a more efficient traffic flow and reduce confusion and traffic conflicts.

- An access drive to the main theater parking area will be provided east of the theater entrance which will remove a majority of theater vehicles from proceeding all the way west to the front entrance. Wayfinding signage will be posted at the driveway entrance to direct theater vehicles to use this access rather than proceed forward to the theater's main entrance

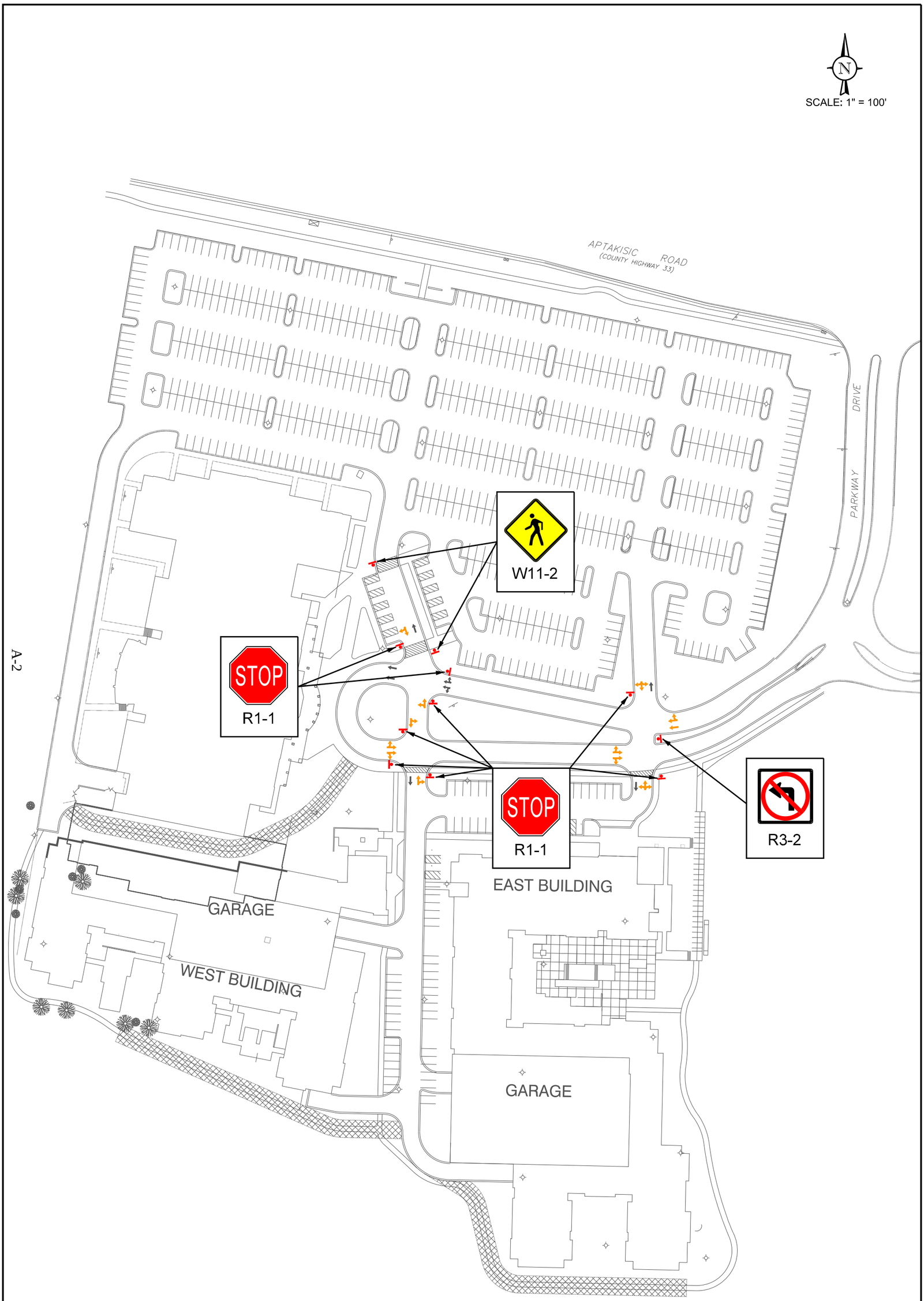
- A secondary access to Aptakisic Road is not recommended and is unlikely as it will require a variance to be granted by the Lake County Division of Transportation. Further, the movie theater will be reduced in size to 38 percent of its existing seating capacity (4,000 seats to 1,500 seats). As a result, the theater will generate less peak hour traffic than what can be generated by the existing theater. Further, since a majority of the traffic accessing the theater approaches and departs from the west on Aptakisic Road a majority of the traffic exiting the theater would need to continue using the signal at Aptakisic Road and Parkway Drive even if a second access point to/from Aptakisic is constructed because its right-in/right-out design would preclude on-site traffic from exiting the site and making a westbound turn.

- The proposed 615 parking spaces for the residential parking meets Village Code and will therefore be adequate to accommodate peak parking demands.

- The proposed 683 parking spaces for the theater complex far exceeds that required by Village Code and will therefore be adequate to accommodate peak parking demands.

- ITE data suggests a parking rate of approximately 1 space per 6 seats, or 250 parking spaces. Given this information, the proposed 615 parking spaces for the approximate 1,500 seat theater complex are adequate to accommodate peak parking demands.

Appendix



A-2

KLOA Kenig,Lindgren,O'Hara,Aboona,Inc. 9575 West Higgins Road, Suite 400 Rosemont, Illinois 60018 P: (847) 518-9990 F: (847) 518-9987 PROJECT # 16-033	SCALE: - 1" = 100' DRAWN - MD CHECKED - WW DATE - 03-18-2016	404 SOCIAL - CITYPARK LINCOLNSHIRE, ILLINOIS	PROPOSED TRAFFIC CONTROL SIGNAGE PLAN	EXHIBIT NO. A

LEVEL OF SERVICE CRITERIA

Unsignalized Intersections

Level of Service	Average Control Delay (seconds per vehicle)
A	0 - 10
B	> 10 - 15
C	> 15 – 25
D	> 25 – 35
E	> 35 – 50
F	> 50

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

Source: *Highway Capacity Manual, 2010*.

Traffic Counts

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Aptakisic Road with Parkway Drive
Site Code:
Start Date: 01/21/2016
Page No: 1

Turning Movement Data

Start Time	Aptakisic Road Eastbound						Aptakisic Road Westbound						Parkway Drive Northbound						Parkway Drive Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:00 AM	0	1	151	7	0	159	0	1	81	1	0	83	0	2	0	1	0	3	0	0	1	1	0	2	247
7:15 AM	0	1	200	8	0	209	0	0	90	0	0	90	0	3	1	6	0	10	0	1	0	0	0	1	310
7:30 AM	0	0	242	8	0	250	0	3	100	2	0	105	0	1	0	1	0	2	0	0	0	1	0	1	358
7:45 AM	0	3	207	16	0	226	0	3	132	1	0	136	0	5	0	3	0	8	0	0	0	2	0	2	372
Hourly Total	0	5	800	39	0	844	0	7	403	4	0	414	0	11	1	11	0	23	0	1	1	4	0	6	1287
8:00 AM	0	4	189	14	0	207	0	4	119	4	0	127	0	5	1	5	0	11	0	2	1	4	0	7	352
8:15 AM	0	5	158	17	0	180	0	5	112	1	0	118	0	3	0	1	0	4	0	0	0	2	0	2	304
8:30 AM	0	4	175	14	0	193	0	6	106	4	0	116	0	7	0	1	0	8	0	1	2	2	0	5	322
8:45 AM	0	5	182	15	0	202	0	2	103	7	0	112	0	3	0	4	0	7	0	2	1	2	0	5	326
Hourly Total	0	18	704	60	0	782	0	17	440	16	0	473	0	18	1	11	0	30	0	5	4	10	0	19	1304
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	14	130	15	0	159	0	12	145	16	0	173	0	19	0	17	0	36	0	4	1	11	2	16	384
4:15 PM	0	26	109	12	0	147	0	10	180	12	0	202	0	21	2	8	0	31	0	10	4	14	2	28	408
4:30 PM	0	20	116	14	0	150	0	17	184	18	0	219	0	18	2	7	0	27	0	9	3	10	0	22	418
4:45 PM	0	22	101	22	0	145	0	11	195	21	0	227	0	14	4	11	0	29	0	6	2	13	0	21	422
Hourly Total	0	82	456	63	0	601	0	50	704	67	0	821	0	72	8	43	0	123	0	29	10	48	4	87	1632
5:00 PM	0	20	147	19	0	186	0	14	189	21	0	224	0	30	2	19	0	51	0	13	4	14	0	31	492
5:15 PM	0	23	116	17	0	156	0	15	169	23	0	207	0	21	5	15	0	41	0	11	5	16	0	32	436
5:30 PM	0	19	114	19	0	152	0	17	196	19	0	232	0	20	4	18	0	42	0	12	0	12	0	24	450
5:45 PM	0	26	81	17	0	124	0	12	180	25	0	217	0	19	6	18	0	43	0	13	4	19	0	36	420
Hourly Total	0	88	458	72	0	618	0	58	734	88	0	880	0	90	17	70	0	177	0	49	13	61	0	123	1798
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	0	18	114	12	0	144	0	15	55	15	0	85	0	6	5	6	0	17	0	5	3	10	0	18	264
12:15 PM	0	15	79	19	0	113	0	28	73	15	0	116	0	12	2	7	0	21	0	11	12	18	0	41	291
12:30 PM	0	18	73	25	0	116	0	21	53	10	0	84	0	19	1	10	0	30	0	13	7	13	0	33	263
12:45 PM	0	32	83	14	0	129	0	20	58	5	0	83	0	9	5	11	0	25	0	12	1	24	0	37	274
Hourly Total	0	83	349	70	0	502	0	84	239	45	0	368	0	46	13	34	0	93	0	41	23	65	0	129	1092
1:00 PM	0	20	75	10	0	105	0	11	78	16	0	105	0	17	3	9	0	29	0	9	3	17	0	29	268
1:15 PM	0	10	66	24	0	100	0	11	75	11	0	97	0	13	3	10	0	26	0	18	4	17	0	39	262
1:30 PM	0	9	64	22	1	95	0	25	66	9	0	100	0	17	4	14	0	35	0	6	6	14	0	26	256
1:45 PM	0	15	62	26	2	103	0	26	67	15	0	108	0	12	4	18	0	34	0	9	7	25	0	41	286
Hourly Total	0	54	267	82	3	403	0	73	286	51	0	410	0	59	14	51	0	124	0	42	20	73	0	135	1072
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 PM	0	15	49	45	0	109	0	54	36	16	0	106	0	19	6	22	0	47	0	15	18	20	0	53	315
7:15 PM	0	17	36	21	0	74	0	45	36	11	0	92	0	19	9	16	0	44	0	16	16	28	0	60	270
7:30 PM	0	13	37	20	0	70	0	28	38	11	0	77	0	18	1	29	0	48	0	26	5	13	0	44	239
7:45 PM	1	6	23	9	2	39	0	15	45	16	0	76	0	9	7	14	0	30	0	20	1	20	0	41	186

Hourly Total	1	51	145	95	2	292	0	142	155	54	0	351	0	65	23	81	0	169	0	77	40	81	0	198	1010
8:00 PM	0	13	22	6	0	41	0	13	29	12	0	54	0	27	1	16	0	44	0	8	1	19	0	28	167
8:15 PM	0	6	19	10	0	35	0	8	30	10	0	48	0	21	5	23	0	49	0	13	4	17	0	34	166
8:30 PM	0	5	14	12	0	31	0	7	41	11	0	59	0	18	4	11	0	33	1	11	4	8	0	24	147
8:45 PM	0	7	22	7	0	36	0	5	33	9	0	47	0	50	13	54	0	117	0	13	1	30	0	44	244
Hourly Total	0	31	77	35	0	143	0	33	133	42	0	208	0	116	23	104	0	243	1	45	10	74	0	130	724
Grand Total	1	412	3256	516	5	4185	0	464	3094	367	0	3925	0	477	100	405	0	982	1	289	121	416	4	827	9919
Approach %	0.0	9.8	77.8	12.3	-	-	0.0	11.8	78.8	9.4	-	-	0.0	48.6	10.2	41.2	-	-	0.1	34.9	14.6	50.3	-	-	-
Total %	0.0	4.2	32.8	5.2	-	42.2	0.0	4.7	31.2	3.7	-	39.6	0.0	4.8	1.0	4.1	-	9.9	0.0	2.9	1.2	4.2	-	8.3	-
Lights	1	412	3174	508	-	4095	0	463	2986	363	-	3812	0	473	99	402	-	974	1	287	120	415	-	823	9704
% Lights	100.0	100.0	97.5	98.4	-	97.8	-	99.8	96.5	98.9	-	97.1	-	99.2	99.0	99.3	-	99.2	100.0	99.3	99.2	99.8	-	99.5	97.8
Buses	0	0	10	4	-	14	0	0	46	1	-	47	0	1	0	1	-	2	0	0	0	0	-	0	63
% Buses	0.0	0.0	0.3	0.8	-	0.3	-	0.0	1.5	0.3	-	1.2	-	0.2	0.0	0.2	-	0.2	0.0	0.0	0.0	0.0	-	0.0	0.6
Single-Unit Trucks	0	0	41	3	-	44	0	1	35	3	-	39	0	3	1	1	-	5	0	2	0	1	-	3	91
% Single-Unit Trucks	0.0	0.0	1.3	0.6	-	1.1	-	0.2	1.1	0.8	-	1.0	-	0.6	1.0	0.2	-	0.5	0.0	0.7	0.0	0.2	-	0.4	0.9
Articulated Trucks	0	0	31	0	-	31	0	0	27	0	-	27	0	0	0	1	-	1	0	0	1	0	-	1	60
% Articulated Trucks	0.0	0.0	1.0	0.0	-	0.7	-	0.0	0.9	0.0	-	0.7	-	0.0	0.0	0.2	-	0.1	0.0	0.0	0.8	0.0	-	0.1	0.6
Bicycles on Road	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.0	0.2	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Aptakisic Road with Parkway Drive
Site Code:
Start Date: 01/21/2016

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Aptakisic Road Eastbound						Aptakisic Road Westbound						Parkway Drive Northbound						Parkway Drive Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:15 AM	0	1	200	8	0	209	0	0	90	0	0	90	0	3	1	6	0	10	0	1	0	0	0	1	310
7:30 AM	0	0	242	8	0	250	0	3	100	2	0	105	0	1	0	1	0	2	0	0	0	1	0	1	358
7:45 AM	0	3	207	16	0	226	0	3	132	1	0	136	0	5	0	3	0	8	0	0	0	2	0	2	372
8:00 AM	0	4	189	14	0	207	0	4	119	4	0	127	0	5	1	5	0	11	0	2	1	4	0	7	352
Total	0	8	838	46	0	892	0	10	441	7	0	458	0	14	2	15	0	31	0	3	1	7	0	11	1392
Approach %	0.0	0.9	93.9	5.2	-	-	0.0	2.2	96.3	1.5	-	-	0.0	45.2	6.5	48.4	-	-	0.0	27.3	9.1	63.6	-	-	-
Total %	0.0	0.6	60.2	3.3	-	64.1	0.0	0.7	31.7	0.5	-	32.9	0.0	1.0	0.1	1.1	-	2.2	0.0	0.2	0.1	0.5	-	0.8	-
PHF	0.000	0.500	0.866	0.719	-	0.892	0.000	0.625	0.835	0.438	-	0.842	0.000	0.700	0.500	0.625	-	0.705	0.000	0.375	0.250	0.438	-	0.393	0.935
Lights	0	8	799	45	-	852	0	10	427	6	-	443	0	14	1	14	-	29	0	3	1	7	-	11	1335
% Lights	-	100.0	95.3	97.8	-	95.5	-	100.0	96.8	85.7	-	96.7	-	100.0	50.0	93.3	-	93.5	-	100.0	100.0	100.0	-	100.0	95.9
Buses	0	0	4	0	-	4	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	8
% Buses	-	0.0	0.5	0.0	-	0.4	-	0.0	0.9	0.0	-	0.9	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.6
Single-Unit Trucks	0	0	22	0	-	22	0	0	5	1	-	6	0	0	1	1	-	2	0	0	0	0	-	0	30
% Single-Unit Trucks	-	0.0	2.6	0.0	-	2.5	-	0.0	1.1	14.3	-	1.3	-	0.0	50.0	6.7	-	6.5	-	0.0	0.0	0.0	-	0.0	2.2
Articulated Trucks	0	0	13	0	-	13	0	0	5	0	-	5	0	0	0	0	-	0	0	0	0	0	-	0	18
% Articulated Trucks	-	0.0	1.6	0.0	-	1.5	-	0.0	1.1	0.0	-	1.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	1.3
Bicycles on Road	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	2.2	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Aptakisic Road with Parkway Drive
Site Code:
Start Date: 01/21/2016

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Aptakisic Road Eastbound						Aptakisic Road Westbound						Parkway Drive Northbound						Parkway Drive Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:45 PM	0	22	101	22	0	145	0	11	195	21	0	227	0	14	4	11	0	29	0	6	2	13	0	21	422
5:00 PM	0	20	147	19	0	186	0	14	189	21	0	224	0	30	2	19	0	51	0	13	4	14	0	31	492
5:15 PM	0	23	116	17	0	156	0	15	169	23	0	207	0	21	5	15	0	41	0	11	5	16	0	32	436
5:30 PM	0	19	114	19	0	152	0	17	196	19	0	232	0	20	4	18	0	42	0	12	0	12	0	24	450
Total	0	84	478	77	0	639	0	57	749	84	0	890	0	85	15	63	0	163	0	42	11	55	0	108	1800
Approach %	0.0	13.1	74.8	12.1	-	-	0.0	6.4	84.2	9.4	-	-	0.0	52.1	9.2	38.7	-	-	0.0	38.9	10.2	50.9	-	-	-
Total %	0.0	4.7	26.6	4.3	-	35.5	0.0	3.2	41.6	4.7	-	49.4	0.0	4.7	0.8	3.5	-	9.1	0.0	2.3	0.6	3.1	-	6.0	-
PHF	0.000	0.913	0.813	0.875	-	0.859	0.000	0.838	0.955	0.913	-	0.959	0.000	0.708	0.750	0.829	-	0.799	0.000	0.808	0.550	0.859	-	0.844	0.915
Lights	0	84	469	75	-	628	0	57	734	83	-	874	0	84	15	63	-	162	0	41	11	54	-	106	1770
% Lights	-	100.0	98.1	97.4	-	98.3	-	100.0	98.0	98.8	-	98.2	-	98.8	100.0	100.0	-	99.4	-	97.6	100.0	98.2	-	98.1	98.3
Buses	0	0	0	0	-	0	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	4
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.5	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Single-Unit Trucks	0	0	4	2	-	6	0	0	6	1	-	7	0	1	0	0	-	1	0	1	0	1	-	2	16
% Single-Unit Trucks	-	0.0	0.8	2.6	-	0.9	-	0.0	0.8	1.2	-	0.8	-	1.2	0.0	0.0	-	0.6	-	2.4	0.0	1.8	-	1.9	0.9
Articulated Trucks	0	0	5	0	-	5	0	0	5	0	-	5	0	0	0	0	-	0	0	0	0	0	-	0	10
% Articulated Trucks	-	0.0	1.0	0.0	-	0.8	-	0.0	0.7	0.0	-	0.6	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.6
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Aptakisic Road with Parkway Drive
Site Code:
Start Date: 01/21/2016

Turning Movement Peak Hour Data (12:15 PM)

Start Time	Aptakisic Road Eastbound						Aptakisic Road Westbound						Parkway Drive Northbound						Parkway Drive Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
12:15 PM	0	15	79	19	0	113	0	28	73	15	0	116	0	12	2	7	0	21	0	11	12	18	0	41	291
12:30 PM	0	18	73	25	0	116	0	21	53	10	0	84	0	19	1	10	0	30	0	13	7	13	0	33	263
12:45 PM	0	32	83	14	0	129	0	20	58	5	0	83	0	9	5	11	0	25	0	12	1	24	0	37	274
1:00 PM	0	20	75	10	0	105	0	11	78	16	0	105	0	17	3	9	0	29	0	9	3	17	0	29	268
Total	0	85	310	68	0	463	0	80	262	46	0	388	0	57	11	37	0	105	0	45	23	72	0	140	1096
Approach %	0.0	18.4	67.0	14.7	-	-	0.0	20.6	67.5	11.9	-	-	0.0	54.3	10.5	35.2	-	-	0.0	32.1	16.4	51.4	-	-	-
Total %	0.0	7.8	28.3	6.2	-	42.2	0.0	7.3	23.9	4.2	-	35.4	0.0	5.2	1.0	3.4	-	9.6	0.0	4.1	2.1	6.6	-	12.8	-
PHF	0.000	0.664	0.934	0.680	-	0.897	0.000	0.714	0.840	0.719	-	0.836	0.000	0.750	0.550	0.841	-	0.875	0.000	0.865	0.479	0.750	-	0.854	0.942
Lights	0	85	308	68	-	461	0	79	258	45	-	382	0	57	11	37	-	105	0	45	23	72	-	140	1088
% Lights	-	100.0	99.4	100.0	-	99.6	-	98.8	98.5	97.8	-	98.5	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	99.3
Buses	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	2
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.8	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Single-Unit Trucks	0	0	1	0	-	1	0	1	1	1	-	3	0	0	0	0	-	0	0	0	0	0	-	0	4
% Single-Unit Trucks	-	0.0	0.3	0.0	-	0.2	-	1.3	0.4	2.2	-	0.8	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.4
Articulated Trucks	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Articulated Trucks	-	0.0	0.3	0.0	-	0.2	-	0.0	0.4	0.0	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Aptakisic Road with Parkway Drive
Site Code:
Start Date: 01/21/2016

Turning Movement Peak Hour Data (7:00 PM)

Start Time	Aptakisic Road Eastbound						Aptakisic Road Westbound						Parkway Drive Northbound						Parkway Drive Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:00 PM	0	15	49	45	0	109	0	54	36	16	0	106	0	19	6	22	0	47	0	15	18	20	0	53	315
7:15 PM	0	17	36	21	0	74	0	45	36	11	0	92	0	19	9	16	0	44	0	16	16	28	0	60	270
7:30 PM	0	13	37	20	0	70	0	28	38	11	0	77	0	18	1	29	0	48	0	26	5	13	0	44	239
7:45 PM	1	6	23	9	2	39	0	15	45	16	0	76	0	9	7	14	0	30	0	20	1	20	0	41	186
Total	1	51	145	95	2	292	0	142	155	54	0	351	0	65	23	81	0	169	0	77	40	81	0	198	1010
Approach %	0.3	17.5	49.7	32.5	-	-	0.0	40.5	44.2	15.4	-	-	0.0	38.5	13.6	47.9	-	-	0.0	38.9	20.2	40.9	-	-	-
Total %	0.1	5.0	14.4	9.4	-	28.9	0.0	14.1	15.3	5.3	-	34.8	0.0	6.4	2.3	8.0	-	16.7	0.0	7.6	4.0	8.0	-	19.6	-
PHF	0.250	0.750	0.740	0.528	-	0.670	0.000	0.657	0.861	0.844	-	0.828	0.000	0.855	0.639	0.698	-	0.880	0.000	0.740	0.556	0.723	-	0.825	0.802
Lights	1	51	145	95	-	292	0	142	151	54	-	347	0	65	23	81	-	169	0	77	40	81	-	198	1006
% Lights	100.0	100.0	100.0	100.0	-	100.0	-	100.0	97.4	100.0	-	98.9	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	99.6
Buses	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	2
% Buses	0.0	0.0	0.0	0.0	-	0.0	-	0.0	1.3	0.0	-	0.6	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Single-Unit Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Single-Unit Trucks	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.6	0.0	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Articulated Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.6	0.0	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Parkway Drive with Regal Access
Site Code:
Start Date: 01/21/2016
Page No: 1

Turning Movement Data

Start Time	Parkway Drive Westbound					Regal Access Drive Northbound					Parkway Drive Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
7:00 AM	0	0	4	0	4	0	1	2	0	3	0	8	1	0	9	16
7:15 AM	0	0	10	0	10	0	0	0	0	0	0	8	0	0	8	18
7:30 AM	0	1	3	0	4	0	0	0	0	0	0	11	0	0	11	15
7:45 AM	0	0	6	0	6	0	2	1	0	3	0	17	2	0	19	28
Hourly Total	0	1	23	0	24	0	3	3	0	6	0	44	3	0	47	77
8:00 AM	0	0	10	0	10	0	1	0	0	1	0	19	0	0	19	30
8:15 AM	0	1	3	0	4	0	0	2	0	2	0	19	3	0	22	28
8:30 AM	0	0	12	0	12	0	1	0	0	1	0	21	0	0	21	34
8:45 AM	0	1	6	0	7	0	0	1	0	1	0	17	1	0	18	26
Hourly Total	0	2	31	0	33	0	2	3	0	5	0	76	4	0	80	118
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	32	0	32	0	2	2	0	4	1	20	7	0	28	64
4:15 PM	0	2	29	0	31	0	1	3	0	4	0	17	9	0	26	61
4:30 PM	0	0	23	0	23	0	4	2	0	6	0	29	5	0	34	63
4:45 PM	0	3	28	0	31	0	4	3	0	7	0	29	6	0	35	73
Hourly Total	0	5	112	0	117	0	11	10	0	21	1	95	27	0	123	261
5:00 PM	0	0	51	0	51	0	5	5	0	10	0	31	6	0	37	98
5:15 PM	0	1	28	0	29	0	15	6	0	21	0	31	6	0	37	87
5:30 PM	1	1	40	0	42	0	5	6	0	11	1	30	4	0	35	88
5:45 PM	0	1	28	0	29	0	13	7	0	20	0	27	7	0	34	83
Hourly Total	1	3	147	0	151	0	38	24	0	62	1	119	23	0	143	356
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	0	2	15	0	17	0	1	1	0	2	0	14	16	0	30	49
12:15 PM	0	7	22	0	29	0	1	2	0	3	0	22	36	0	58	90
12:30 PM	0	5	25	0	30	0	4	2	0	6	0	18	36	0	54	90
12:45 PM	0	3	24	0	27	0	2	2	0	4	0	14	21	0	35	66
Hourly Total	0	17	86	0	103	0	8	7	0	15	0	68	109	0	177	295
1:00 PM	0	1	19	0	20	0	12	4	0	16	0	16	8	0	24	60
1:15 PM	0	4	14	0	18	0	10	5	0	15	0	28	10	0	38	71
1:30 PM	0	4	24	0	28	0	11	3	0	14	0	18	36	0	54	96
1:45 PM	0	7	21	0	28	0	14	3	0	17	0	18	40	0	58	103
Hourly Total	0	16	78	0	94	0	47	15	0	62	0	80	94	0	174	330
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 PM	0	19	34	0	53	0	14	8	0	22	0	20	95	0	115	190
7:15 PM	0	13	27	0	40	0	16	1	0	17	0	28	56	0	84	141
7:30 PM	0	10	45	0	55	0	4	2	0	6	0	16	36	0	52	113
7:45 PM	0	4	28	0	32	0	3	2	0	5	0	17	9	0	26	63
Hourly Total	0	46	134	0	180	0	37	13	0	50	0	81	196	0	277	507

8:00 PM	0	1	37	0	38	0	3	0	0	3	0	14	4	0	18	59
8:15 PM	0	2	30	0	32	0	18	8	0	26	0	18	7	0	25	83
8:30 PM	0	2	23	0	25	0	10	4	0	14	0	12	11	1	23	62
8:45 PM	0	2	45	0	47	0	76	35	0	111	0	5	8	0	13	171
Hourly Total	0	7	135	0	142	0	107	47	0	154	0	49	30	1	79	375
Grand Total	1	97	746	0	844	0	253	122	0	375	2	612	486	1	1100	2319
Approach %	0.1	11.5	88.4	-	-	0.0	67.5	32.5	-	-	0.2	55.6	44.2	-	-	-
Total %	0.0	4.2	32.2	-	36.4	0.0	10.9	5.3	-	16.2	0.1	26.4	21.0	-	47.4	-
Lights	1	97	739	-	837	0	251	121	-	372	2	604	482	-	1088	2297
% Lights	100.0	100.0	99.1	-	99.2	-	99.2	99.2	-	99.2	100.0	98.7	99.2	-	98.9	99.1
Buses	0	0	2	-	2	0	0	1	-	1	0	3	2	-	5	8
% Buses	0.0	0.0	0.3	-	0.2	-	0.0	0.8	-	0.3	0.0	0.5	0.4	-	0.5	0.3
Single-Unit Trucks	0	0	4	-	4	0	2	0	-	2	0	3	2	-	5	11
% Single-Unit Trucks	0.0	0.0	0.5	-	0.5	-	0.8	0.0	-	0.5	0.0	0.5	0.4	-	0.5	0.5
Articulated Trucks	0	0	1	-	1	0	0	0	-	0	0	1	0	-	1	2
% Articulated Trucks	0.0	0.0	0.1	-	0.1	-	0.0	0.0	-	0.0	0.0	0.2	0.0	-	0.1	0.1
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	1	0	-	1	1
% Bicycles on Road	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.2	0.0	-	0.1	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Parkway Drive with Regal Access
Site Code:
Start Date: 01/21/2016

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Parkway Drive Westbound					Regal Access Drive Northbound					Parkway Drive Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
7:45 AM	0	0	6	0	6	0	2	1	0	3	0	17	2	0	19	28
8:00 AM	0	0	10	0	10	0	1	0	0	1	0	19	0	0	19	30
8:15 AM	0	1	3	0	4	0	0	2	0	2	0	19	3	0	22	28
8:30 AM	0	0	12	0	12	0	1	0	0	1	0	21	0	0	21	34
Total	0	1	31	0	32	0	4	3	0	7	0	76	5	0	81	120
Approach %	0.0	3.1	96.9	-	-	0.0	57.1	42.9	-	-	0.0	93.8	6.2	-	-	-
Total %	0.0	0.8	25.8	-	26.7	0.0	3.3	2.5	-	5.8	0.0	63.3	4.2	-	67.5	-
PHF	0.000	0.250	0.646	-	0.667	0.000	0.500	0.375	-	0.583	0.000	0.905	0.417	-	0.920	0.882
Lights	0	1	30	-	31	0	4	2	-	6	0	75	4	-	79	116
% Lights	-	100.0	96.8	-	96.9	-	100.0	66.7	-	85.7	-	98.7	80.0	-	97.5	96.7
Buses	0	0	0	-	0	0	0	1	-	1	0	0	1	-	1	2
% Buses	-	0.0	0.0	-	0.0	-	0.0	33.3	-	14.3	-	0.0	20.0	-	1.2	1.7
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	1	-	1	0	0	0	-	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	3.2	-	3.1	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.8
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	1	0	-	1	1
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	1.3	0.0	-	1.2	0.8
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Parkway Drive with Regal Access
Site Code:
Start Date: 01/21/2016

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Parkway Drive Westbound					Regal Access Drive Northbound					Parkway Drive Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
5:00 PM	0	0	51	0	51	0	5	5	0	10	0	31	6	0	37	98
5:15 PM	0	1	28	0	29	0	15	6	0	21	0	31	6	0	37	87
5:30 PM	1	1	40	0	42	0	5	6	0	11	1	30	4	0	35	88
5:45 PM	0	1	28	0	29	0	13	7	0	20	0	27	7	0	34	83
Total	1	3	147	0	151	0	38	24	0	62	1	119	23	0	143	356
Approach %	0.7	2.0	97.4	-	-	0.0	61.3	38.7	-	-	0.7	83.2	16.1	-	-	-
Total %	0.3	0.8	41.3	-	42.4	0.0	10.7	6.7	-	17.4	0.3	33.4	6.5	-	40.2	-
PHF	0.250	0.750	0.721	-	0.740	0.000	0.633	0.857	-	0.738	0.250	0.960	0.821	-	0.966	0.908
Lights	1	3	145	-	149	0	38	24	-	62	1	118	22	-	141	352
% Lights	100.0	100.0	98.6	-	98.7	-	100.0	100.0	-	100.0	100.0	99.2	95.7	-	98.6	98.9
Buses	0	0	1	-	1	0	0	0	-	0	0	0	0	-	0	1
% Buses	0.0	0.0	0.7	-	0.7	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	0	1	-	1	0	0	0	-	0	0	1	1	-	2	3
% Single-Unit Trucks	0.0	0.0	0.7	-	0.7	-	0.0	0.0	-	0.0	0.0	0.8	4.3	-	1.4	0.8
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	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
% Bicycles on Road	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Parkway Drive with Regal Access
Site Code:
Start Date: 01/21/2016

Turning Movement Peak Hour Data (1:00 PM)

Start Time	Parkway Drive Westbound					Regal Access Drive Northbound					Parkway Drive Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
1:00 PM	0	1	19	0	20	0	12	4	0	16	0	16	8	0	24	60
1:15 PM	0	4	14	0	18	0	10	5	0	15	0	28	10	0	38	71
1:30 PM	0	4	24	0	28	0	11	3	0	14	0	18	36	0	54	96
1:45 PM	0	7	21	0	28	0	14	3	0	17	0	18	40	0	58	103
Total	0	16	78	0	94	0	47	15	0	62	0	80	94	0	174	330
Approach %	0.0	17.0	83.0	-	-	0.0	75.8	24.2	-	-	0.0	46.0	54.0	-	-	-
Total %	0.0	4.8	23.6	-	28.5	0.0	14.2	4.5	-	18.8	0.0	24.2	28.5	-	52.7	-
PHF	0.000	0.571	0.813	-	0.839	0.000	0.839	0.750	-	0.912	0.000	0.714	0.588	-	0.750	0.801
Lights	0	16	77	-	93	0	47	15	-	62	0	79	94	-	173	328
% Lights	-	100.0	98.7	-	98.9	-	100.0	100.0	-	100.0	-	98.8	100.0	-	99.4	99.4
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	1	-	1	0	0	0	-	0	0	1	0	-	1	2
% Single-Unit Trucks	-	0.0	1.3	-	1.1	-	0.0	0.0	-	0.0	-	1.3	0.0	-	0.6	0.6
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	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
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Parkway Drive with Regal Access
Site Code:
Start Date: 01/21/2016

Turning Movement Peak Hour Data (7:00 PM)

Start Time	Parkway Drive Westbound					Regal Access Drive Northbound					Parkway Drive Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
7:00 PM	0	19	34	0	53	0	14	8	0	22	0	20	95	0	115	190
7:15 PM	0	13	27	0	40	0	16	1	0	17	0	28	56	0	84	141
7:30 PM	0	10	45	0	55	0	4	2	0	6	0	16	36	0	52	113
7:45 PM	0	4	28	0	32	0	3	2	0	5	0	17	9	0	26	63
Total	0	46	134	0	180	0	37	13	0	50	0	81	196	0	277	507
Approach %	0.0	25.6	74.4	-	-	0.0	74.0	26.0	-	-	0.0	29.2	70.8	-	-	-
Total %	0.0	9.1	26.4	-	35.5	0.0	7.3	2.6	-	9.9	0.0	16.0	38.7	-	54.6	-
PHF	0.000	0.605	0.744	-	0.818	0.000	0.578	0.406	-	0.568	0.000	0.723	0.516	-	0.602	0.667
Lights	0	46	134	-	180	0	37	13	-	50	0	81	196	-	277	507
% Lights	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	100.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	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
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Capacity Analyses

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	8	838	46	10	441	7	14	2	15	3	1	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		150	220		220	0		0	130		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	170			160			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.867			0.869	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3438	1583	1770	3505	1404	1770	1548	0	1770	1619	0
Flt Permitted	0.476			0.266			0.950			0.950		
Satd. Flow (perm)	887	3438	1583	495	3505	1404	1770	1548	0	1770	1619	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			101			101		16			7	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		835			604			375			415	
Travel Time (s)		12.7			9.2			10.2			11.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	5%	2%	2%	3%	15%	2%	2%	7%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	9	891	49	11	469	7	15	18	0	3	8	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2		2	6		6						
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	22.0	22.0	8.0	22.0	22.0	22.0	22.0		22.0	22.0	
Total Split (s)	14.0	84.0	84.0	14.0	84.0	84.0	21.0	21.0		21.0	21.0	
Total Split (%)	10.0%	60.0%	60.0%	10.0%	60.0%	60.0%	15.0%	15.0%		15.0%	15.0%	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	C-Max	None	None	None	Max	Max		Max	Max	
Act Effct Green (s)	92.4	87.9	87.9	93.2	90.0	90.0	15.0	15.0		15.0	15.0	
Actuated g/C Ratio	0.66	0.63	0.63	0.67	0.64	0.64	0.11	0.11		0.11	0.11	
v/c Ratio	0.01	0.41	0.05	0.03	0.21	0.01	0.08	0.10		0.02	0.04	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	7.8	14.3	0.1	7.8	11.0	0.0	57.5	26.6		56.3	33.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	7.8	14.3	0.1	7.8	11.0	0.0	57.5	26.6		56.3	33.1	
LOS	A	B	A	A	B	A	E	C		E	C	
Approach Delay		13.5			10.8			40.6			39.5	
Approach LOS		B			B			D			D	
Queue Length 50th (ft)	3	184	0	3	83	0	13	2		3	1	
Queue Length 95th (ft)	9	279	0	10	134	0	36	27		13	18	
Internal Link Dist (ft)		755			524			295			335	
Turn Bay Length (ft)	150		150	220		220				130		
Base Capacity (vph)	658	2159	1031	423	2252	938	189	180		189	179	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.01	0.41	0.05	0.03	0.21	0.01	0.08	0.10		0.02	0.04	

Intersection Summary	
Area Type: Other	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 104 (74%), Referenced to phase 2:EBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.41	
Intersection Signal Delay: 13.4	Intersection LOS: B
Intersection Capacity Utilization 40.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: Parkway Dr & Aptakisic Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	9	863	59	28	454	8	63	9	41	4	4	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		150	220		220	0		0	130		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	170			160			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.878			0.896	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3438	1583	1770	3505	1404	1770	1573	0	1770	1669	0
Flt Permitted	0.465			0.231			0.950			0.950		
Satd. Flow (perm)	866	3438	1583	430	3505	1404	1770	1573	0	1770	1669	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			101			101		44			9	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		835			604			375			415	
Travel Time (s)		12.7			9.2			10.2			11.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	5%	2%	2%	3%	15%	2%	2%	7%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	918	63	30	483	9	67	54	0	4	13	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2		2	6		6						
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	22.0	22.0	8.0	22.0	22.0	22.0	22.0		22.0	22.0	
Total Split (s)	10.0	79.0	79.0	10.0	79.0	79.0	28.0	28.0		23.0	23.0	
Total Split (%)	7.1%	56.4%	56.4%	7.1%	56.4%	56.4%	20.0%	20.0%		16.4%	16.4%	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	C-Max	None	None	None	Max	Max		Max	Max	
Act Effct Green (s)	82.6	77.0	77.0	84.2	81.0	81.0	22.0	22.0		17.0	17.0	
Actuated g/C Ratio	0.59	0.55	0.55	0.60	0.58	0.58	0.16	0.16		0.12	0.12	
v/c Ratio	0.02	0.49	0.07	0.10	0.24	0.01	0.24	0.19		0.02	0.06	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	11.0	21.0	0.9	11.7	15.2	0.0	54.3	20.1		54.5	33.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	11.0	21.0	0.9	11.7	15.2	0.0	54.3	20.1		54.5	33.4	
LOS	B	C	A	B	B	A	D	C		D	C	
Approach Delay		19.7			14.8			39.0			38.4	
Approach LOS		B			B			D			D	
Queue Length 50th (ft)	3	279	0	10	104	0	54	8		3	3	
Queue Length 95th (ft)	11	338	6	24	161	0	102	49		16	25	
Internal Link Dist (ft)		755			524			295			335	
Turn Bay Length (ft)	150		150	220		220				130		
Base Capacity (vph)	549	1890	915	316	2027	854	278	284		214	210	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.02	0.49	0.07	0.09	0.24	0.01	0.24	0.19		0.02	0.06	

Intersection Summary	
Area Type: Other	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 104 (74%), Referenced to phase 2:EBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.49	
Intersection Signal Delay: 19.7	Intersection LOS: B
Intersection Capacity Utilization 44.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: Parkway Dr & Aptakisic Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	84	478	77	57	749	84	85	15	63	42	11	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		150	220		220	0		0	130		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	170			160			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.879			0.875	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1637	0	1770	1630	0
Flt Permitted	0.268			0.438			0.950			0.950		
Satd. Flow (perm)	499	3539	1583	816	3539	1583	1770	1637	0	1770	1630	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			101			101		68			60	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		835			604			375			415	
Travel Time (s)		12.7			9.2			10.2			11.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	91	520	84	62	814	91	92	84	0	46	72	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2		2	6		6						
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	22.0	22.0	8.0	22.0	22.0	22.0	22.0		22.0	22.0	
Total Split (s)	15.0	77.0	77.0	15.0	77.0	77.0	24.0	24.0		24.0	24.0	
Total Split (%)	10.7%	55.0%	55.0%	10.7%	55.0%	55.0%	17.1%	17.1%		17.1%	17.1%	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	C-Max	None	None	None	Max	Max		Max	Max	
Act Effct Green (s)	85.7	76.6	76.6	83.0	73.7	73.7	18.0	18.0		18.0	18.0	
Actuated g/C Ratio	0.61	0.55	0.55	0.59	0.53	0.53	0.13	0.13		0.13	0.13	
v/c Ratio	0.24	0.27	0.09	0.12	0.44	0.10	0.41	0.31		0.20	0.28	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	11.8	17.8	2.2	10.7	21.5	2.8	62.0	20.4		57.2	20.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	11.8	17.8	2.2	10.7	21.5	2.8	62.0	20.4		57.2	20.0	
LOS	B	B	A	B	C	A	E	C		E	B	
Approach Delay		15.1			19.1			42.1			34.5	
Approach LOS		B			B			D			C	
Queue Length 50th (ft)	31	132	0	21	233	0	78	13		38	10	
Queue Length 95th (ft)	54	173	19	39	294	24	137	64		79	58	
Internal Link Dist (ft)		755			524			295			335	
Turn Bay Length (ft)	150		150	220		220				130		
Base Capacity (vph)	411	1936	911	579	1862	880	227	269		227	261	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.22	0.27	0.09	0.11	0.44	0.10	0.41	0.31		0.20	0.28	

Intersection Summary	
Area Type: Other	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 55 (39%), Referenced to phase 2:EBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.44	
Intersection Signal Delay: 20.7	Intersection LOS: C
Intersection Capacity Utilization 50.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: Parkway Dr & Aptakisic Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	87	492	127	74	771	87	114	19	78	43	18	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		150	220		220	0		0	130		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	170			160			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.880			0.887	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1639	0	1770	1652	0
Flt Permitted	0.264			0.418			0.950			0.950		
Satd. Flow (perm)	492	3539	1583	779	3539	1583	1770	1639	0	1770	1652	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			138			101		85			62	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		835			604			375			415	
Travel Time (s)		12.7			9.2			10.2			11.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	535	138	80	838	95	124	106	0	47	82	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2		2	6		6						
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	22.0	22.0	8.0	22.0	22.0	22.0	22.0		22.0	22.0	
Total Split (s)	15.0	77.0	77.0	15.0	77.0	77.0	24.0	24.0		24.0	24.0	
Total Split (%)	10.7%	55.0%	55.0%	10.7%	55.0%	55.0%	17.1%	17.1%		17.1%	17.1%	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	C-Max	None	None	None	Max	Max		Max	Max	
Act Effct Green (s)	84.5	74.1	74.1	83.5	73.6	73.6	18.0	18.0		18.0	18.0	
Actuated g/C Ratio	0.60	0.53	0.53	0.60	0.53	0.53	0.13	0.13		0.13	0.13	
v/c Ratio	0.25	0.29	0.15	0.15	0.45	0.11	0.55	0.37		0.21	0.31	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	12.0	19.0	3.0	10.9	21.8	3.0	67.0	20.2		57.3	22.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	12.0	19.0	3.0	10.9	21.8	3.0	67.0	20.2		57.3	22.2	
LOS	B	B	A	B	C	A	E	C		E	C	
Approach Delay		15.2			19.2			45.4			35.0	
Approach LOS		B			B			D			D	
Queue Length 50th (ft)	32	137	0	27	242	0	107	17		39	16	
Queue Length 95th (ft)	55	181	33	49	305	26	177	75		80	68	
Internal Link Dist (ft)		755			524			295			335	
Turn Bay Length (ft)	150		150	220		220				130		
Base Capacity (vph)	405	1872	902	558	1859	879	227	284		227	266	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.23	0.29	0.15	0.14	0.45	0.11	0.55	0.37		0.21	0.31	

Intersection Summary	
Area Type: Other	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 55 (39%), Referenced to phase 2:EBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay: 21.5	Intersection LOS: C
Intersection Capacity Utilization 52.4%	ICU Level of Service A
Analysis Period (min) 15	

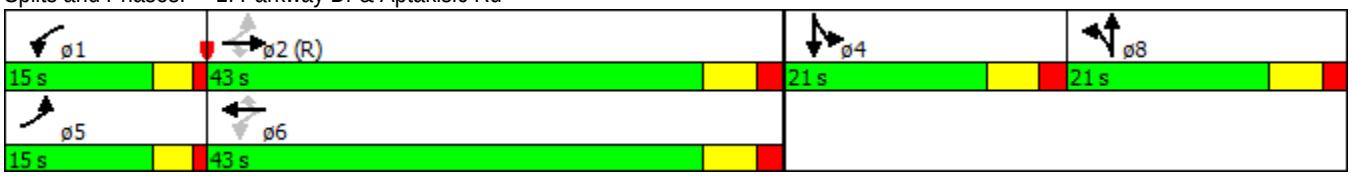
Splits and Phases: 1: Parkway Dr & Aptakisic Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	85	310	68	80	262	46	57	11	37	72	23	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		150	220		220	0		0	130		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	170			160			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.885			0.886	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1649	0	1770	1650	0
Flt Permitted	0.579			0.550			0.950			0.950		
Satd. Flow (perm)	1079	3539	1583	1025	3539	1583	1770	1649	0	1770	1650	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			142			142		39			77	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		835			604			375			415	
Travel Time (s)		12.7			9.2			10.2			11.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	90	330	72	85	279	49	61	51	0	77	101	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2		2	6		6						
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	22.0	22.0	8.0	22.0	22.0	22.0	22.0		22.0	22.0	
Total Split (s)	15.0	43.0	43.0	15.0	43.0	43.0	21.0	21.0		21.0	21.0	
Total Split (%)	15.0%	43.0%	43.0%	15.0%	43.0%	43.0%	21.0%	21.0%		21.0%	21.0%	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	C-Max	None	None	None	Max	Max		Max	Max	
Act Effct Green (s)	50.9	42.1	42.1	50.7	42.0	42.0	15.0	15.0		15.0	15.0	
Actuated g/C Ratio	0.51	0.42	0.42	0.51	0.42	0.42	0.15	0.15		0.15	0.15	
v/c Ratio	0.15	0.22	0.10	0.15	0.19	0.07	0.23	0.18		0.29	0.32	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	11.9	19.9	0.2	11.9	19.7	0.2	40.1	17.7		41.2	16.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	11.9	19.9	0.2	11.9	19.7	0.2	40.1	17.7		41.2	16.3	
LOS	B	B	A	B	B	A	D	B		D	B	
Approach Delay		15.6			15.8			29.9			27.1	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)	26	71	0	25	60	0	35	7		44	13	
Queue Length 95th (ft)	51	107	0	48	92	0	73	40		89	60	
Internal Link Dist (ft)		755			524			295			335	
Turn Bay Length (ft)	150		150	220		220				130		
Base Capacity (vph)	647	1491	749	623	1487	747	265	280		265	312	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.14	0.22	0.10	0.14	0.19	0.07	0.23	0.18		0.29	0.32	

Intersection Summary	
Area Type: Other	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 90 (90%), Referenced to phase 2:EBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.32	
Intersection Signal Delay: 18.7	Intersection LOS: B
Intersection Capacity Utilization 37.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: Parkway Dr & Aptakisic Rd

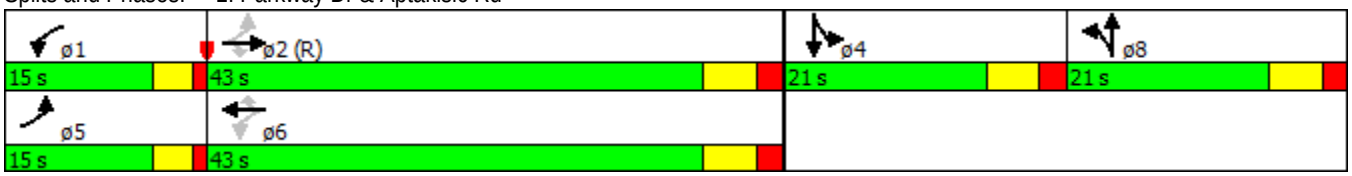


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	88	319	98	122	270	47	87	16	52	74	28	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		150	220		220	0		0	130		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	170			160			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.885			0.891	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1649	0	1770	1660	0
Flt Permitted	0.576			0.510			0.950			0.950		
Satd. Flow (perm)	1073	3539	1583	950	3539	1583	1770	1649	0	1770	1660	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			142			142		55			79	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		835			604			375			415	
Travel Time (s)		12.7			9.2			10.2			11.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	94	339	104	130	287	50	93	72	0	79	109	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2		2	6		6						
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	22.0	22.0	8.0	22.0	22.0	22.0	22.0		22.0	22.0	
Total Split (s)	15.0	43.0	43.0	15.0	43.0	43.0	21.0	21.0		21.0	21.0	
Total Split (%)	15.0%	43.0%	43.0%	15.0%	43.0%	43.0%	21.0%	21.0%		21.0%	21.0%	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	C-Max	None	None	None	Max	Max		Max	Max	
Act Effct Green (s)	49.1	39.0	39.0	51.6	41.9	41.9	15.0	15.0		15.0	15.0	
Actuated g/C Ratio	0.49	0.39	0.39	0.52	0.42	0.42	0.15	0.15		0.15	0.15	
v/c Ratio	0.16	0.25	0.15	0.23	0.19	0.07	0.35	0.24		0.30	0.34	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	12.1	21.5	2.0	12.6	19.8	0.2	42.4	16.9		41.3	17.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	12.1	21.5	2.0	12.6	19.8	0.2	42.4	16.9		41.3	17.2	
LOS	B	C	A	B	B	A	D	B		D	B	
Approach Delay		16.1			15.7			31.3			27.3	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)	28	75	0	39	61	0	54	9		45	17	
Queue Length 95th (ft)	53	112	18	69	95	0	103	49		90	66	
Internal Link Dist (ft)		755			524			295			335	
Turn Bay Length (ft)	150		150	220		220				130		
Base Capacity (vph)	634	1380	704	591	1484	746	265	294		265	316	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.15	0.25	0.15	0.22	0.19	0.07	0.35	0.24		0.30	0.34	

Intersection Summary	
Area Type: Other	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 90 (90%), Referenced to phase 2:EBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.35	
Intersection Signal Delay: 19.4	Intersection LOS: B
Intersection Capacity Utilization 40.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: Parkway Dr & Aptakisic Rd



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	1	27	4	3	52	5
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	1	31	5	3	59	6
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						375
pX, platoon unblocked						
vC, conflicting volume	126	5			8	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	126	5			8	
tC, single (s)	6.8	7.0			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	97			96	
cM capacity (veh/h)	825	1074			1611	

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	1	31	5	3	61	4
Volume Left	1	0	0	0	59	0
Volume Right	0	31	0	3	0	0
cSH	825	1074	1700	1700	1611	1700
Volume to Capacity	0.00	0.03	0.00	0.00	0.04	0.00
Queue Length 95th (ft)	0	2	0	0	3	0
Control Delay (s)	9.4	8.5	0.0	0.0	7.1	0.0
Lane LOS	A	A			A	
Approach Delay (s)	8.5		0.0		6.7	
Approach LOS	A					

Intersection Summary			
Average Delay	6.7		
Intersection Capacity Utilization	19.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	1	30	83	45	55	36
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	1	34	94	51	62	41
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						375
pX, platoon unblocked						
vC, conflicting volume	240	94			145	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	240	94			145	
tC, single (s)	6.8	7.0			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	96			96	
cM capacity (veh/h)	696	941			1434	

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	1	34	94	51	76	27
Volume Left	1	0	0	0	62	0
Volume Right	0	34	0	51	0	0
cSH	696	941	1700	1700	1434	1700
Volume to Capacity	0.00	0.04	0.06	0.03	0.04	0.02
Queue Length 95th (ft)	0	3	0	0	3	0
Control Delay (s)	10.2	9.0	0.0	0.0	6.3	0.0
Lane LOS	B	A			A	
Approach Delay (s)	9.0		0.0		4.7	
Approach LOS	A					

Intersection Summary			
Average Delay	2.8		
Intersection Capacity Utilization	19.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	4	125	38	24	122	23
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	4	137	42	26	134	25
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						375
pX, platoon unblocked						
vC, conflicting volume	323	42			68	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	323	42			68	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	87			91	
cM capacity (veh/h)	590	1020			1531	

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	4	137	42	26	142	17
Volume Left	4	0	0	0	134	0
Volume Right	0	137	0	26	0	0
cSH	590	1020	1700	1700	1531	1700
Volume to Capacity	0.01	0.13	0.02	0.02	0.09	0.01
Queue Length 95th (ft)	1	12	0	0	7	0
Control Delay (s)	11.2	9.1	0.0	0.0	7.2	0.0
Lane LOS	B	A			A	
Approach Delay (s)	9.1		0.0		6.4	
Approach LOS	A					

Intersection Summary			
Average Delay	6.3		
Intersection Capacity Utilization	23.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	4	131	80	47	127	142
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	4	144	88	52	140	156
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						375
pX, platoon unblocked						
vC, conflicting volume	445	88			140	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	445	88			140	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	85			90	
cM capacity (veh/h)	489	953			1441	

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	4	144	88	52	192	104
Volume Left	4	0	0	0	140	0
Volume Right	0	144	0	52	0	0
cSH	489	953	1700	1700	1441	1700
Volume to Capacity	0.01	0.15	0.05	0.03	0.10	0.06
Queue Length 95th (ft)	1	13	0	0	8	0
Control Delay (s)	12.4	9.4	0.0	0.0	5.9	0.0
Lane LOS	B	A			A	
Approach Delay (s)	9.5		0.0		3.8	
Approach LOS	A					

Intersection Summary			
Average Delay	4.4		
Intersection Capacity Utilization	23.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	16	58	47	15	77	94
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	20	72	59	19	96	118
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						375
pX, platoon unblocked						
vC, conflicting volume	310	59			78	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	310	59			78	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	93			94	
cM capacity (veh/h)	616	995			1519	

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	20	72	59	19	135	78
Volume Left	20	0	0	0	96	0
Volume Right	0	72	0	19	0	0
cSH	616	995	1700	1700	1519	1700
Volume to Capacity	0.03	0.07	0.03	0.01	0.06	0.05
Queue Length 95th (ft)	3	6	0	0	5	0
Control Delay (s)	11.0	8.9	0.0	0.0	5.5	0.0
Lane LOS	B	A			A	
Approach Delay (s)	9.4		0.0		3.5	
Approach LOS	A					

Intersection Summary			
Average Delay	4.2		
Intersection Capacity Utilization	20.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	16	62	93	41	82	166
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	20	78	116	51	102	208
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						375
pX, platoon unblocked						
vC, conflicting volume	425	116			168	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	425	116			168	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	92			93	
cM capacity (veh/h)	517	914			1408	

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	20	78	116	51	172	138
Volume Left	20	0	0	0	102	0
Volume Right	0	78	0	51	0	0
cSH	517	914	1700	1700	1408	1700
Volume to Capacity	0.04	0.08	0.07	0.03	0.07	0.08
Queue Length 95th (ft)	3	7	0	0	6	0
Control Delay (s)	12.2	9.3	0.0	0.0	4.9	0.0
Lane LOS	B	A			A	
Approach Delay (s)	9.9		0.0		2.7	
Approach LOS	A					

Intersection Summary			
Average Delay	3.1		
Intersection Capacity Utilization	21.2%	ICU Level of Service	A
Analysis Period (min)	15		

Regal Theater Redevelopment
List of Proposed Code Exceptions
300 Parkway Drive, Lincolnshire

a. Section 6-6B-3 to allow the establishment and operation of the Community in the B2 General Business District as a use not otherwise permitted by the use regulations of that district;
b. Section 6-6B-6 to allow an increase the maximum permitted building height from 3 ½ stories or 42 feet to 4 stories or 57';
c. Section 6-11-2 (C) to allow a reduction in the minimum required length of a parking stall from 19' to 18';
d. Section 6-11-2 (C) to allow a reduction in the minimum required parking lot drive aisle width from 25' to 24';
e. Section 13-2-4 (C)(6)(a) to allow a reduction in the minimum required number of deciduous shade trees to be planted in certain parking islands from 1 to 0;
f. Section 13-2-4 (C)(6)(a) to allow a reduction in the minimum required DBH deciduous shade trees from 2 ½" to 2";
g. Section 13-2-6 (A)(1) to allow spacing of tree species at a distance of greater than 14' on center;
h. Section 12-9-1(A)(1) to allow an increase in the monument sign height from 6' to 16'.
i. Section 12-9-1(A)(1) to allow an increase in the maximum monument sign area from 60 sq. ft. to 250 sq. ft. with a sign face measuring 24 sq. ft.;
j. Section 12-9-1 (A)(1) to allow an increase in the maximum monument sign length from 10' to 50';
k. Section 12-9-1(A)(1) to allow a reduction in the minimum monument sign setback from 15' to 9';
l. Section 12-9-1 (D)(4)(b) to allow an increase in the maximum extension of a blade sign from the wall to which is it attached from 3' to 4';
m. Section 12-9-1 (D)(2) to allow an increase in the maximum surface area of a blade sign from 20 sq. ft. to 56 sq. ft.;
n. Section 12-9-1 (B)(1) to allow a maximum wall sign area of not more than 82 sq. ft.;
o. Section 12-9-1(B)(1) to allow an increase in the maximum wall sign face height from 3' to 6'; and
p. Section 12-9-1(B)(1) to allow an increase in the maximum wall sign letter height from 2' to 2.5'.

Village of Lincolnshire

Agenda Item
3.5 ARB

REQUEST FOR BOARD ACTION
Architectural Review Board
April 12, 2016

Subject:	Strawberry Field Restaurant – New Roof & Exterior Colors (410 Milwaukee Ave)
Action Requested:	Approval of a New Roof Material and Color & Exterior Building Colors
Petitioner:	Strawberry Field Pancakes & Café Inc
Originated By/Contact:	Tonya Zozulya, Economic Development Coordinator Department of Community and Economic Development
Referred To:	Architectural Review Board

Background:

- The petitioner, Strawberry Field Pancakes & Café Inc, seeks to install a new roof and revise the exterior building color scheme for the former Simon Lin's Restaurant, as approved by the property owner.
- The 1-acre property is located on the southwest corner of Milwaukee Avenue and Olde Half Day Road, north of the Oak Tree Corners Retail Center, as shown on the attached map.
- The property was annexed into the Village in 1972 and developed as a Denny's restaurant in 1974. After Denny's closed in the early 2000's, Simon Lin's Asian restaurant located on the property and operated until earlier this year. Simon Lin's owners recently leased the space to Strawberry Field Café which plans to open for business this spring.

Approval Process:
The ARB has the final authority to review and approve roof and exterior building material and color changes, per code.

Project Summary:

- The restaurant building color scheme consists of gray and burgundy colors (see attached photos). The proposal is to replace the gray color with beige and replace the burgundy color with a crimson color (see attached renderings and paint specifications). The existing trash enclosure is to be painted the same color as the building for a unified look, as shown in the attached renderings.
- The second part of the request is to install a new brown-colored architectural grade asphalt roof to replace the existing Asian-inspired gray clay tile roof (see attached renderings and photos). The existing two-tiered roof style will remain unchanged. The owners propose an asphalt material to bring the roof design more in line with the theme of their pancake restaurant. The new roof will coordinate with the proposed roof for the Oak Tree Corners Center which will also be reviewed by the ARB at Tuesday's meeting.

Please note the petitioner intends to install new code-compliant signage requiring no ARB review or approval.

The Petitioner will provide material and color samples at the meeting.

Recommendations:
Staff recommends approval of the proposed roof design and exterior building colors, subject to the following condition:

1. Install screen doors on the east and west building elevation to match the rest of the enclosure to conceal the refuse area from public view.

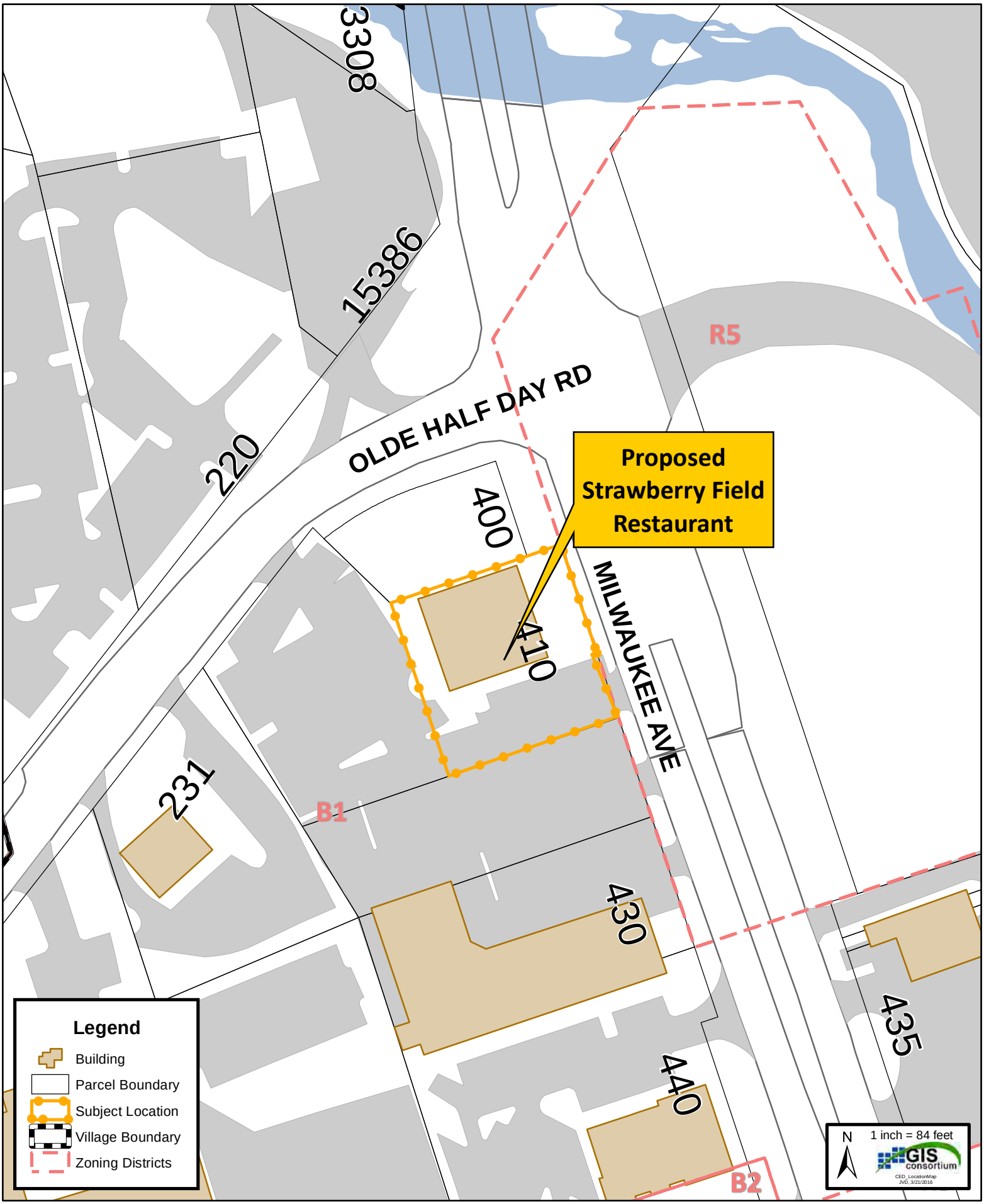
Motion:
The Architectural Review Board, at its meeting held on April 12, 2016, moves to approve new exterior building colors and a new roof material and color for the proposed Strawberry Field Restaurant, located at 410 Milwaukee Avenue, as depicted in a presentation packet prepared by Strawberry Field Pancakes & Café, Inc, date stamp received April 4, 2016, and as depicted in the material/color sample board provided at the meeting, subject to recommendations contained in the Staff Memorandum, and further subject to…
{Insert any additional conditions or modification desired by the ARB}

Reports and Documents Attached:
- Location Map, prepared by staff.
- Cover letter, prepared by Gus Romas, date stamp received April 4, 2016.
- Presentation Packet, prepared by Strawberry Field Pancakes & Café, Inc.
- Photographs of the existing exterior building elevations, prepared by staff.

Meeting History	
ARB Review (current):	April 12, 2016

Village of Lincolnshire
Community & Economic Development

Proposed Strawberry Field Restaurant
410 Milwaukee Ave



ENING
SOON
berry Field
cakes Cafe
HIRING

ULTRA PURE WHITE*
4050
BEHR
PREMIUM PLUS
LIFETIME GUARANTEE*
IMPROVED
EXTERIOR
FLAT
MATE EXTERIOR
NON-REFLECTIVE, DURABLE FINISH
ANTI-REFLEJANTE, ACABADO DURABLE
BLANCO ULTRA PURO™

Color Family	Reds / Pinks	Paint/Stain Key Features	Low Temperature,Mildew Resistant,Splatter Resistant,UV/Fade Resistant
Color/Finish	Crimson Silk	RGB Value	182:064:059
Dry to touch (min.)	60	Returnable	Non-Returnable
Interior/ Exterior Paint	Exterior Paint	Sheen	Satin
Minimum Temperature for Use (F)	35	Time before recoating (hours)	2
Paint/Stain Clean Up	Soap & Water	Transparency	Solid

WARRANTY / CERTIFICATIONS

Manufacturer Warranty	Limited Lifetime Guarantee

MORE PRODUCTS WITH THESE FEATURES

Interior/ Exterior Paint: **Exterior Paint** Color Family: **Reds / Pinks** Brand: **BEHR MARQUEE** Sheen: **Satin**

Container Size: **1 GA-Gallon** Price **$40 - $50** Review Rating **4 & Up**

SEARCH

Live Chat

EXTERIOR FLAT
ULTRA PURE WHITE
BEHR
PREMIUM PLUS
ULTRA
STAIN-BLOCKING
PAINT & PRIMER IN ONE

PRODUCT OVERVIEW

Model # 485001 Internet # 204939662

BEHR Premium Plus Ultra Flat Exterior Paint and Primer in One will change the way you paint and save you time. This exciting product, featuring NANOGUARD technology, provides an extra-protective shell that guards against damage from sunlight, moisture, stains and dirt. It's the perfect choice for all weather climates, even for application in temperature as low as 35°F (2°C). Ideal for painting properly prepared rusted metals, tannic woods and drastic color changes.

California residents: see Proposition 65 information

- Suitable for application on wood, vinyl, stucco, aluminum, metals, steel, doors, windows, trim, shutters, garage doors, outdoor furniture, railing and wrought iron
- 100% acrylic base provides exceptional adhesion and durability
- Extra-protective shell guards against damage caused by UV rays and severe weather conditions for a long-lasting freshly painted look with minimal maintenance
- Enhanced mildew resistant finish
- 1 can covers up to 400 sq. ft. depending on surface porosity
- Flat sheen offers a traditional matte appearance
- Formulated for easy clean-up with soap and water
- Actual paint colors may vary from on-screen and printer representations
- Online Price includes Paint Care fee in the following states: CA, CO, CT, ME, MN, OR, RI, VT

Info & Guides

SDS

You will need Adobe® Acrobat® Reader to view PDF documents. Download a free copy from the Adobe Web site.

SPECIFICATIONS

Dimensions

Container Size

1 GA-Gallon

Coverage Area (sq. ft.) 400

Details

Color Family

Beige / Cream

Paint/Stain Key Features

Low Temperature,Mildew Resistant,Splatter Resistant,UV/Fade Resistant

Color/Finish

Dry Creek

RGB Value

234:225:205

Dry to touch (min.)

120

Returnable

Non-Returnable

Interior/ Exterior Paint

Exterior Paint

Sheen

Flat/Matte

Minimum Temperature for Use (F)

35

Time before recoating (hours)

4

Paint/Stain Clean Up

Soap & Water

Transparency

Solid

Warranty / Certifications

Manufacturer Warranty

Limited Lifetime Guarantee

♥ 0 (/roofing/favorites) 60061 CHANGE ZIP (/ROOFING/IFRAME/ZIPCODE)

TruDefinition Duration Shingles

BROWNWOOD

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Roofing (/roofing) / Pick Your Shingles (/roofing/pick-your-shingles) / Duration (/roofing/trudefinition-duration)

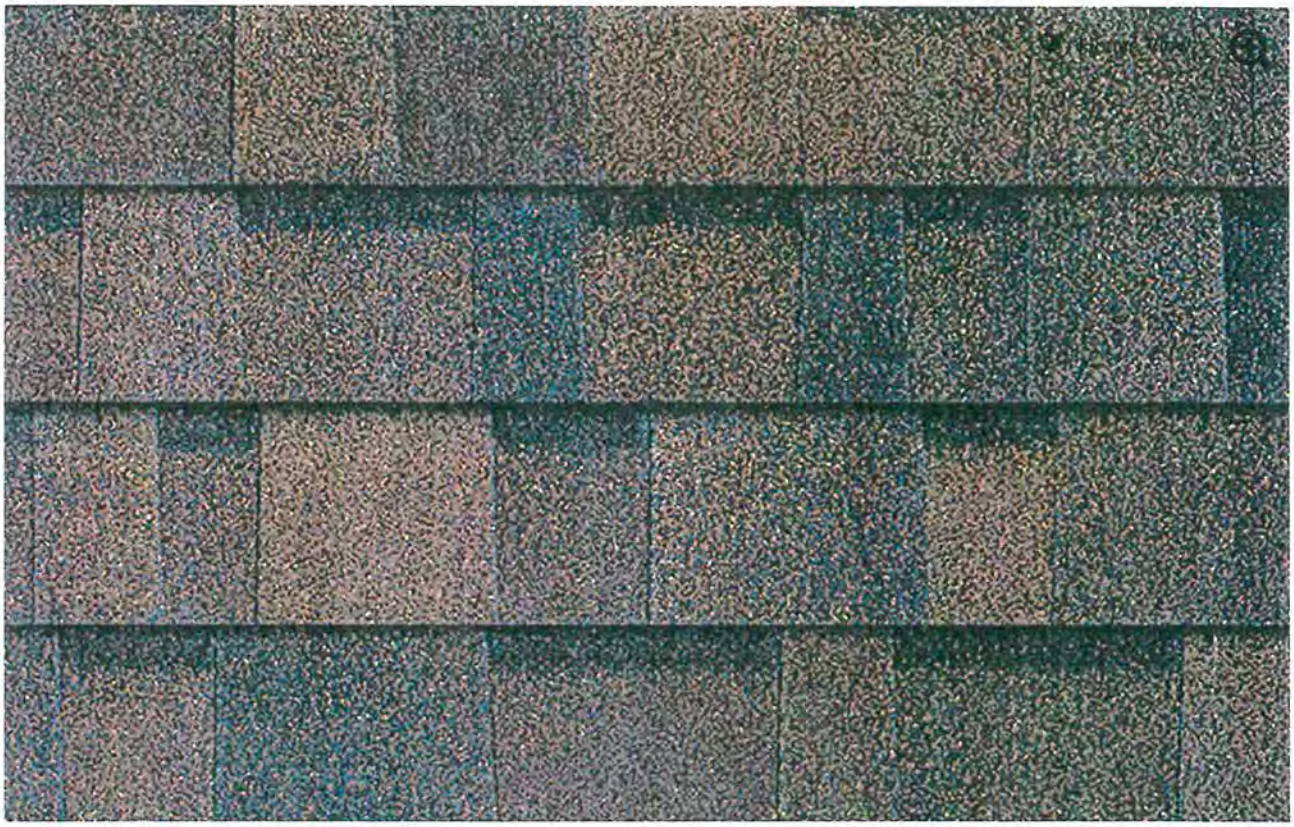
BOLD CONTRAST. DEEP DIMENSION. OUTSTANDING PERFORMANCE.

TruDefinition™ DURATION® SHINGLES

TruDefinition Duration Shingles are specially formulated to provide dramatic color contrast and dimension to any roof and are available in all the popular colors. Beyond the impressive curb appeal, they also come with the advanced performance of patented SureNail® Technology—a technological breakthrough in roofing.

VIEW PHOTO GALLERY

$ $$ $$$ $$$$ $$$$$



OTHER COLOR OPTIONS

(/roofing/trudefinition-duration/amber) (/roofing/trudefinition-duration/charcoal-green) (/roofing/trudefinition-duration/colonial-slate) (/roofing/trudefinition-duration/desert-tan) (/roofing/trudefinition-duration/driftwood) (/roofing/trudefinition-duration/estate-gray) (/roofing/trudefinition-duration/harbor-blue) (/roofing/trudefinition-duration/onyx-black) (/roofing/trudefinition-duration/quartz-gray)

TruDefinition Duration Shingles
BROWNWOOD

Resistance

Significant wind can cause shingles to blow off the roof deck. Missing shingles can lead to leaks and other interior damage. The quality and performance of the sealant on a shingle helps plays an important part in wind resistance performance. Owens Corning certifies our shingles to industry recognized wind resistance standards through independent third-party testing laboratories. To see the wind resistance warranty on this product, refer to the TECHNICAL SPECIFICATIONS tab.

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Algae Resistance

Algae growth may cause brown to black streaks on roofs but this discoloration does not impact the service life of the shingles. Algae species are transported through the air and growth occurs to varying degrees in all regions of the country; especially those subjected to warm, humid conditions. Algae should not be mistaken for fungus growth, soot, dirt, or moss. Almost all types of roofing systems are susceptible to algae discoloration. Where noted on the individual Product Detail page Technical Specifications tab, Owens Corning provides limited warranty coverage on some of our shingles for algae resistance. For full details of coverage, refer to the actual warranty for details, limitations, and requirements.

TruDefinition Color Platform

TruDefinition is our color design platform trademark on shingles that are specially formulated to capture the bright, vibrant hues and dramatic shades that showcase the aesthetic appeal of your home. Shingles feature multiple-granule colors and shadowing to provide an extraordinary look that will enhance your home and complement its natural surroundings.

ENERGY STAR® Rated Shingles

ENERGY STAR® is for roofs too. Similar to the energy-efficient appliances in your home, roofing products can provide heating and cooling saving qualities. Owens Corning Roofing Shingles can help reduce your heating and cooling bills when installed properly. Certain shingles reflect solar energy, decreasing the amount of heat transferred to a home's interior — and the amount of air conditioning needed to keep it comfortable. Actual savings will vary based on geographic location and individual building characteristics. Call 1-800-GET-PINK® or 1-888-STAR-YES for more information. ENERGY STAR® is available on the following colors: Shasta White

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FEATURES TECH SPECS

SureNail® Technology

There's a line between a good shingle and a great shingle.

It's the nailing line on your shingles. The difference between a good shingle and a great shingle is having SureNail® Technology. With SureNail® Technology, strength and durability are built into every Duration® Series shingle, thanks to the unique fabric strip in the nailing area. This unique shingle design provides outstanding gripping power.

SureNail Detail

- **Patented SureNail® Technology —** Only from Owens Corning and featured on our Duration® Series shingles.
- **Breakthrough Design —** The tough-engineered woven-fabric nailing strip is embedded in the shingle to create a strong, durable fastener zone.
- **Triple Layer Protection®+ —** A unique "triple layer" of reinforcement occurs when the fabric overlays the two shingle layers, called the common bond area.
- **Outstanding Grip —** The SureNail® strip enhances the already amazing grip of our proprietary Tru-Bond® sealant.
- **Exceptional Wind Resistance —** The SureNail® grip helps deliver 130-MPH wind warranty* performance with fewer nails than required by most competitors.

TruDefinition Duration Shingles
BROWNWOOD

(/roofing/trudefinition-duration/shasta-white) (/roofing/trudefinition-duration/sierra-gray) (/roofing/trudefinition-duration/teak) (/roofing/trudefinition-duration/terra-cotta)

FIND A CONTRACTOR

TruDefinition Duration Shingles
BROWNWOOD

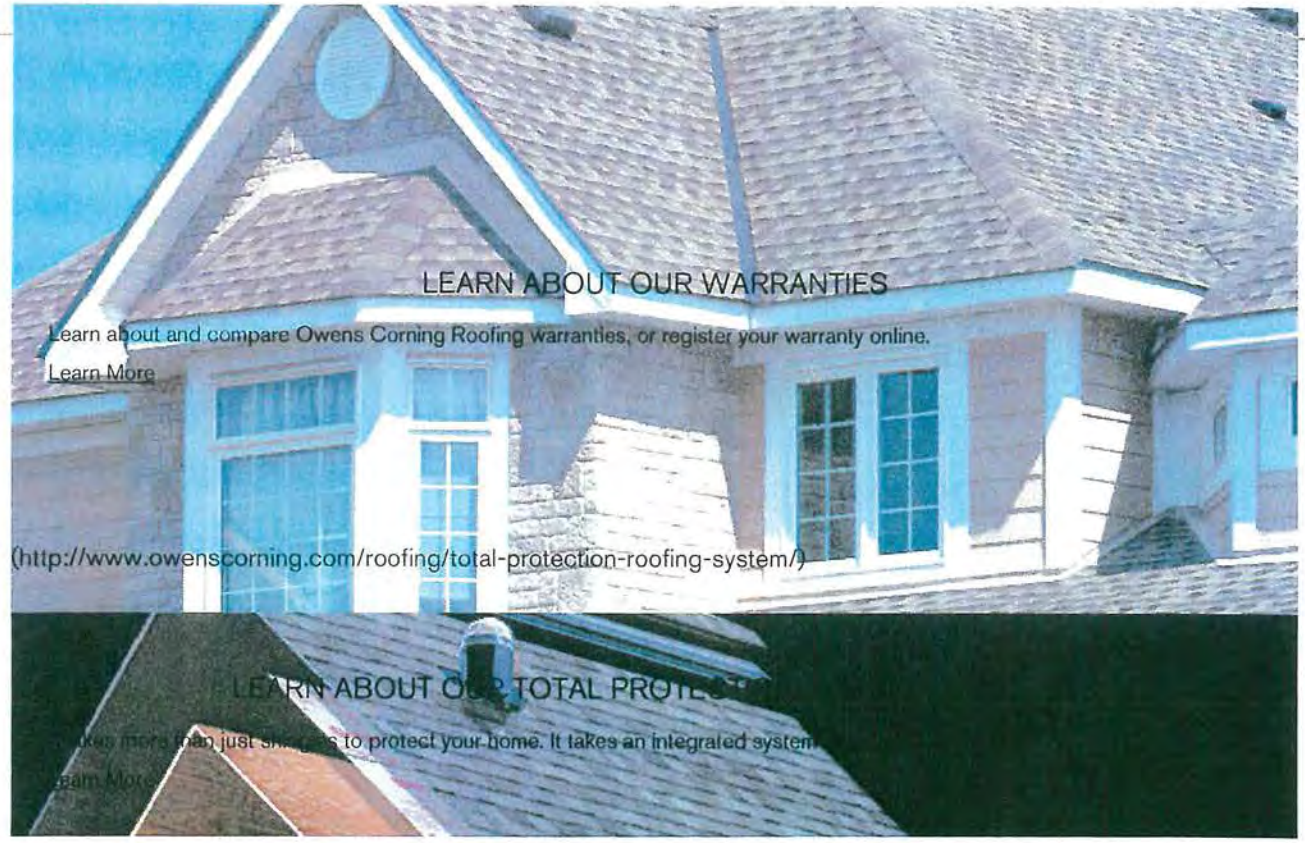
FIND A CONTRACTOR

WHERE TO BUY

FAVORITE

SHARE

ORDER PRINTED SAMPLE



NOW
HIRING
ALL
POSITIONS

HIRING