



Village of Lincolnwood Plan Commission

Meeting
Wednesday, August 5, 2015
7:00 P.M.

in the
Council Chambers Room
Lincolnwood Village Hall - 6900 North Lincoln Avenue

Agenda

1. **Call to Order/Roll Call**
2. **Pledge of Allegiance**
3. **Approval of Minutes**
June 24, 2015 Workshop Minutes
4. **Case #PC-08-15: Public Hearing: 4495 West Pratt Avenue - Proposed Text Amendment and Special Use for Wireless Communications Facility**
Request: Consideration and review of a request by T-Mobile Central LLC of a possible Text Amendment to consider wireless communication facilities as a Special Use when mounted on utility poles within public rights-of-way in a Residential District and consideration of a Special Use to allow T-Mobile to co-locate on an existing Commonwealth Edison utility pole within the utility right-of-way south of Pratt Avenue.
5. **Case #PC-09-15: Public Hearing: 6850 McCormick Boulevard – Planned Unit Development (PUD) Amendment**
Request: Consideration and review of a PUD Amendment for the purpose of converting the former Dominick’s grocery store to a multi-tenant plaza as well as the construction of a new commercial building within the existing off-street parking area.
6. **Next Meeting**
7. **Public Comment**
8. **Adjournment**



**DRAFT MEETING MINUTES
OF THE
PLAN COMMISSION WORKSHOP
JUNE 24, 2015 – 7:00 P.M.**

**LINCOLNWOOD VILLAGE HALL
COUNCIL CHAMBERS
6900 NORTH LINCOLN AVENUE
LINCOLNWOOD, ILLINOIS 60712**

MEMBERS PRESENT:

Chairman Paul Eisterhold
Irving Fishman
Patricia Goldfein
Anthony Pauletto
Don Sampen

MEMBERS ABSENT:

Steven Jakubowski
Mark Yohanna

STAFF PRESENT:

Timothy M. Clarke, AICP, Community Development Director
Aaron N. Cook, AICP, Community Development Manager

OTHERS PRESENT:

Barry Bass, Village Trustee
Craig Klatzco, Village Trustee
Beryl Herman, Village Clerk

DEVELOPMENT TEAM PRESENT:

Adam A. Arnold, Development Manager, South Bay Partners
Chuck Hammonds, Vice President, South Bay Partners
David K. Dastur, AIA, NCARB, Senior Principal, Jensen & Halstead Ltd.
Glenn D. Seerup, AIA, LEED AP, Principal, Jensen & Halstead Ltd.
David A. Shindoll, PE, LEED AP, Vice President, Mackie Consultants, LLC
Wendy Schulenberg, Principal, Daniel Weinbach & Partners, Ltd.
Charles G. Hall, IV, President and CEO, Charles Hall Construction

I. CALL TO ORDER

Chairman Eisterhold noted a quorum of five members and called the meeting to order at 7:03 p.m.

II. Workshop: Planned Unit Development Conceptual Plan Review: South Bay Partners - 3400 West Pratt Avenue

Adam Arnold, Development Manager for South Bay Partners, is the developer for the proposed senior living center. Mr. Arnold outlined the project and site overview and introduced the team members.

South Bay Partners proposes a single four-story building with two towers connected by a single connector located on 13.5 acres at 3400 West Pratt Avenue. This facility will have 44 units of memory care, 90 units of assisted living, and 251 independent living units. The building would also include 145 spaces of underground parking. Some features of the facility will include separate resident dining rooms, indoor pool, exercise facilities, and activity rooms for social activities. This facility would plan on opening in 2018. These units are for rental only. Mr. Arnold showed the proposed floor plans with their square footage.

South Bay Partners has been a senior housing developer for 22 years. They have completed over 70 independent living, assisted living, memory care and/or skilled nursing projects in 13 states through partnerships with regional senior living operators.

Architects David Dastur and Glenn Seerup of Jensen & Halstead outlined the assisted living facilities they have done in surrounding areas.

David Shindoll of Mackie Consultants will be the civil engineer for this project.

Wendy Schulenberg of Daniel Weinbach & Partners will be the landscape architect and presented a list of projects they have done in the Chicago area.

Charles Hall of Charles Hall Construction will be the general contractor. Mr. Hall stated that senior living facilities are their specialty. His firm has partnered with South Bay Partners on many projects.

Mr. Arnold presented the proposed site plan, floor plan, and exterior elevation plan. The common areas will house the dining and kitchen areas. A conceptual landscape plan was presented for review as well. There will be a large amount of green space with walking paths, landscaped patios, and a green roof. Mr. Arnold stated that he will supply a traffic impact analysis, economic impact analysis, and parking analysis for the Plan Commission's review.

There was discussion as to whether or not there will be an permanent on-site EMT facility. There was agreement that this would be a very attractive amenity to have. The cost of building and maintaining the facility and the staffing requirements would have to be assessed. The discussion also encompassed whether it would be staffed 24/7 versus regular office hours. The Fire Department indicated that they would like to see this facility be one of the conditions.

Mr. Arnold indicated that their preference is to apply for a Special Use instead of PUD approval. The only Variation needed might be for the placement of the interior parking area.

With regards to the proposed parking plan, Mr. Arnold said in their experience, seventy-five percent of the parking spaces are utilized by the independent living residents. Assisted living usually encompasses one percent of the parking spaces. The center's office staff would utilize the outside

parking lot. They do not foresee more than 30 total employees per shift for the entire facility. The current parking plan does meet Village Code. They do not require any street parking. The facility will also provide transportation for independent and assisted living residents. There was also discussion about the need for added parking in the future if required.

Mr. Arnold and the project architects summarized the types of building materials that will be used for the exterior. They will utilize concrete block on the exterior walls that look like brick and limestone. Their goal is to make it look residential in nature. Mr. Cook stated that multi-family residential uses do not have the same building material standards as single-family residential uses. There are no masonry requirements for multi-family residential uses.

Commissioner Goldfein asked if the garage entrance could be on the west side of building which would alleviate traffic on Pratt Avenue. The development team agreed that this was something that could be done.

The Commissioners agreed that they were in favor of this project and that a Public Hearing on this matter could take place at the September 2, 2015 Plan Commission meeting.

III. NEXT MEETING

Chairman Eisterhold announced that the July 1, 2015 Plan Commission meeting has been cancelled due to a lack of agenda items.

IV. ADJOURNMENT

Hearing no further business, **motion to adjourn** was made by Commissioner Sampen, and seconded by Commissioner Pauletto. Meeting adjourned at 8:50 p.m.

Aye: Sampen, Pauletto, Fishman, Goldfein, and Eisterhold

Nay: None

Motion Approved: 5-0

Respectfully Submitted,

Kathryn M. Kasprzyk
Community Development Coordinator



Plan Commission Staff Report

Case #PC-08-15

August 5, 2015

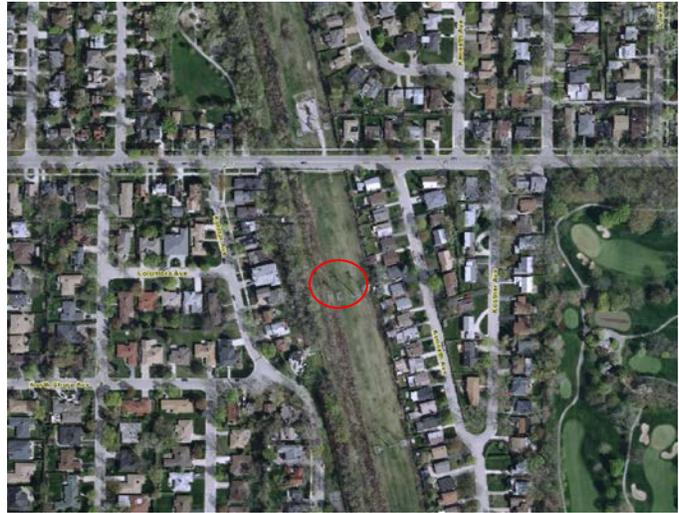
Subject Property:

Commonwealth Edison Utility Right-of-Way Approximate Address 4495 West Pratt Avenue

Zoning District: R3 Residential District

Petitioner: Mark Layne, Agent for T-Mobile Central, LLC.
Commonwealth Edison Company - Property Owner

Nature of Request: The petitioner seeks text amendment and special use approval to permit a wireless communication facility within the Commonwealth Edison ROW.



Requested Action:

- 1) **Zoning Code Text Amendment to:** Permit as Special Use, Wireless Communication Facilities within utility rights-of-way and on existing utility poles in Residential Districts [Section 10.04(1)]
- 2) **Special Use** approval for a Wireless Communication Facility as per Amended Section 10.04(1)

Notification: Notice in Lincolnwood Review dated July 16, 2015, Public Hearing Sign Installed at Intersection of Commonwealth Edison ROW and Pratt Avenue, and Mailed Notice of Public Hearing Dated July 16, 2015 to Properties within 250 Feet.

Summary of Request

Mark Layne, Insite RE, Inc. on behalf of T-Mobile Central LLC seeks approval of a Zoning Code Text Amendment and Special Use approval in order to erect a wireless communications facility on an existing Commonwealth Edison utility pole within the utility right-of-way (ROW) south of Pratt Avenue.

Much of the Commonwealth Edison ROW is within the R-3 Residential District. Currently the Zoning Code does not permit wireless communication facilities within residential districts. The action before the Plan Commission is a request for a text amendment to the Zoning Code

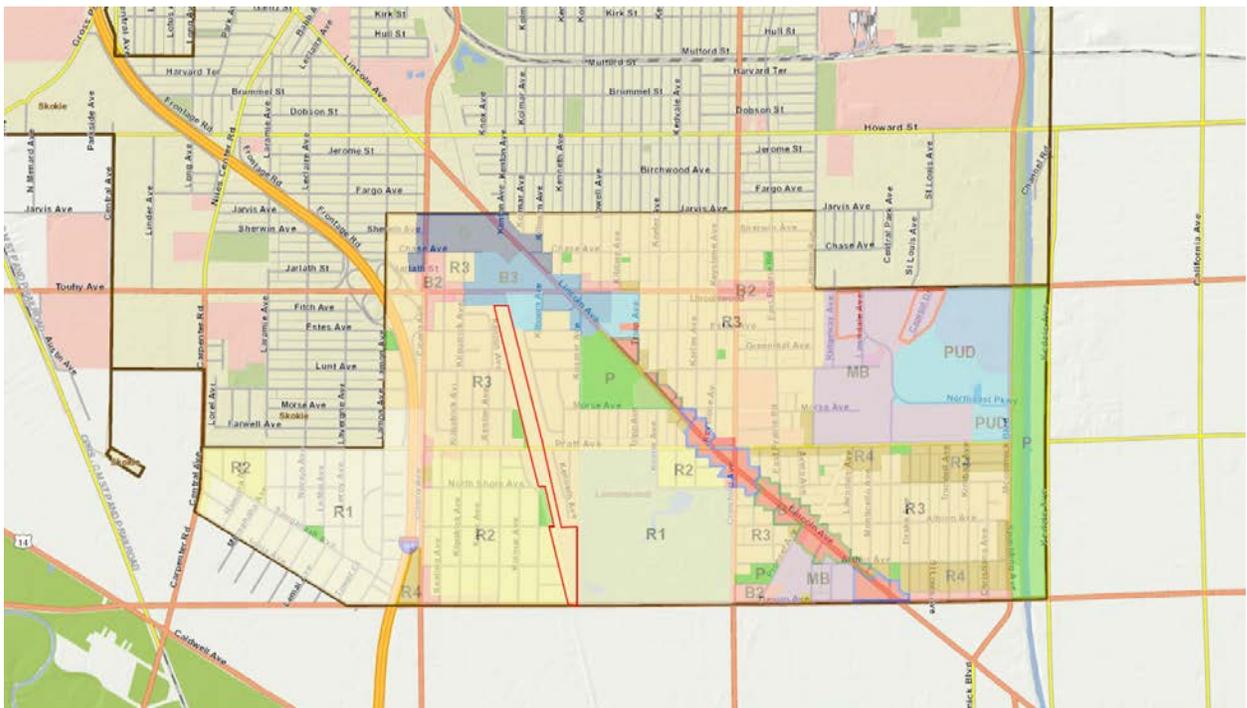
that would authorize wireless communication facilities as a Special Use within utility ROW. The subsequent related request is to obtain special use approval for a wireless communication facility within the Commonwealth Edison ROW south of Pratt Avenue.

Text Amendments -

T-Mobile Central LLC, desires to locate a wireless communication facility at the top of an existing Commonwealth Edison electric transmission tower located south of Pratt Avenue. This portion of the Commonwealth Edison right-of-way is within the Village’s R-3 Residential Zoning District. Currently, the Zoning Code does not allow wireless communication facilities within Residential Districts.

The co-location of wireless communication facilities on Commonwealth Edison electric transmission towers have previously been approved by the Village as Special Uses at locations both immediately north and south of Touhy Avenue. These locations near Touhy Avenue are zoned B-3 Village Center PD, which allows wireless communications facilities as a Special Use.

The Commonwealth Edison property located near Pratt Avenue is zoned R-3. To allow T-Mobile Central LLC to locate at the top of an existing Commonwealth Edison electric transmission tower located south of Pratt Avenue; a Zoning Code Text Amendment is required. To this end, T-Mobile and their agent, Mark Layne, proposes an amendment to Section 10.04(1) of the Zoning Code to allow, as a Special Use, wireless communication facilities mounted on utility poles within public utility rights-of-way within Residential Districts. Below is a map showing the area impacted by the requested Text Amendment (area bordered in red).



The Zoning Code requires any proposed text amendment be referred by the Village Board to the Plan Commission for Public Hearing. The purpose of this step is to both inform the

Village Board of the request to change the text of the Zoning Code and to allow the Village Board to voice initial sentiments to the Petitioner concerning the proposed text change. Consideration of this proposed Text Amendment was referred to the Plan Commission by the Village Board on June 16, 2015.

Special Use – Subject to and presuming a favorable recommendation for a text amendment allowing consideration of a Special Use for a wireless communication facility in utility ROW within Residential Districts, T-Mobile Central LLC, also seeks Special Use approval to erect a wireless communication facility on an existing utility pole within the Commonwealth Edison ROW. The existing tower is approximately 352 feet south of Pratt Avenue.

The proposed antennas will be mounted to a tower extension at the top of the existing monopole utility tower. The existing monopole tower is approximately 88 feet six inches in height and with the tower extension the total height to the center line of the antennas will be approximately 95 feet. The lattice towers on either side of the monopole tower are 75 feet in height. A total of three antennas will be installed at the top of the tower extension. The utility towers and the shelter at the base of the utility tower will be accessed by a new gravel access driveway off of Pratt Avenue.

The support equipment will be located on a platform within a secured area near the base of the monopole utility tower. The secured lease area is approximately 360 square feet in area. The area around the platform and support equipment, not including the tower, will be enclosed by a six foot barbed wire fence equipped with one foot of barbed wire. The Zoning Code requires that security fencing be installed that is not less than six feet and is equipped with an acceptable anti-climbing device.

Related Village Action

In September 2008 the Village considered and approved a similar request by T-Mobile to permit new wireless equipment located at the top of an existing utility tower and support structure at the base of the utility tower. The utility tower at which T-Mobile's equipment is located is within the same Commonwealth Edison right-of-way north of Touhy Avenue. The location of this wireless communications facility is within the B3 District in which wireless communication facilities are authorized via Special Use. The center line of T-Mobile's equipment is approximately 93 feet which is the comparable to the current T-Mobile application.

In 2011 the Village considered and approved a similar request by US Cellular to permit new wireless equipment located at the top of an existing utility tower within the same Commonwealth Edison ROW south of Touhy Avenue. US Cellular did not install this equipment.

Conclusion

The petitioner is seeking a text amendments and special use approval in order to install a wireless communications facility within the Commonwealth Edison ROW south of Pratt Avenue. The text amendment requested is necessary to allow wireless communications facilities as a Special Use in Residential Districts on existing utility poles.

If favorable consideration is received on the text amendment, T-Mobile Central LLC seeks Special Use approval per the amended Zoning Code to install a wireless communication facility on an existing Commonwealth Edison utility pole south of Pratt Avenue.

Documents Attached

1. Public Hearing Application – Text Amendment
2. Public Hearing Application – Special Use and PUD
 - a. Coverage Maps
 - b. T-Mobile Wireless Construction Drawings



VILLAGE OF LINCOLNWOOD
Community Development Department

Public Hearing Application
Text Amendment

PETITIONER INFORMATION

Name: T-Mobile Central LLC (Mark Layne, Agent)

Address: Insite RE, Inc., 1S660 Midwest Rd., Oakbrook Terrace, IL 60181

Telephone: (630) 890-4514 Fax: (____) _____ E-mail: layne@insite-inc.com

Property Owner(s): *(if different from Petitioner)*

Name: *(List all Beneficiaries if Trust)* Commonwealth Edison Company

Address: Three Lincoln Centre, 4th Floor, Oakbrook Terrace, IL 60181

Telephone: (630) 437-2214 Fax: (____) _____ E-mail: manny.alonso@comed.com

COST REIMBURSEMENT REQUIREMENT

The Village requires reimbursement of certain out-of-pocket costs incurred by the Village in connection with applications for zoning approvals and relief. These costs include, but are not limited to, mailing costs, attorney and engineer costs, and other out-of-pocket costs incurred by the Village in connection with this application. In accordance with Section 5.02 of the Village of Lincolnwood Zoning Ordinance, both the petitioner and the property owner shall be jointly and severally liable for the payment of such out-of-pocket costs. Out-of-pocket costs incurred shall be first applied against any hearing deposit held by the Village, with any additional sums incurred to be billed at the conclusion of the hearing process.

Invoices in connection with this application shall be directed to:

Name: Mark Layne
Address: Insite RE, Inc., 1S660 Midwest Rd.
City, State, Zip: Oakbrook Terrace, IL 60181

ATTESTMENT AND SIGNATURE

I hereby state that I have read and understand the Village cost reimbursement requirement, as well as the requirements and procedures outlined in Article V of the Village Zoning Ordinance, and I agree to reimburse the Village within 30 days after receipt of an invoice therefor. I further attest that all statements and information provided in this application are true and correct to the best of my knowledge, and that I have vested in me the authority to execute this application.

PROPERTY OWNER:

Signature

Print Name

Date

PETITIONER: *(if Different than Property Owner)*

Mark J. Layne
Signature

Mark J. Layne
Print Name

07/15/15
Date

REQUIRED ATTACHMENTS *

Check Required Documents:

Proposed Text Amendment Language X

**The above document is required for all applications. The Zoning Officer may release an applicant from specific required documents or may require additional documents as deemed necessary.*

TEXT AMENDMENT STANDARDS

To be approved, the requested Text Amendment must meet certain specific standards. These standards are listed below. After each listed standard, explain how the Text Amendment satisfies the listed standard. Use additional paper if necessary.

1. Nature of Request. Explain below why you are seeking a Text Amendment to the Zoning Code. What is it that you would like to do that requires a change in the text of the Zoning Code?

T-Mobile seeks to collocate wireless antennas on an existing ComEd electric transmission tower within an R-3 zoning district. At present, the Lincolnwood zoning ordinance prohibits personal wireless service facilities within the R-3 zoning district unless such facilities are mounted on utility poles or light poles in the public right-of-way. We are requesting a change in the code to allow such collocations in both public and public utility rights-of-way.

2. What Zoning District(s) would be affected by the proposed Text Amendment? Categorize the type of properties or areas of the Village that likely would be affected by the proposed change.

R-1, R-2, R-3

TEXT AMENDMENT STANDARDS (Continued)

3. Cite the specific Section(s) of the Zoning Code proposed to be amended.

Chapter 15, Article X, Part B, Section 10.04 (1)

4. Provide the proposed Text Amendment language. Provide below or attach the exact Section Code language as it is currently written, then use strikeouts for proposed deletion(s) of existing language and insert/add the proposed new language using highlighting (bolding) so that the language is shown exactly as you propose (with all deletions and additions indicated).

See attached document

5. Indicate why you believe this text change is needed and why it would benefit the Village.

The current code recognizes an exemption for utility structures in the R-3 zoning district, but only in a public right-of-way. T-Mobile wishes to petition the Board of Trustees to extend this exemption to such facilities located in public utility rights-of-way as well. Wireless network connectivity has become a critical element in our national communications infrastructure, and is a desirable and increasingly necessary convenience for the residents of the Village as people transition away from land lines. This change would accommodate current resident needs.

4. Provide the proposed Text Amendment language. Provide below or attach the exact Section Code language as it is currently written, then use strikeouts for proposed deletion(s) of existing language and insert/add the proposed new language using highlighting (bolding) so that the language is shown exactly as you propose (with all deletions and additions indicated).

T-Mobile's request contemplates the following revision to Chapter 15, Article X, Part B, Section 10.04 (1):

10.04 (1): Special use required. A special use permit shall be required for the construction of towers, monopoles, antenna support structures, antennas, and personal wireless service facilities in all zoning districts, except in the R-1, R-2, and R-3 Zoning Districts, in which such facilities are prohibited, unless such facilities are antennas mounted on utility poles or light poles in the public and public utility rights-of-way or are located on a lot owned by a unit of government or school district, and are other otherwise approved by the Board of Trustees or unless such facilities are not included within the scope of this Article X.



VILLAGE OF LINCOLNWOOD Public Hearing Application
Community Development Department Special Use and PUD

SUBJECT PROPERTY

Property Address: 4495 West Pratt Avenue, Lincolnwood, IL 60712

Permanent Real Estate Index Number(s): 10-34-313-006

Zoning District: R-3 Residential Lot Area: _____

List all existing structures on the property. Include fencing, sheds, garages, pools, etc.
Public utility electric transmission towers

Are there existing development restrictions affecting the property? Yes No
(Examples: previous Variations, conditions, easements, covenants) If yes, describe: _____

REQUESTED ACTION

- Special Use - Residential Planned Unit Development (PUD)
 Special Use - Non-Residential Other

PROJECT DESCRIPTION

Describe the Request and Project: T-Mobile collocation of personal wireless service facilities on a ComEd electric transmission tower in the public utility right-of-way south of W. Pratt Avenue between Kenneth and Kolmar Avenues.

PROPERTY OWNER/PETITIONER INFORMATION

Property Owner(s):

Name: (List all beneficiaries if Trust): Commonwealth Edison Company

Address: Three Lincoln Centre, 4th Floor

Telephone: (630) 437-2214 Fax: (____) _____ E-mail: manny.alonso@comed.com

Petitioner (if different from owner):

Name: T-Mobile Central LLC (Mark Layne, Agent) Relationship to Property: Lessee

Address: Insite RE, Inc., 1S660 Midwest Rd., Oakbrook Terrace, IL 60181

Telephone: (773) 890-4514 Fax: (____) _____ E-mail: layne@insite-inc.com

REQUIRED ATTACHMENTS *

Check all Documents that are Attached:

Plat of Survey	X	Applicable Zoning Worksheet	_____
Site Plan	X	Photos of the Property	_____
Proof of Ownership	_____	PDF Files of all Drawings	X
Floor Plans	_____	Elevations	X

**The above documents are required for all applications. The Zoning Officer may release an applicant from specific required documents or may require additional documents as deemed necessary.*

COST REIMBURSEMENT REQUIREMENT

The Village requires reimbursement of certain out-of-pocket costs incurred by the Village in connection with applications for zoning approvals and relief. These costs include, but are not limited to, mailing costs, attorney and engineer costs, and other out-of-pocket costs incurred by the Village in connection with this application. In accordance with Section 5.02 of the Village of Lincolnwood Zoning Ordinance, both the petitioner and the property owner shall be jointly and severally liable for the payment of such out-of-pocket costs. Out-of-pocket costs incurred shall be first applied against any hearing deposit held by the Village, with any additional sums incurred to be billed at the conclusion of the hearing process.

Invoices in connection with this application shall be directed to:

Name: Mark Layne, Insite RE, Inc.
 Address: 1S660 Midwest Rd.
 City, State, Zip: Oakbrook Terrace, IL 60181

ATTESTMENT AND SIGNATURE

I hereby state that I have read and understand the Village cost reimbursement requirement, as well as the requirements and procedures outlined in Article V of the Village Zoning Ordinance, and I agree to reimburse the Village within 30 days after receipt of an invoice therefor. I further attest that all statements and information provided in this application are true and correct to the best of my knowledge and that I have vested in me the authority to execute this application.

PROPERTY OWNER:

PETITIONER: (If different than property owner)

Signature

Mark J. Layne

Signature

Print Name

Mark Layne as Agent for T-Mobile

Print Name

Date

3/25/14

Date

Digitally signed by Mark J. Layne
DN: cn=Mark J. Layne, o=Mark J. Layne & Associates, LLC, ou, email=mark@mlaj.com, c=US
Date: 2014.03.25 09:41:14 -0500



VILLAGE OF LINCOLNWOOD COMMUNITY DEVELOPMENT DEPARTMENT

SPECIAL USE STANDARDS

To be approved, each Special Use request must meet certain specific standards. These seven standards are listed below. After each listed standard, explain how the Special Use request satisfies the listed standard. Use additional paper if necessary.

1. Please explain how the use is necessary for the public convenience at this location and the subject property is deemed suitable for the use. (Please explain in detail)

See attached

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

See attached

3. Please explain how this use would not cause substantial injury to the value of other property in the neighborhood in which it is located.

See attached

SPECIAL USE STANDARDS (Continued)

4. The Special Use is consistent with the goals and policies of the Comprehensive Plan.

See attached

5. The Special Use would not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the underlying Zoning District.

See attached

6. Please explain how the Special Use is so designed to provide adequate utilities, access roads, drainage, or necessary facilities.

See attached

7. Please explain how the Special Use is so designed to provide ingress and egress to minimize traffic congestion on public streets.

See attached

**VILLAGE OF LINCOLNWOOD
COMMUNITY DEVELOPMENT DEPARTMENT**
Special Use Permit Application
Wireless Telecommunications Facility



Project Location:
4495 W. Pratt Avenue
Lincolnwood, Illinois 60712
PIN 10-34-313-006

Applicant / Tenant:
T-Mobile
8550 Bryn Mawr Avenue, Suite #100
Chicago, IL 60631

Site: T-Mobile CH71556D – ComEd #333 Lincolnwood

Agent for T-Mobile:



Ray Shinkle
1S660 Midwest Road, Suite 140
Oakbrook Terrace, Illinois 60181
(773) 960-8781
shinkle@insite-inc.com

Property Owner:
Commonwealth Edison Company
3 Lincoln Center, 4th Floor
OakBrook Terrace, IL 60181
Telephone: (773) 294-6229
Contact: Manny Alonzo
(630) 437-2214

SPECIAL USE STANDARDS

T-Mobile respectfully requests the consideration and approval of a Special Use Permit application in the Village of Lincolnwood. Therefore, please accept the following justification statement petition below addressing the items listed in the Special Use application:

- 1. Please explain how the use is necessary for the public convenience at this location, and the subject property is deemed suitable for the use.**

Based on a computerized engineering study which takes into account subscribership, local population density, traffic patterns, tree cover, and topography, T-Mobile's RF engineers have identified a necessary location for a PCS site in the public utility right-of-way south of W. Pratt Avenue between Kenneth and Kolmar Avenues. (See attached.) T-Mobile's application contains radio frequency propagation maps which demonstrate that substantial gaps in coverage will occur if T-Mobile had no Telecommunication Facility in this area. Without an antenna facility in this location, T-Mobile will be unable to satisfy coverage, capacity and user demand brought on by the constant evolution of wireless handsets and data-rich applications. T-Mobile is excited to have established a professional relationship with Commonwealth Edison Company for the colocation of wireless facilities on Commonwealth Edison Company's electric transmission infrastructure and towers such as the existing colocation within the village north of Touhy Avenue adjacent west of the former purple hotel.

- 2. Please explain how the use is so designed, located and proposed to be operated that the public health, safety and welfare will be protected.**

The proposed facility will be designed and constructed to meet applicable government and industry regulatory compliance standards. Specifically, T-Mobile will comply with all FCC and FAA rules governing construction requirements, technical standards, radio frequency interference protection and power limitations.

Wireless technology does not have an adverse effect on matters relating to public health, safety and welfare. In fact, wireless technology supports vital communications in emergency situations and will be used by local residents and emergency personnel to protect the general public's health, safety and welfare. These emergency services include e911 support, the ability to transmit vital data and a backup system to traditional landline telephone communications.

- 3. Please explain how this use would not cause substantial injury to the value of other property in the neighborhood in which it is located.**

The T-Mobile installation will not deteriorate or impair the value of other property in the vicinity, but rather, the presence of the proposed facility will improve the neighborhood by providing a more reliable and stable wireless communications service to the residents and visitors of the Village of Lincolnwood. Enhanced wireless communication will have a positive influence on the economic development of this area and all T-Mobile subscribers will benefit from improved service.

- 4. The special use is consistent with the goals and policies of the Comprehensive Plan.**

Based on our review, T-Mobile's proposed wireless facility in no way conflicts with the goals, objectives, policies, and vision of the Lincolnwood 2001 Comprehensive Plan. In fact, one of

the plan's stated objectives for neighborhoods and residential areas is to "Maintain and improve neighborhood infrastructure and public amenities."

The need for the Proposed Facility is based on customer demand for T-Mobile service in the designated target area. Currently, wireless devices are increasingly used by in-home subscribers in lieu of land-line telephones, as well as for a host of other features never anticipated by early network designers such as text messaging, photo sharing, internet access, and streaming audio and video, all of which require additional bandwidth. As subscriber demand continues to grow and the typical user profile evolves toward a more expansive and technologically consumptive "pedestrian" morphology, wireless network connectivity has become a critical element in our national communications infrastructure.

5. The special use would not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the underlying zoning district.

T-Mobile has been sensitive in the selection and design of the proposed facility. The proposed installation is a minor alteration to the existing electric transmission tower and the Commonwealth Edison utility right-of-way. Because the neighborhood surrounding the utility right-of-way is established and fully developed, and since no change in use of the right-of-way is anticipated, the special use will not and cannot impede, hinder or discourage the development and use of adjacent land uses.

6. Please explain how the special use is so designed to provide adequate utilities, access roads, drainage, or necessary facilities.

The primary access route to the proposed facility will be via existing driveways into the right-of-way. The proposed facility will be serviced by standard electric service and a fiber or cable backhaul network already present in the area and therefore will not create any additional burden upon Lincolnwood's public utility infrastructure, nor will the minor scope of this project create any adverse impact on public roads or drainage.

7. Please explain how the special use is so designed to provide ingress and egress to minimize traffic congestion on public streets.

As stated above, the primary access route to the proposed facility will be via existing driveways into the right-of-way. The proposed facility will be an unmanned installation and, upon completion, will require infrequent maintenance visits (approximately one or two times per month) by a service technician. The facility is entirely self-monitored by complex computer systems which connect to a central office and alert personnel in the event of an equipment malfunction or breach of security. No noise, glare, smoke, debris or byproduct will be created by the proposed project and as designed, the facility will not have an impact on traffic, parking or storm water control systems. Thus, the proposed facility will not cause an adverse effect on traffic congestion.

Thank you in advance for your consideration of the T-Mobile Special Use application. We respectfully request a favorable recommendation for approval and look forward to expanding the T-Mobile network with the intent of providing substantial, reliable and efficient wireless telecommunications services in the Village of Lincolnwood. Please do not hesitate to contact me at (630) 890-4514 or layne@insite-inc.com with any concerns.

Sincerely,

Mark F. Layne

Mark Layne

Insite inc.
Real Estate Consulting Services

1s660 Midwest Road, Suite 140
Oakbrook Terrace, Illinois 60181

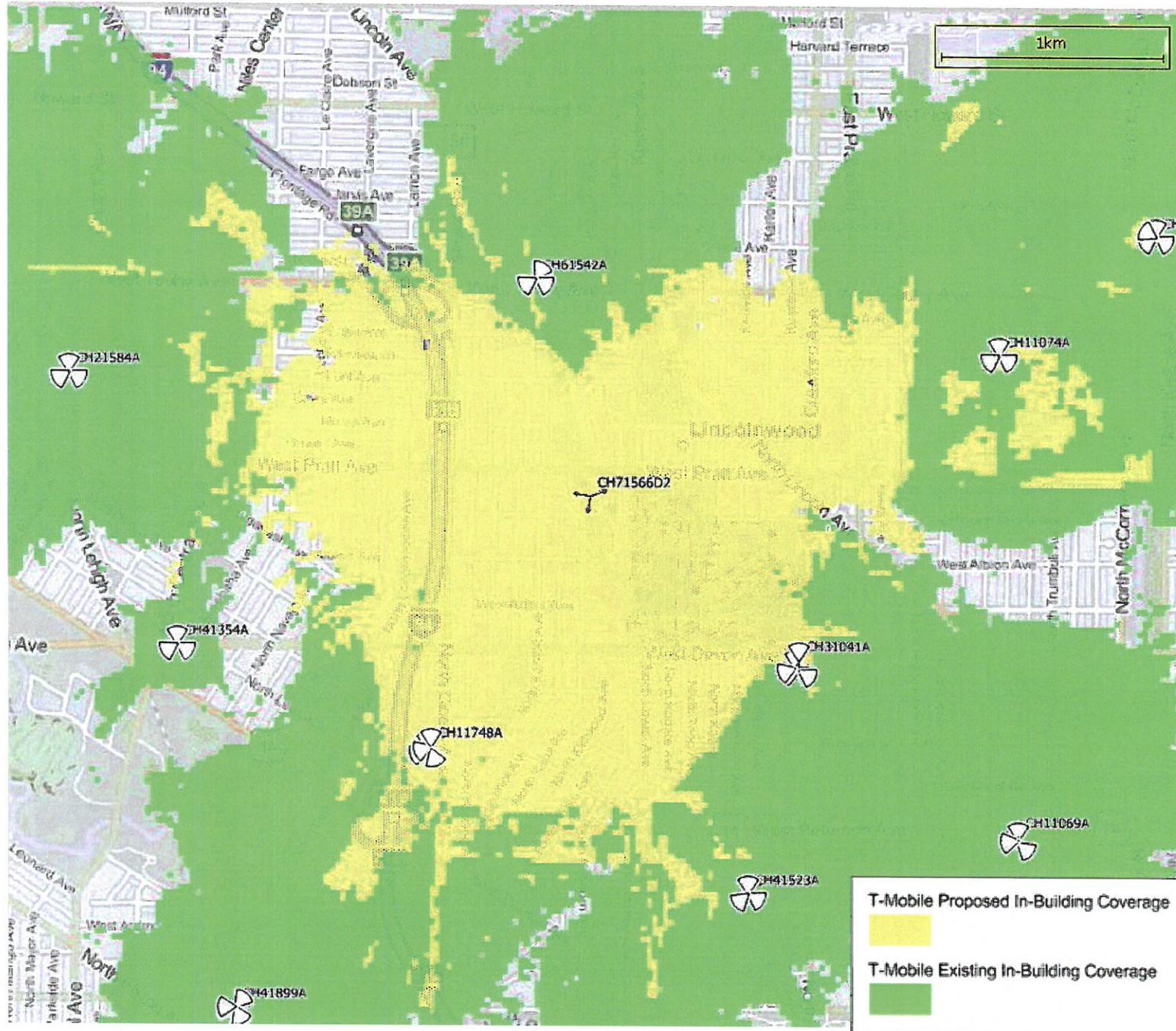
layne@insite-inc.com

(630) 890-4514

T-Mobile Existing In-Building Coverage



T-Mobile Proposed In-Building Coverage



NSD Scope and Existing Co-location options

The Purpose of this Ring is to increase the coverage footprint and to improve customer experience in immediate area of search Ring center. The BTS candidate is at ideal location and can provide better in-building coverage in the residential areas of the search ring. It will also improve coverage along portions of West Pratt Avenue, North Lincoln Avenue and also along I-94. The Ring also serves to offset high traffic carrying sites CH11748A, CH61542A and CH31041A and ease congestion in the area.

T-Mobile® stick together®

SITE NUMBER: CH71566D

JURISDICTION: VILLAGE OF LINCOLNWOOD

SITE NAME: COMED #333 LINCOLNWOOD

CITY: LINCOLNWOOD

SITE TYPE: UTILITY TOWER

COUNTY: COOK COUNTY

T-Mobile®
stick together®
8550 BRYN MAWR AVENUE, SUITE 100
CHICAGO, ILLINOIS 60631

PLANS PREPARED BY:
WT
W-T COMMUNICATION
DESIGN GROUP, LLC.
WIRELESS INFRASTRUCTURE
2675 PRATUM AVENUE
HOFFMAN ESTATES, ILLINOIS 60192
PH: (224) 293-6333 FAX: (224) 293-6444
www.wtdesigngroup.com
IL License No. 001-020898



DATE	DESCRIPTION	BY	REV.
12/09/14	90% CLIENT REVIEW	JS	A
02/03/15	95% CLIENT REVIEW	JS	B
02/10/15	FOR CONSTRUCTION	RSM	0



PROJECT DESCRIPTION
INSTALL T-MOBILE EQUIPMENT CABINET ON NEW PLATFORM AT GRADE. NO NEW WATER OR SEWER IS REQUIRED AS FACILITY IS UNMANNED.
INITIAL BUILD OUT:
3 NEW ANTENNAS, 12 COAX, 1 CABINET, 6 TMA'S, 2 SYSTEM MODULES, 3 RF MODULES

CONTACTS
APPLICANT
T-MOBILE USA
8550 BRYN MAWR AVE., SUITE 100
CHICAGO, ILLINOIS 60631
TEL: (773) 444-5400
CONTACT: TBD
PROPERTY OWNER CONTACT:
COMED
3 LINCOLN CENTER 4TH FLOOR
OAKBROOK TERRACE, IL 60181
TEL: (773) 294-6229
CONTACT: MANNY ALONZO
TEL: (630) 437-2214

SHEET INDEX

SHEET NUMBER	DESCRIPTION
T-1	TITLE SHEET
T-2	GENERAL NOTES & SPECIFICATIONS
T-3	GENERAL NOTES & SPECIFICATIONS
LS-1	LAND SURVEY
LS-2	LAND SURVEY
C-1	OVERALL SITE PLAN
C-2	ENLARGED SITE PLAN
C-3	GEOMETRIC PLAN
C-4	GRADING PLAN
C-5	EQUIPMENT ELEVATIONS
C-6	PLATFORM DETAILS
C-7	PLATFORM ELEVATIONS
C-8	PLATFORM NOTES
C-9	FENCE DETAILS
C-10	COAX CABLE ISO RISER DIAGRAM & ICE BRIDGE DETAILS
L-1	LANDSCAPING PLAN
L-2	LANDSCAPING DETAILS
A-1	ELEVATION
A-2	ANTENNA PLAN
A-3	EQUIPMENT SPECIFICATIONS
A-4	RF DATA SHEET
A-5	RISER DIAGRAM
A-6	ANTENNA CONFIGURATION SHEET
E-1	UTILITY PLANS
E-2	H-FRAME AND UTILITY DETAILS
E-3	UTILITY RISER DIAGRAM & PANEL SCHEDULE
GR-1	GROUNDING PLAN
GR-2	GROUNDING DETAILS
GR-3	GROUNDING DETAILS

PROJECT LOCATION
COORDINATES (NAD83):
LAT: 42° 00' 12.38" (NAD83) (42.00344°)
LONG: -87° 44' 26.08" (NAD83) (-87.74058°)
AMSL: 610.00'
SITE ADDRESS:
4495 WEST PRATT AVENUE
LINCOLNWOOD, IL 60712
DATA OBTAINED FROM 2C LETTER DATED 05/12/11

UTILITIES
ELECTRIC:
COMED
TEL: (800) 334-7661
TELEPHONE:
AT&T
TEL: (800) 288-2020

PROPERTY SUMMARY
PROPERTY ADDRESS:
4495 WEST PRATT AVENUE
LINCOLNWOOD, IL 60712
ASSESSOR'S PARCEL NUMBER (APN):
10-34-313-006
ZONING:
R-3 RESIDENTIAL/SUP



APPLICABLE CODES
BUILDING CODE: INTERNATIONAL BUILDING CODE 2009
ELECTRICAL CODE: NATIONAL ELECTRICAL CODE 2011

PROJECT TEAM
A&E
W-T COMMUNICATION DESIGN GROUP, LLC.
2675 PRATUM AVENUE
HOFFMAN ESTATES, IL 60192
TEL: (224) 293-6333
FAX: (224) 293-6444
SITE ACQUISITION
INSITE INC.
15660 MIDWEST ROAD
SUITE 140
OAKBROOK TERRACE, IL 60181
TEL: (630) 560-1004
FAX: (630) 242-6445

DRIVING DIRECTIONS
DIRECTIONS FROM O'HARE INTERNATIONAL AIRPORT:
HEAD SOUTHWEST ON I-190 W. TAKE THE EXIT TOWARD BESSIE COLEMAN DR. TURN RIGHT ONTO BESSIE COLEMAN DR. TAKE THE INTERSTATE 190 RAMP TO INTERSTATE 90/INTERSTATE 294/CHICAGO. MERGE ONTO I-190 E. MERGE ONTO I-90 E. TAKE EXIT B2A TOWARD NAGLE AVE/6432 W. MERGE ONTO W GREGORY ST. TURN LEFT ONTO N NAGLE AVE. TAKE THE 1ST RIGHT ONTO W BRYN MAWR AVE. TURN LEFT ONTO N CENTRAL AVE. TURN RIGHT ONTO PRATT AVE. DESTINATION WILL BE ON THE RIGHT. ARRIVE AT CH71566D - 4495 WEST PRATT AVENUE, LINCOLNWOOD, IL 60712.

STRUCTURAL ENGINEER
PAUL J. FORD AND COMPANY
250 EAST BROAD STREET
SUITE 600
COLUMBUS, OH 43215
TEL: (614) 221-6679

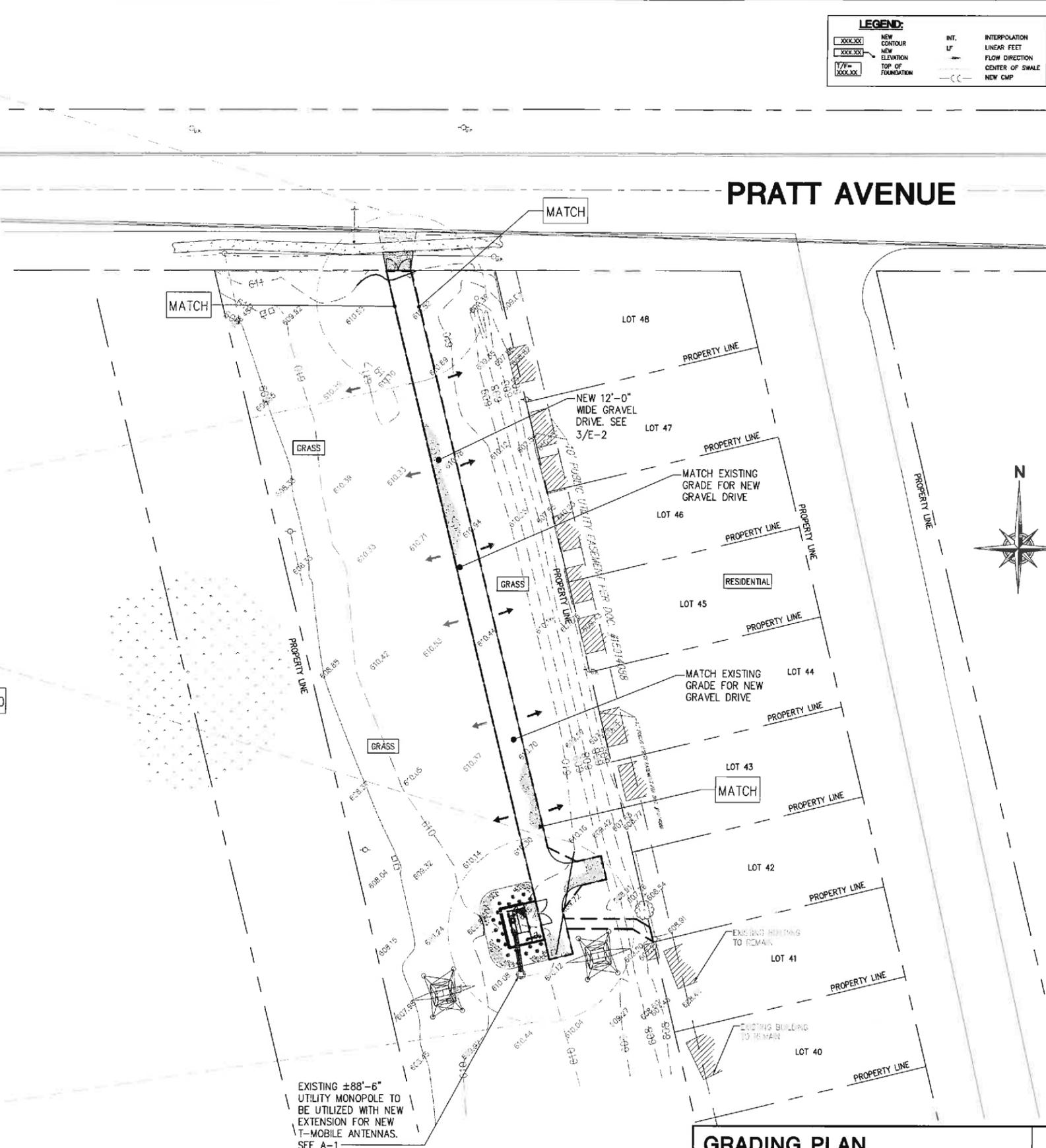
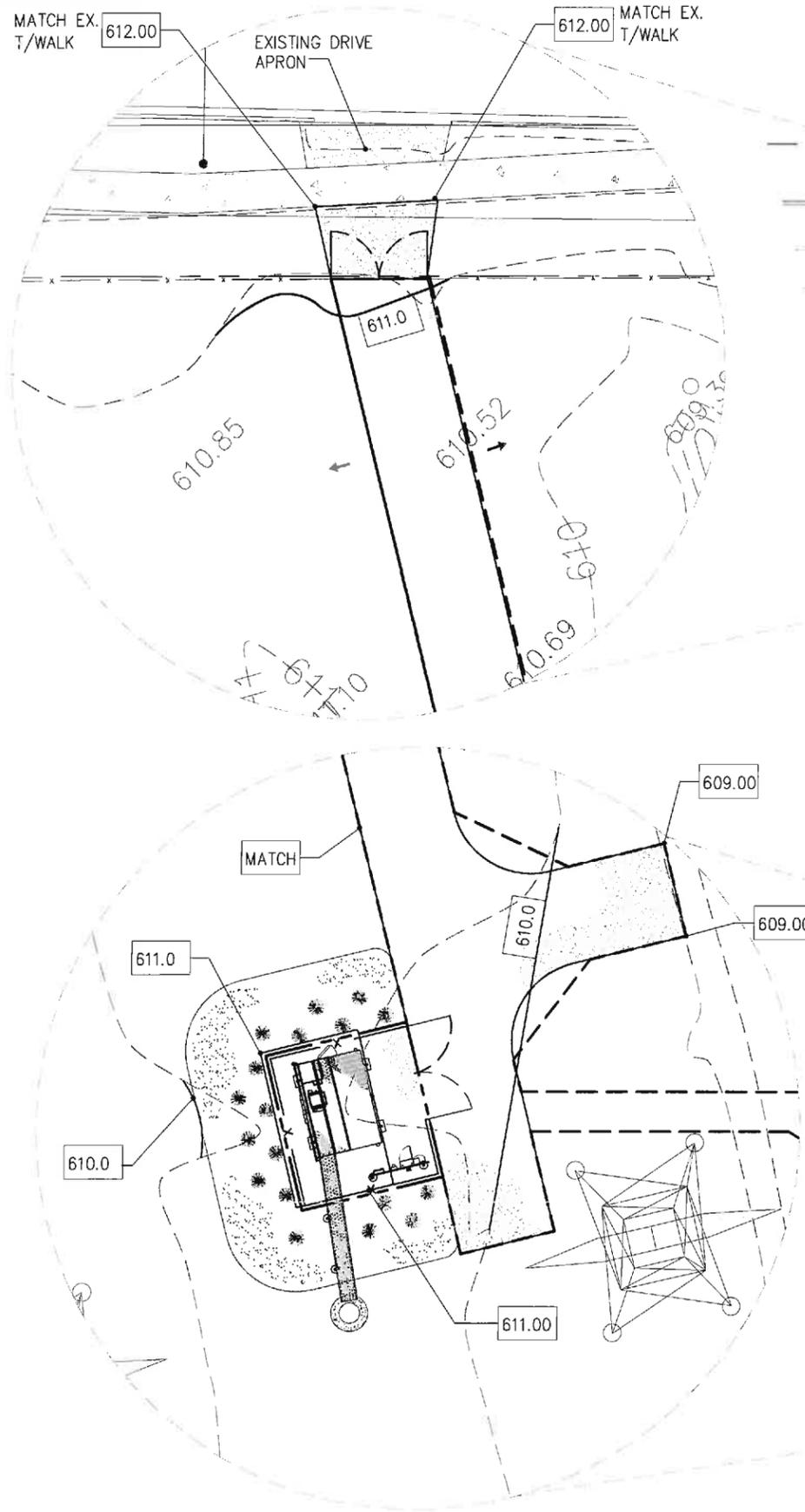
APPROVALS
PENDING APPROVAL OF THE JURISDICTION, THE FOLLOWING PARTIES HAVE REVIEWED THE DESIGN WITHIN THEIR FUNCTIONAL RESPONSIBILITIES AND HAVE APPROVED THIS PROJECT FOR CONSTRUCTION. CONTRACTORS MAY NOT START CONSTRUCTION WITHOUT A NOTICE TO PROCEED (NTP) FROM T-MOBILE.

	PRINT NAME	SIGNATURE	DATE
LANDLORD			
PRECON. MGR			
DEVELOP. MGR			
CONST. INSP.			
A&E MGR			
RF ENGINEER			
OPERATIONS			
ZONING REP			
UTILITIES			

SITE INFORMATION:
CH71566D
COMED #333
LINCOLNWOOD
4495 WEST PRATT AVENUE
LINCOLNWOOD, IL 60712
W-T JOB NUMBER: T141796

SHEET TITLE:
TITLE SHEET

SHEET NUMBER:
T-1



LEGEND:

XXX.XX	NEW CONTOUR	INT.	INTERPOLATION
XXX.XX	NEW ELEVATION	LF	LINEAR FEET
T/F=XXX.XX	TOP OF FOUNDATION	→	FLOW DIRECTION
		---	CENTER OF SWALE
		---	NEW CMP

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CHICAGO, ILLINOIS 60631

PLANS PREPARED BY:
WT
W-T COMMUNICATION DESIGN GROUP, LLC.
WIRELESS INFRASTRUCTURE
2676 Pratum Avenue
Hoffman Estates, Illinois 60192
PH: (224) 293-6333 FAX: (224) 293-6444
www.wtengr.com
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SEAL
LICENSED ARCHITECT
CARISSA WENDT
001-020898
CARISSA WENDT
LICENSED ARCHITECT
STATE OF ILLINOIS
305 WEST WASHINGTON
CHICAGO, ILLINOIS 60601

DATE:	DESCRIPTION:	BY:	REV:
12/09/14	90% CLIENT REVIEW	JS	A
02/03/15	95% CLIENT REVIEW	JS	B
02/10/15	FOR CONSTRUCTION	RSM	0

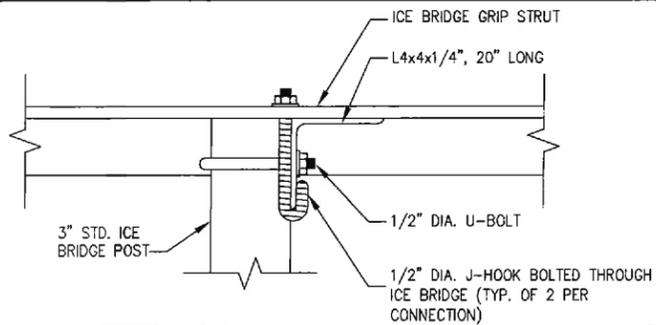
SITE INFORMATION:
CH71566D
COMED #333
LINCOLNWOOD
4495 WEST PRATT AVENUE
LINCOLNWOOD, IL 60712
W-T JOB NUMBER: T141796

SHEET TITLE:
GRADING PLAN

SHEET NUMBER:
C-4

PLOT SCALE: 1:1 @ 11"x17"

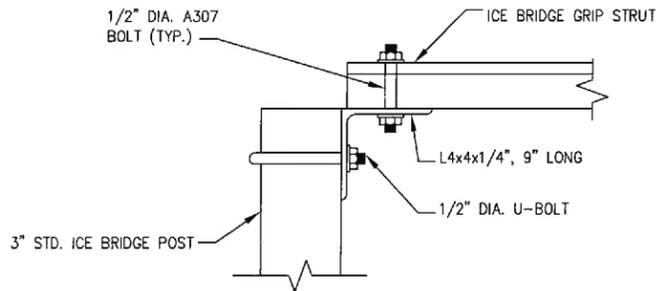
GRADING PLAN
SCALE: 1"=60'-0"
1



CONNECTION DETAIL

SCALE: 1 1/2" = 1'-0"

2



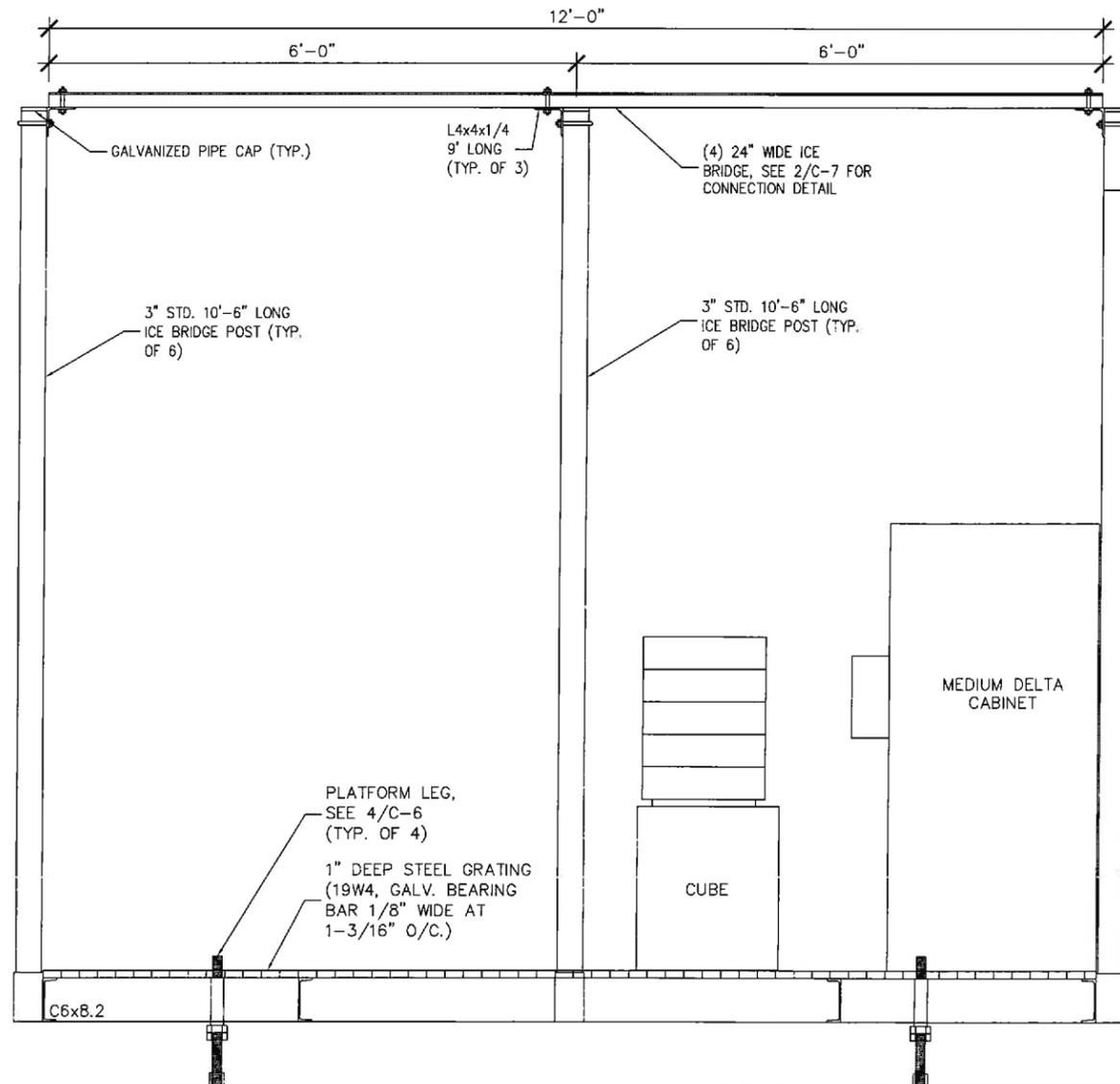
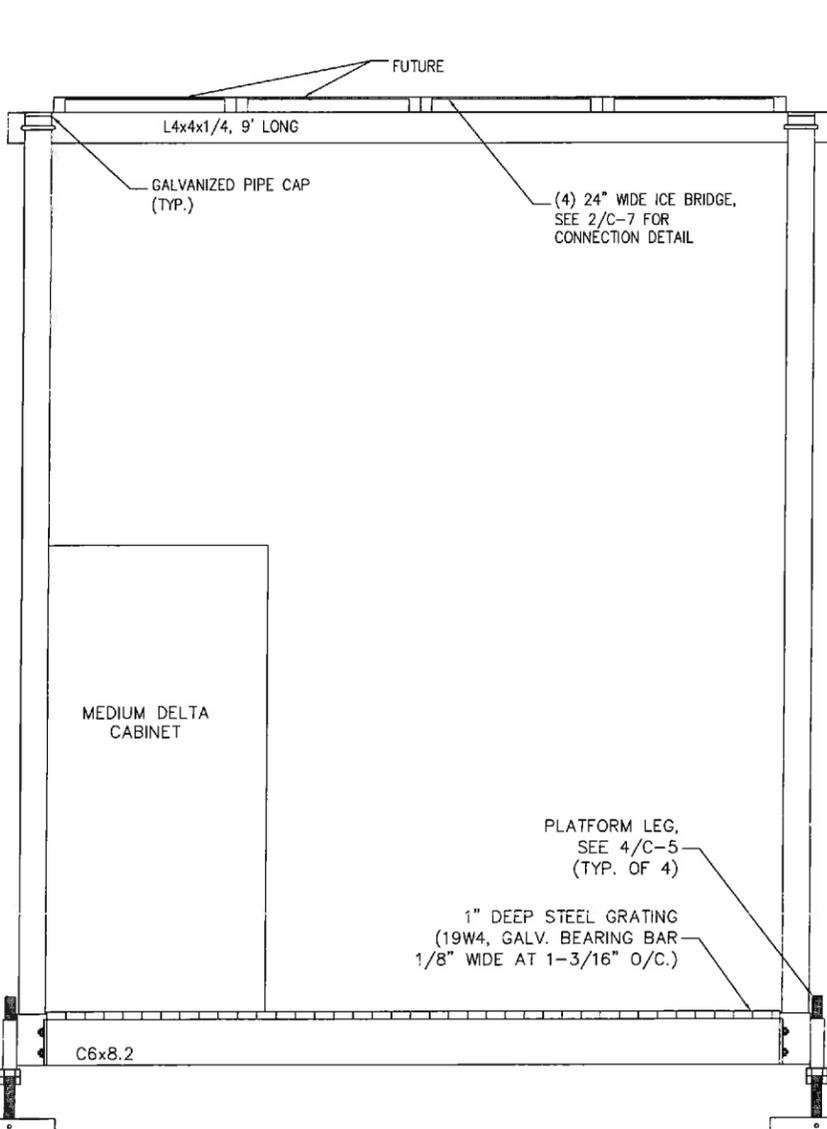
CONNECTION DETAIL

SCALE: 1 1/2" = 1'-0"

3

NOTES:

- EXISTING CONDITIONS SHALL BE CHECKED AND VERIFIED IN FIELD BY THE CONTRACTOR PRIOR TO FABRICATION AND INSTALLATION. IF SIGNIFICANT DEVIATIONS OR DETERIORATION ARE ENCOUNTERED AT THE TIME OF CONSTRUCTION, A REPAIR PERMIT SHALL BE OBTAINED AND CONTRACTOR SHALL NOTIFY STRUCTURAL ENGINEER IMMEDIATELY.
- FOUNDATIONS ARE DESIGNED FOR AN ASSUMED MINIMUM NET ALLOWABLE SOIL BEARING CAPACITY OF 2000 PSF. IT IS RECOMMENDED THAT A GEOTECHNICAL INVESTIGATION BE COMPLETED PRIOR TO CONSTRUCTION. IF SOIL BEARING CAPACITY IS LESS THAN WHAT IS SPECIFIED HERE, CONTACT ARCHITECT/ENGINEER FOR A REDESIGN.
- DO NOT SCALE DRAWINGS.



COMPACTED SAND BENEATH PLATFORM LEGS (TYP)

T/GRADE
ELLEVARATION VARIES

8'-0"X12'-0" PLATFORM ELEVATIONS

SCALE: 1/2" = 1'-0"

1

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CHICAGO, ILLINOIS 60631

PLANS PREPARED BY:

WT

W-T COMMUNICATION DESIGN GROUP, LLC.
WIRELESS INFRASTRUCTURE

2876 Pratum Avenue
Hoffman Estates, Illinois 60192
PH: (224) 293-6333 FAX: (224) 293-6444
www.wtengineering.com

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DATE	DESCRIPTION	BY	REV.
12/09/14	90% CLIENT REVIEW	JS	A
02/03/15	95% CLIENT REVIEW	JS	B
02/10/15	FOR CONSTRUCTION	RSM	D

SITE INFORMATION:

CH71566D
COMED #333
LINCOLNWOOD

4495 WEST PRATT AVENUE
LINCOLNWOOD, IL 60712
W-T JOB NUMBER: T141796

SHEET TITLE:

PLATFORM ELEVATIONS

SHEET NUMBER:

C-7

PLOT SCALE: 1:1 @ 11"x17"

LANDSCAPING GENERAL NOTES:

ALL PLACEMENT OF LANDSCAPING SHALL MEET THE FOLLOWING CONDITIONS:

ALL PLANT MATERIAL SHALL BE PLANTED IN A MANNER WHICH IS NOT TO INTERFERE WITH OVERHEAD WIRES OR BE INTRUSIVE TO UTILITIES OR PAVEMENT.

NO TREES OR OTHER LANDSCAPING SHALL BE LOCATED CLOSER THAN 10 FEET TO A FIRE HYDRANT OR OTHER ABOVE GROUND UTILITIES.

NO LANDSCAPING SHALL INTERFERE WITH SITE REQUIREMENTS FOR SAFE INGRESS AND EGRESS.

INSTALLATION STANDARDS:

1. PLANT MATERIAL SHALL CONFORM WITH THE CURRENT AMERICAN STANDARDS FOR NURSERY STOCK, PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMEN FOR THAT TYPE OF TREE OR SHRUB AT THE TIME OF INSTALLATION.
2. ALL TREES SHALL BE GROWN IN A NURSERY LOCATED IN THE STATE OF ILLINOIS.
3. ALL PLANT MATERIAL SHALL BE INSTALLED FREE OF DISEASE AND IN A MANNER THAT ENSURES THE AVAILABILITY OF SUFFICIENT SOIL AND WATER TO SUSTAIN HEALTHY GROWTH.
4. ALL TAGS, WIRES, PLASTIC TIES AND ROPE SHALL BE CUT FROM EACH TREE TO PREVENT GIRDLING OF THE TREE. THE BURLAP SHALL BE PULLED BACK FROM THE UPPER THIRD OF THE ROOTBALL. IF A PLASTIC 'BURLAP' IS USED, IT SHALL BE REMOVED IN ITS ENTIRETY FROM THE ROOTBALL.
5. ALL PLANT MATERIAL SHALL BE PLANTED WITH A MINIMUM OF DEPTH OF THREE (3) INCHES OF MULCHED MATERIAL AND A DIAMETER OF THREE (3) AROUND THE BASE OF THE TREE.
6. TREES SHALL BE STAKED WITH POSTS AND NOT STAKES IN AREAS OF HIGH WIND FOR ONE TO THREE YEARS TO ALLOW THE GROWTH OF PROPOSED ROOTS TO STABILIZE. ALL ROPES SHALL BE COVERED TO PREVENT CUTTING INTO THE BARK.
7. ANY EXCESS SOIL, CLAY, OR CONSTRUCTION DEBRIS SHALL BE REMOVED FROM THE PLANTING SITE, PRIOR TO PLANTING OF INDIVIDUAL TREES AT FINAL GRADE.
8. THE JURISDICTION, AT ITS DISCRETION, HAS THE RIGHT TO RETAIN A PROFESSIONAL LANDSCAPE ARCHITECT OR ARBORIST TO REVIEW SUBMITTED LANDSCAPE PLAN AND THE PROFESSIONAL LANDSCAPE ARCHITECT OR ARBORIST WILL SUBMIT A WRITTEN REPORT TO THE PLANNING AND ZONING COMMISSION. ALL EXPENSES INCURRED BY THE JURISDICTION FOR THE USE OF THE LANDSCAPE ARCHITECT OR ARBORIST SHALL BE REIMBURSED BY THE DEVELOPER.

PLANTING SEASONS:

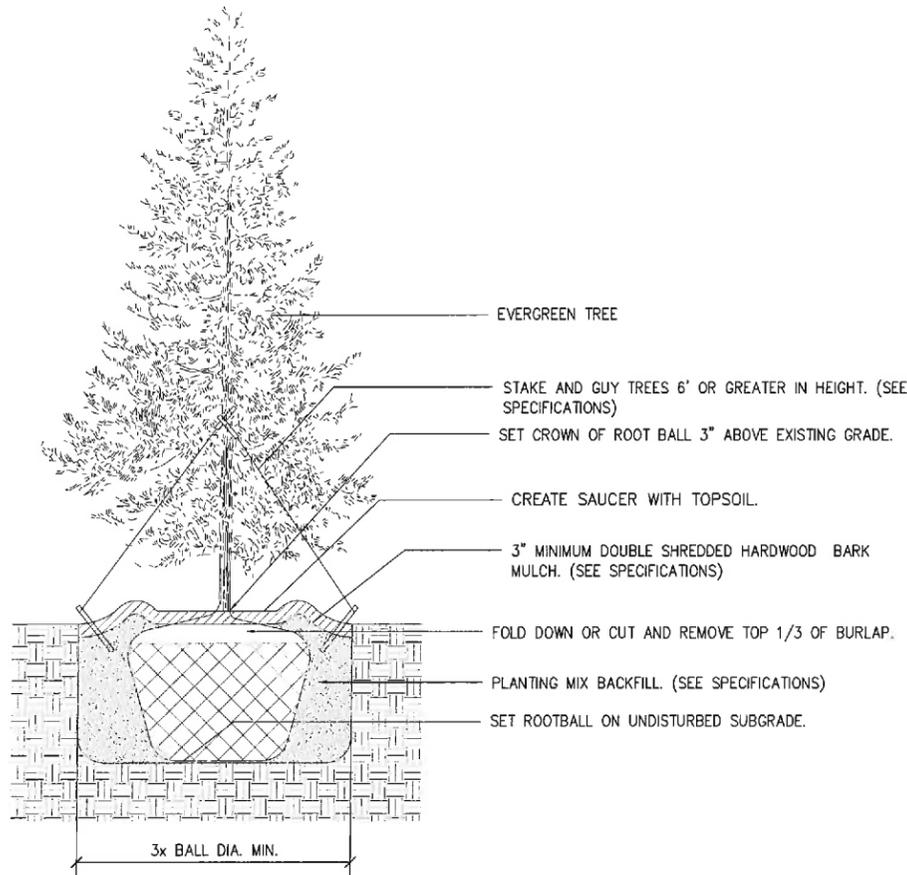
1. PLANTS MUST BE PLANTED DURING THE FOLLOWING DATES: APRIL 1ST TO MAY 15TH AND SEPTEMBER 1ST TO OCTOBER 1ST
2. THE PLANTING PERIODS INDICATED MAY BE EXTENDED DUE TO WEATHER CONDITIONS OR OTHER FACTORS, WHICH MUST BE APPROVED BY THE LANDSCAPE ARCHITECT/ENGINEER.
3. THE CONTRACTOR WILL BE RELIEVED OF HIS GUARANTEE RESPONSIBILITY SHOULD THE OWNER REQUIRE PLANT MATERIAL INSTALLATIONS TO BE COMPLETED DURING OTHER TIMES THAN THE PLANTING PERIODS INDICATED.

PLANTING:

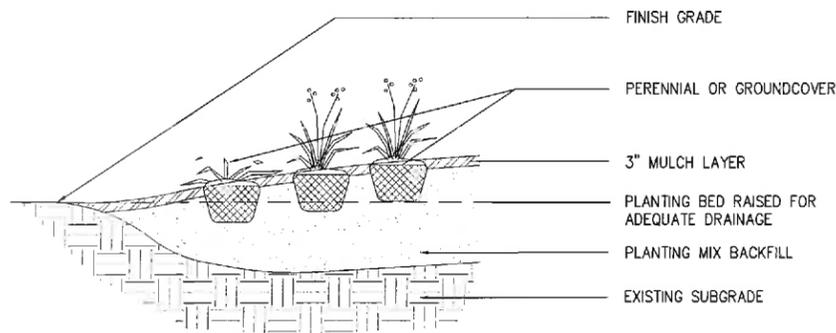
1. ALL SHADE TREES, ORNAMENTAL TREES, EVERGREEN TREES AND SHRUBS SHALL BE PLANTED IN HOLES EXCAVATED AT LEAST 3x THE WIDTH OF THE DIAMETER OF THE BALL OR CONTAINER AND DEEP ENOUGH SO THAT THE TOP OF THE BALL OR SOIL IN THE CONTAINER IS AT OR JUST ABOVE EXISTING GRADE.
2. ALL TWINE OR ROPE MUST BE CUT AND REMOVED AND THE BURLAP FOLDED AWAY FROM THE TOP OF THE BALL. THE EXCAVATION MUST BE BACKFILLED WITH THE PLANTING MIXTURE AND WATERED. ANY SETTLEMENT WILL BE FILLED WITH PLANTING MIXTURE.
3. A 4" DEEP SAUCER, SIMILAR TO THE DIAMETER OF THE PLANTING HOLE SHALL BE CREATED USING PLANTING MIX.
4. PLANTING MIX TO CONSIST OF 1/3 TOP SOIL, 1/3 SOIL FROM EXCAVATION, AND 1/3 MUSHROOM COMPOST (OR 1/3 PEAT MOSS).

CLEAN UP:

1. ALL DEBRIS GENERATED DURING THE INSTALLATION OF PLANT MATERIALS MUST BE REMOVED FROM THE SITE.
2. ALL PAVEMENTS AND WALKS MUST BE SWEEPED AFTER EACH DAYS WORK. UPON COMPLETION OF THE WORK, ALL PAVEMENTS MUST BE WASHED TO REMOVAL MUD OR DIRT.



TREE PLANTING & STAKING
SCALE: NONE **1**



PERENNIAL PLANTING
SCALE: NONE **2**

LANDSCAPE NOTES
SCALE: NONE **3**

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CHICAGO, ILLINOIS 60631

PLANS PREPARED BY:

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**W-T COMMUNICATION
DESIGN GROUP, LLC.**
WIRELESS INFRASTRUCTURE

2875 Pratum Avenue
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PH: (224) 293-6330 FAX: (224) 293-6444
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DATE: 12/09/14

DESCRIPTION: 90% CLIENT REVIEW

BY: JS

REV: A

02/03/15 95% CLIENT REVIEW JS B

02/10/15 FOR CONSTRUCTION RSM 0

SITE INFORMATION:

CH71566D

**COMED #333
LINCOLNWOOD**

4495 WEST PRATT AVENUE
LINCOLNWOOD, IL 60712
W-T JOB NUMBER: 1141796

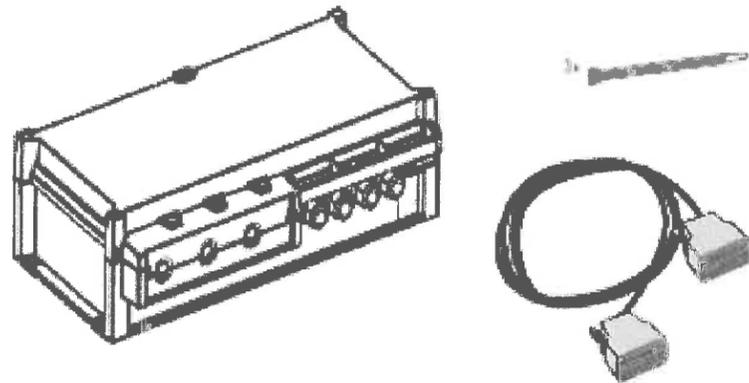
SHEET TITLE:

**LANDSCAPING
DETAILS**

SHEET NUMBER:

L-2

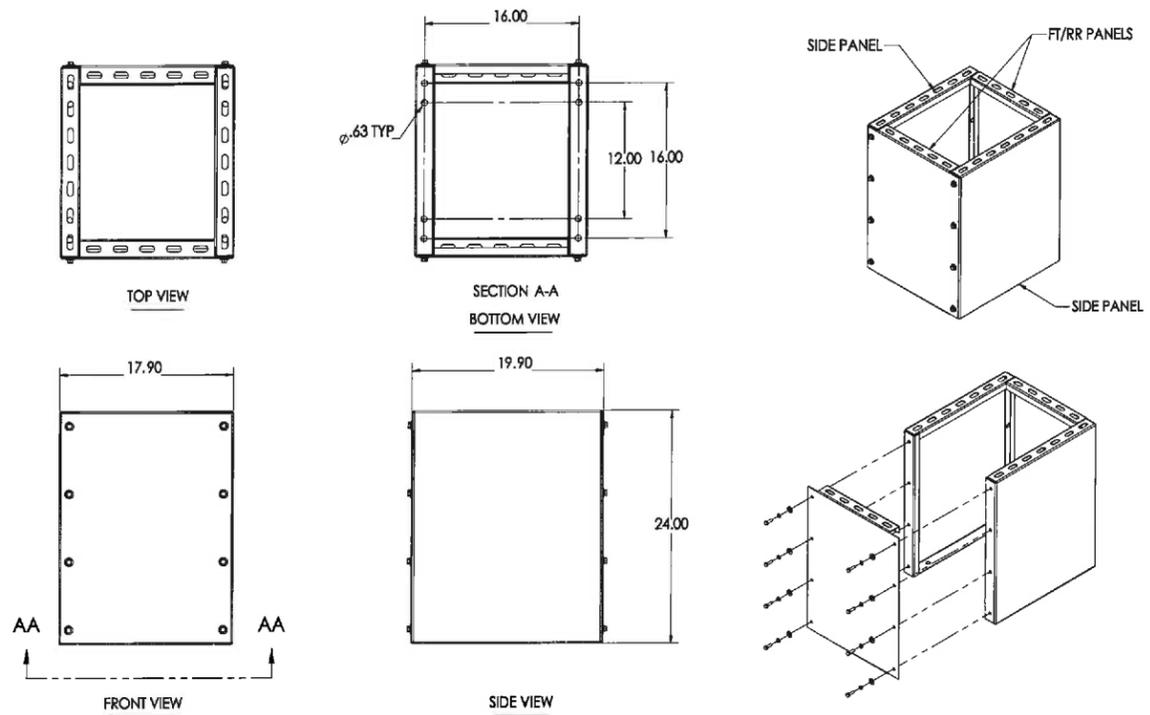
PLOT SCALE: 1:1 @ 11"x17"



FSEB

SCALE: NONE

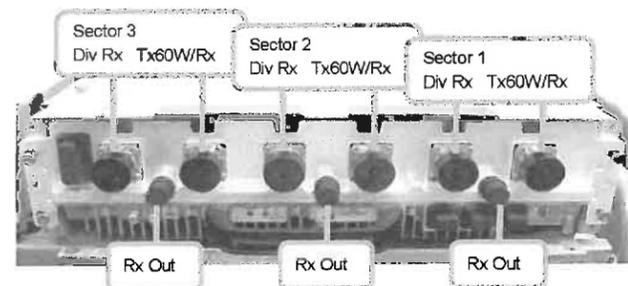
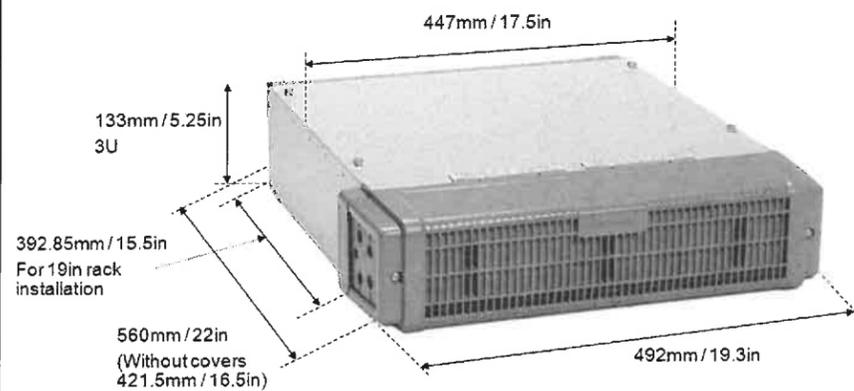
1



CUBE DETAIL

SCALE: NONE

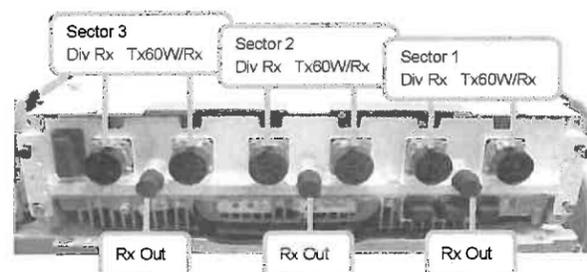
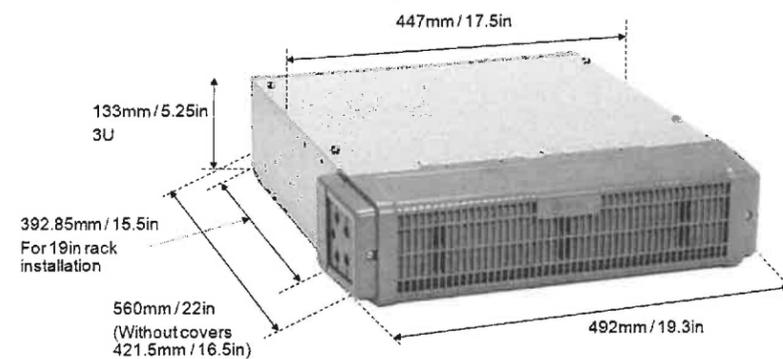
2



FRIE

SCALE: NONE

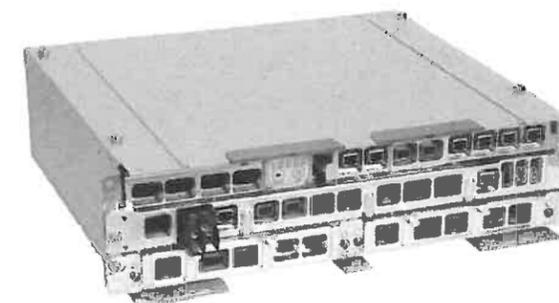
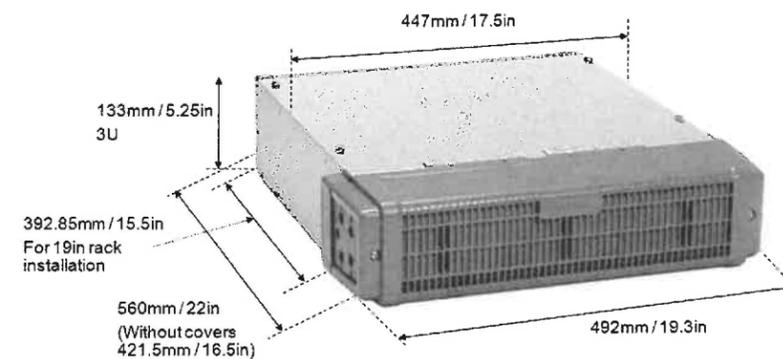
3



FXFC

SCALE: NONE

4



FSMF

SCALE: NONE

5

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2675 Pratum Avenue
Hoffman Estates, Illinois 60192
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DATE: DESCRIPTION: BY: REV:

DATE	DESCRIPTION	BY	REV
12/09/14	90% CLIENT REVIEW	JS	A
02/03/15	95% CLIENT REVIEW	JS	B
02/10/15	FOR CONSTRUCTION	RSM	0

SITE INFORMATION:

CH71566D
COMED #333
LINCOLNWOOD

4495 WEST PRATT AVENUE
LINCOLNWOOD, IL 60712
W-T JOB NUMBER: T141796

SHEET TITLE:

**EQUIPMENT
SPECIFICATIONS**

SHEET NUMBER:

A-3

PLOT SCALE: 1:1 @ 11"x17"

NOTE:
ALL UNISTRUT, FASTENERS, HARDWARE, ETC, ARE TO BE EITHER HOT-DIPPED GALVANIZED OR STAINLESS STEEL. GENERAL CONTRACTOR IS NOT TO USE ZINC-PLATED OR PRE-GALVANIZED.

NOTE:
ICE BRIDGE NOT SHOWN FOR CLARITY

NEW FYGA LTE GPS ANTENNA TO BE INSTALLED. RUN NEW FTSE CABLE TO NEW FSMF

(1) NEW DELTA MEDIUM SITE SUPPORT CABINET TO BE MOUNTED ON NEW PLATFORM ON MANUFACTURER SUPPLIED PLINTH
(1) NEW 12"x12" ELECTRIC JUNCTION BOX MOUNTED TO SIDE OF NEW SITE SUPPORT CABINET

(1) NEW 1" CONDUIT FROM SITE SUPPORT CABINET JUNCTION BOX TO NEW CUBE JUNCTION BOX
(2) FRIE'S, (1) FXFC & (2) NEW SYSTEM MODULES TO BE STACKED ON NEW CUBE

NEW 2" RIGID CONDUIT TO RUN UNDERGROUND FROM EXISTING UTILITY POLE TO NEW 200A METER. FINAL ROUTE & CONNECTION TO BE VERIFIED WITH UTILITY WALK

(1) NEW 1-1/4" RIGID CONDUIT WITH (3) #3 AWG WIRES FOR POWER & (1) #8 GROUND WIRE TO RUN UNDERGROUND FROM NEW SITE SUPPORT CABINET TO NEW PPC. CONDUIT TO BE INSTALLED WITH PULL STRING. FINAL ROUTE AND CONNECTION TO BE VERIFIED IN FIELD PRIOR TO ANY CONSTRUCTION

NEW 2" RIGID CONDUIT TO RUN UNDERGROUND FROM NEW CIENA TO FUTURE FIBER SOURCE. FINAL ROUTE & CONNECTION TO BE VERIFIED WITH UTILITY WALK

NEW H-FRAME WITH NEW 200 AMP METER, NEW PPC WITH PANLOC, NEW CIENA & MOTION SENSOR SERVICE LIGHT. SEE 1/E-2
NEW 2" RIGID CONDUIT FROM METER TO PPC

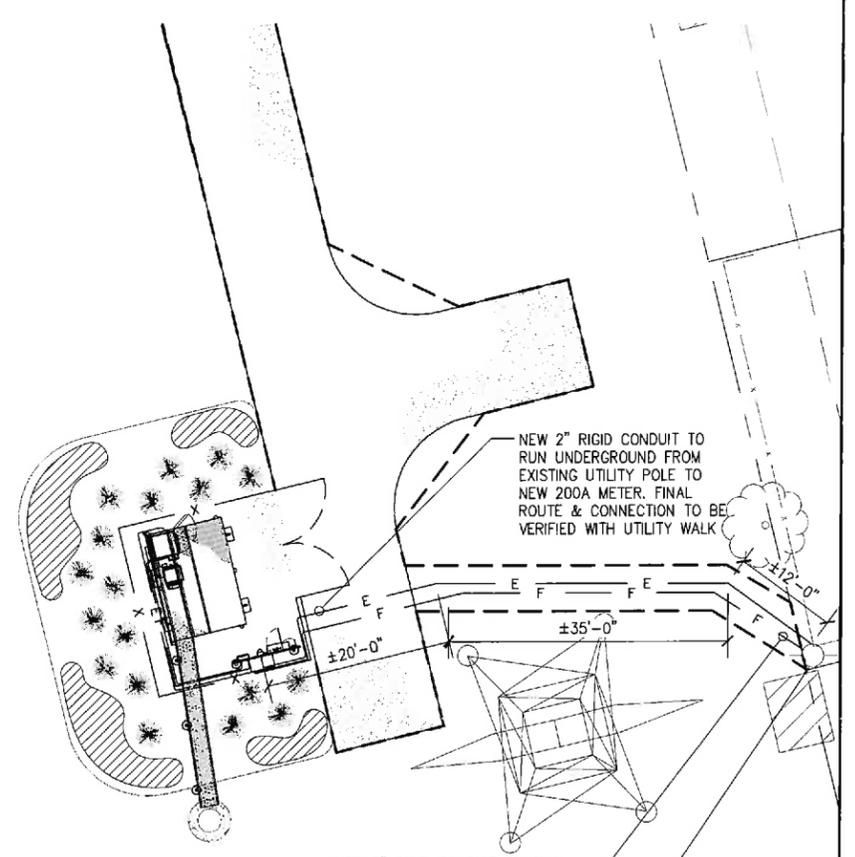
NEW 1" RIGID CONDUIT TO RUN UNDERGROUND FOR FIBER FROM NEW CIENA TO NEW DELTA CABINET

NEW 1" RIGID CONDUIT FOR DC POWER TO RUN UNDERGROUND FROM NEW CIENA TO NEW SSC ELECTRIC JUNCTION BOX

VOLTAGE DROP FROM TRANSFORMER TO H-FRAME			
LENGTH OF RUN	WIRE SIZE	VOLTAGE DROP (VOLTS)	PERCENTAGE OF VOLTAGE
±130'-0"	3/0	3.22V	1.34%

LEGEND
— F — FIBER LINE
— E — ELECTRIC LINE

NOTE:
ALL UNISTRUT, FASTENERS, HARDWARE, ETC, ARE TO BE EITHER HOT-DIPPED GALVANIZED OR STAINLESS STEEL. GENERAL CONTRACTOR IS NOT TO USE ZINC-PLATED OR PRE-GALVANIZED.



NEW 2" RIGID CONDUIT TO RUN UNDERGROUND FROM EXISTING UTILITY POLE TO NEW 200A METER. FINAL ROUTE & CONNECTION TO BE VERIFIED WITH UTILITY WALK

NEW 2" RIGID CONDUIT TO RUN UNDERGROUND FROM NEW CIENA TO EXISTING UTILITY POLE. FINAL ROUTE & CONNECTION TO BE VERIFIED WITH UTILITY WALK

EXISTING UTILITY POLE TO BE UTILIZED FOR NEW POWER & FIBER CONNECTION. FINAL CONNECTION TO BE VERIFIED WITH UTILITY WALK

ENLARGED UTILITY PLAN

SCALE: 3/8"=1'-0"

1

OVERALL UTILITY PLAN

SCALE: 1"=20'-0"

2

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CHICAGO, ILLINOIS 60631

PLANS PREPARED BY:
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PH: (224) 293-4933 FAX: (224) 293-9444
www.wtengineering.com
IL License # 0430015

CARISSA WENDT
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CARISSA WENDT
LICENSED ARCHITECT
STATE OF ILLINOIS
NO. 0430015

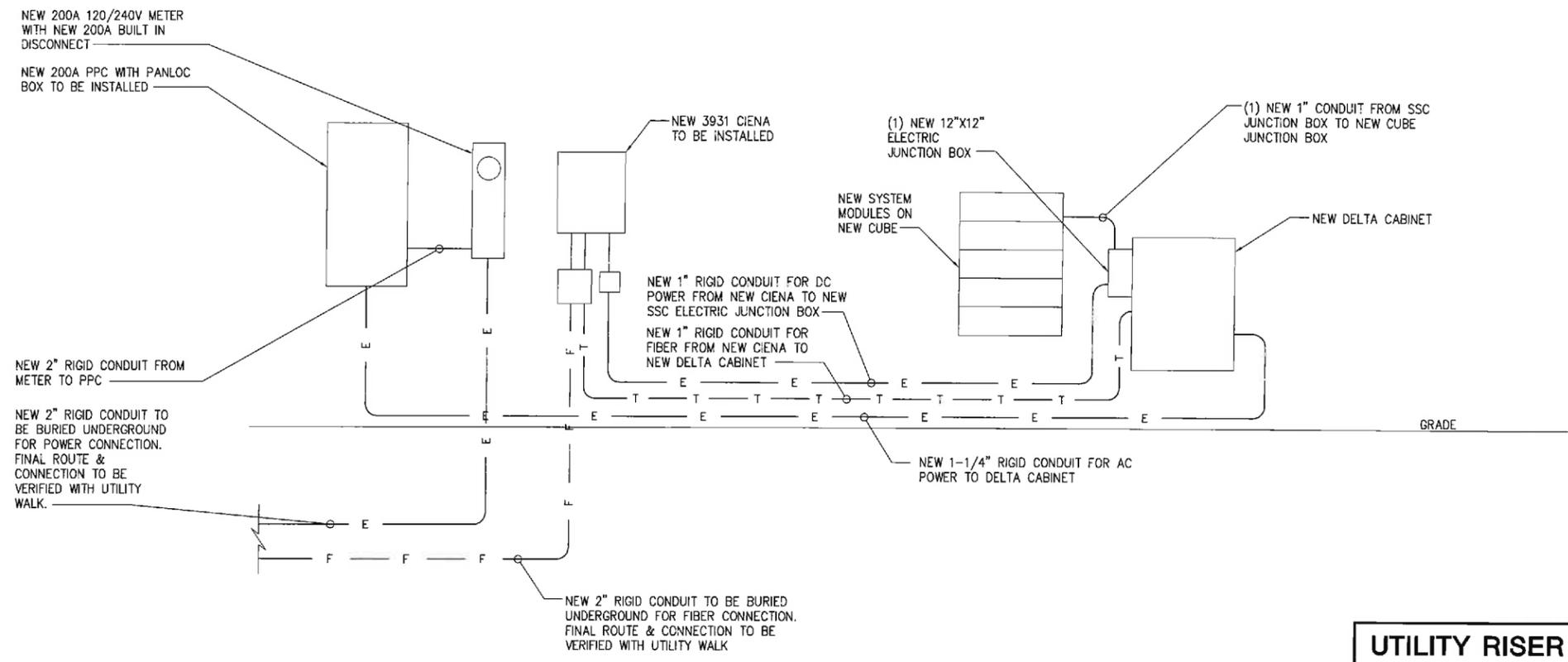
DATE	DESCRIPTION	BY	REV
12/09/14	90% CLIENT REVIEW	JS	A
02/03/15	95% CLIENT REVIEW	JS	B
02/10/15	FOR CONSTRUCTION	RSM	0

SITE INFORMATION:
CH71566D
COMED #333
LINCOLNWOOD
4495 WEST PRATT AVENUE
LINCOLNWOOD, IL 60712
W-T JOB NUMBER: T141796

SHEET TITLE:
UTILITY PLANS

SHEET NUMBER:
E-1

PLOT SCALE: 1:1 @ 11"x17"



UTILITY RISER DIAGRAM
SCALE: NONE 1

T-MOBILE PROJECT NAME:		NSD		MODEL NUMBER:		TBD									
VOLTAGE:		240V/120		PHASE:		1		WIRE:		3					
MAIN BREAKER:		200 AMP		BUSS RATING:		200 AMPS		AIC:		22,000					
MOUNT:		H-FRAME		NEUTRAL BAR:		YES		GROUND BAR:		YES					
ENCLOSURE TYPE:		NEMA 3R		N to GROUND BOND:		YES									
PANEL STATUS:		NEW		INTERNAL TVSS:		YES									

CKT	LOAD DESCRIPTION	BREAKER AMPS	BREAKER POLES	BREAKER STATUS	SERVICE LOAD VA	USAGE FACTOR	PHASE A VA	PHASE B VA	USAGE FACTOR	SERVICE LOAD VA	BREAKER STATUS	BREAKER POLES	BREAKER AMPS	LOAD DESCRIPTION	CKT
1	SITE SUPPORT CABINET	100	2	ON	4200	1.25	5250		0.00	0	N/A	--	--	--	2
3	--	--	--	ON	4200	1.25		5250	0.00	0	N/A	--	--	--	4
5	SERVICE LIGHT	20	1	ON	500	1.00	500		0.00	0	N/A	--	--	--	6
7	--	--	--	N/A	0	0.00		0	0.00	0	N/A	--	--	--	8
9	--	--	--	N/A	0	0.00		0	0.00	0	N/A	--	--	--	10
11	--	--	--	N/A	0	0.00		0	0.00	0	N/A	--	--	--	12
13	--	--	--	N/A	0	0.00		0	0.00	0	N/A	--	--	--	14
15	--	--	--	N/A	0	0.00		0	0.00	0	N/A	--	--	--	16
17	--	--	--	N/A	0	0.00		0	0.00	0	N/A	--	--	--	18
19	--	--	--	N/A	0	0.00		0	0.00	0	N/A	--	--	--	20
21	--	--	--	N/A	0	0.00		0	0.00	0	N/A	--	--	--	22
23	GFCI OUTLET	20	1	ON	180	1.00		180	0.00	0	N/A	--	--	--	24
							5750	5430	VA			TOTAL KVA	11.18		
												AMPS	48.58		

PANEL SCHEDULE
SCALE: NONE 2



PLANS PREPARED BY:
WT
W-T COMMUNICATION DESIGN GROUP, LLC.
WIRELESS INFRASTRUCTURE
2675 Pratum Avenue
Hoffman Estates, Illinois 60192
PH: (224) 293-6338 FAX: (224) 293-6444
www.wtengineering.com
IL License No. 111-006942 Exp. 04/30/15



DATE	DESCRIPTION	BY	REV
12/09/14	90% CLIENT REVIEW	JS	A
02/03/15	95% CLIENT REVIEW	JS	B
02/10/15	FOR CONSTRUCTION	RSM	0

SITE INFORMATION:
CH71566D
COMED #333
LINCOLNWOOD
4495 WEST PRATT AVENUE
LINCOLNWOOD, IL 60712
W-T JOB NUMBER: T141796

SHEET TITLE:
UTILITY RISER DIAGRAM & PANEL SCHEDULE

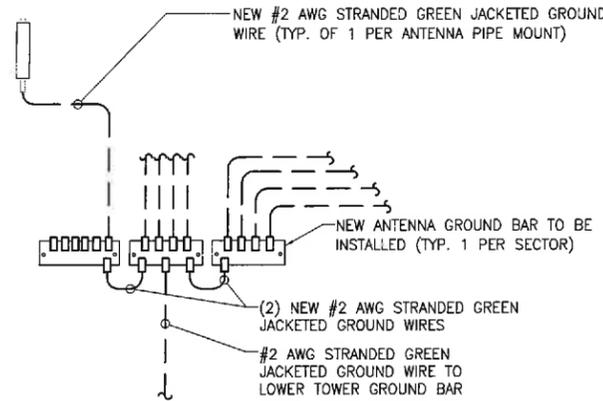
SHEET NUMBER:
E-3

PLOT SCALE: 1:1 @ 11"x17"

NOTES:

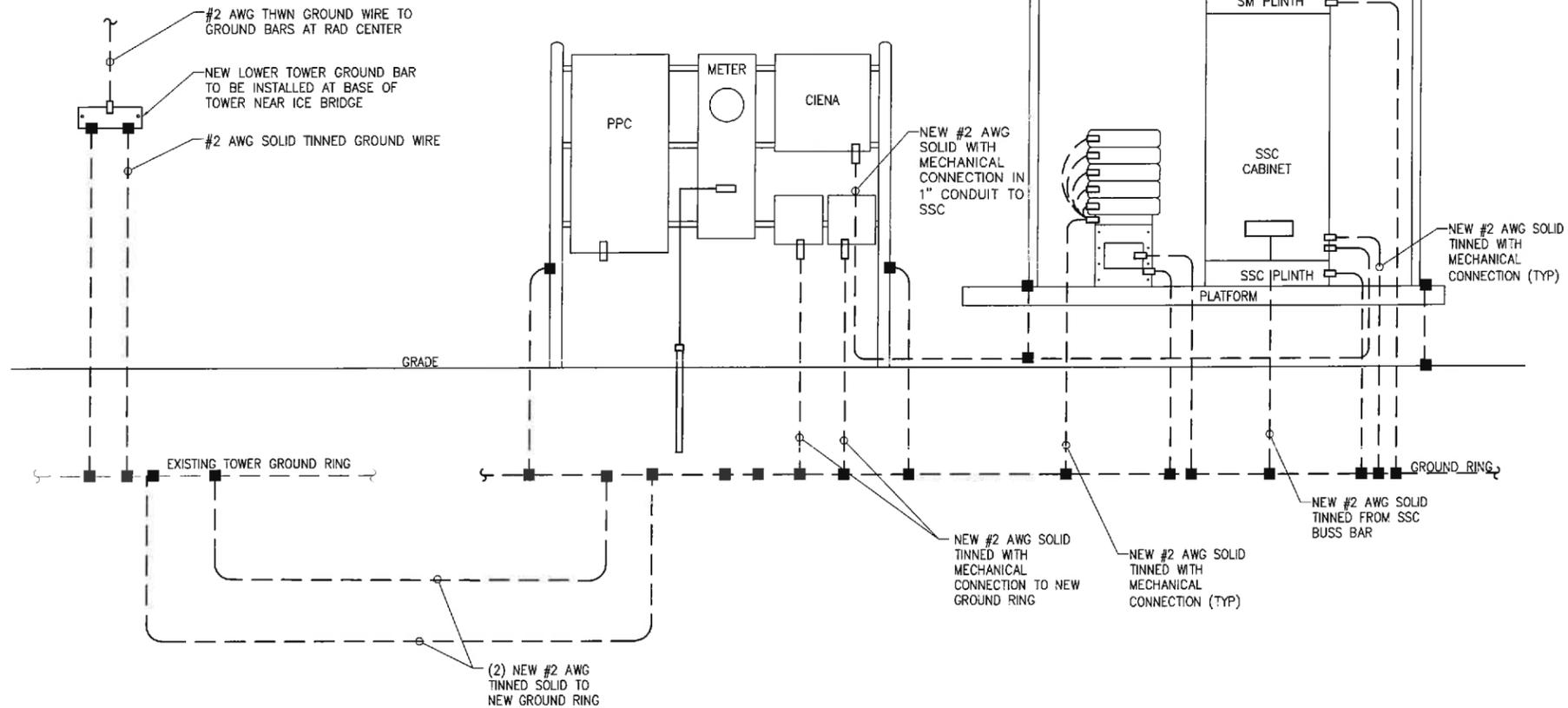
- ALL ELECTRICAL WORK SHALL CONFORM TO THE NATIONAL ELECTRICAL CODE (EDITION ADOPTED BY LOCAL JURISDICTION) AND APPLICABLE LOCAL CODES.
- GROUNDING SHALL COMPLY WITH ARTICLE 250 OF THE NATIONAL ELECTRICAL CODE.
- ALL ELECTRICAL ITEMS SHALL BE U.L. APPROVED OR LISTED.
- WIRES AND CABLES FOR POWER AND LIGHTING SHALL BE COPPER WITH TYPE XHHW, THWN, OR THHN INSULATION. SOLID CONDUCTORS FOR #10 AWG AND SMALLER, STRANDED FOR LARGER THAN #10 AWG. MINIMUM SIZE #12 AWG.
- WIRES AND CABLES FOR POWER SHALL BE INSTALLED IN GALVANIZED RIGID STEEL CONDUIT OR FLEXIBLE LIQUID TIGHT CONDUIT AS INDICATED ON DRAWING.
- CONTRACTOR TO OBTAIN ALL PERMITS, PAY PERMIT FEES, AND BE RESPONSIBLE FOR SCHEDULING INSPECTIONS.
- COORDINATE WITH UTILITY COMPANIES SERVICE ENTRANCE REQUIREMENTS.
- PROVIDE ALL LABOR AND MATERIAL DESCRIBED ON THIS DRAWING, AND ALL ITEMS INCIDENTAL TO COMPLETING AND PRESENTING THIS PROJECT AS FULLY OPERATIONAL.
- GROUNDING CONNECTIONS SHALL BE EXOTHERMIC TYPE ("CADWELD") TO ANTENNA MASTS, AND THE GROUND BARS. REMAINING GROUNDING CONNECTIONS SHALL BE COMPRESSION FITTINGS.
- GROUND COAXIAL CABLE SHIELDS AT BOTH ENDS WITH COAX CABLE GROUNDING KITS & INSTALL WEATHER PROOFING KIT AT EACH CONNECTION.
- ROUTE GROUNDING CONDUCTORS ALONG THE SHORTEST AND STRAIGHTEST PATH POSSIBLE, EXCEPT AS OTHERWISE INDICATED. GROUNDING LEADS SHOULD NEVER BE BENT AT RIGHT ANGLE, ALWAYS MAKE AT LEAST 12" RADIUS BENDS. #6 WIRE CAN BE BENT AT 6" RADIUS WHEN NECESSARY.
- CONTRACTOR TO PROVIDE GROUND RING AS SHOWN ON GROUNDING SITE PLAN AND GROUNDING RISER DIAGRAM. CONTRACTOR SHALL TEST AND VERIFY THAT THE IMPEDANCE DOES NOT EXCEED 5 OHMS TO GROUND BY MEANS OF A BIDDLE-MEGGER TESTER. GROUNDING AND OTHER OPERATIONAL TESTING SHALL BE WITNESSED BY THE OWNER'S REPRESENTATIVE.
- CONTRACTOR TO PROVIDE TELEPHONE CONDUIT AS SHOWN ON PLANS.
- CONTRACTOR TO PROVIDE ELECTRIC CONDUIT AS SHOWN ON PLANS.
- NOTIFY LOCAL UTILITY SERVICE PRIOR TO ANY INSTALLATION.
- ALL EQUIPMENT FURNISHED BY OTHERS SHALL BE PROVIDED WITH PROPER MOTOR STARTERS, DISCONNECTS, CONTROLS, ETC. BY THE ELECTRICAL CONTRACTOR UNLESS SPECIFICALLY NOTED OTHERWISE. THE ELECTRICAL CONTRACTOR SHALL INSTALL AND COMPLETELY WIRE ALL ASSOCIATED EQUIPMENT IN ACCORDANCE WITH MANUFACTURER'S WIRE DIAGRAMS AND AS REQUIRED FOR A COMPLETE OPERATING INSTALLATION. ELECTRICAL CONTRACTOR SHALL VERIFY AND COORDINATE ELECTRICAL CHARACTERISTICS AND REQUIREMENTS OF EQUIPMENT PRIOR TO ROUGH-IN OF CONDUIT AND WIRING TO AVOID CONFLICTS WHERE APPLICABLE.
- GROUNDING CONDUCTORS SHALL BE COPPER OR SOLID TINNED COPPER. ALL CONNECTIONS MADE BELOW GRADE SHALL BE SOLID TINNED COPPER. ALL CONNECTIONS ABOVE GRADE STRANDED IS PERMITTED.
- ALL CADWELDS ABOVE FINISHED GRADE SHALL BE PAINTED WITH CO-GALVANIZED ZINC ENRICHED PAINT TO MATCH COLOR OBJECT BONDED TO.
- CONNECT COAX GROUND KITS TO MASTER GROUND BAR AT BASE OF TOWER.
- CONNECT COAX GROUND KITS TO GROUND BUS AT TOP OF TOWER.
- CONNECT LNA GROUND TO GROUND BUS AT TOP OF TOWER.
- ALL GROUNDING CONNECTIONS TO BE MADE USING EXOTHERMIC WELD PROCESS UNLESS OTHERWISE APPROVED BY DESIGNER.
- ELECTRICAL CONTRACTOR TO PULL BONDING JUMPER AT PURCELL ONLY IF DISCONNECT GROUND IS TIED TO GROUND FIELD INSTEAD OF SEPARATE GROUND ROD.
- PLAN DRAWINGS SHOWN HEREIN DO NOT NECESSARILY DEPICT ELECTRICAL REQUIREMENTS OF INDIVIDUAL EQUIPMENT AND DEVICES SUCH AS THE EQUIPMENT GROUNDING REQUIREMENTS, POWER REQUIREMENTS AND TELCO RACEWAY REQUIREMENTS.
- PLAN DRAWINGS SHOWN HEREIN ARE DIAGRAMMATIC AND DO NOT NECESSARILY DEPICT THE EXACT EQUIPMENT QUANTITIES, LOCATION, LAYOUT AND CONFIGURATION. REFER TO ARCHITECTURAL PLANS FOR EXACT EQUIPMENT LOCATION, LAYOUT AND CONFIGURATION.
- REFER TO ARCHITECTURAL PLANS FOR THE LOCATION OF POWER AND TELCO POINT OF CONNECTIONS, THE DISTANCE OF THE RUN, AND THE SUGGESTED CONDUIT ROUTING. FIELD VERIFY EXISTING CONDITIONS SPECIFICALLY FOR CONDUIT ROUTING PRIOR TO BID.
- NUMBER OF ANTENNAS REPRESENTED IN THIS DETAIL ARE FOR SHOWING CLARITY OF GROUND SYSTEM REQUIREMENTS ONLY. SEE RF INFO FOR ANTENNA QUANTITY.
- CONTRACTOR TO 'NOALOX' ALL CONNECTIONS TO GROUND BARS.
- ALL GROUND WIRES ENTERING GROUND SHALL HAVE PVC SLEEVE.

TYPICAL ANTENNA SECTOR



LEGEND

- GROUNDING WIRE
- EXOTHERMIC CONNECTION (CADWELD)
- MECHANICAL CONNECTION/DOUBLE HOLE LUG TYPE CONNECTION
- ⚡ BOND TO TOWER



GROUNDING RISER

SCALE: NONE

1



PLANS PREPARED BY:



W-T COMMUNICATION DESIGN GROUP, LLC.
WIRELESS INFRASTRUCTURE

2875 Pratum Avenue
Hoffman Estates, Illinois 60132
PH: (224) 293-8393 FAX: (224) 293-6444
www.wtengineering.com

IL License # 04/30/15

COPYRIGHT © 2015 W-T COMMUNICATION DESIGN GROUP, LLC.



DATE: 12/09/14 DESCRIPTION: 90% CLIENT REVIEW BY: JS REV: A

02/03/15 95% CLIENT REVIEW JS B

02/10/15 FOR CONSTRUCTION RSM O

SITE INFORMATION:

CH71566D
COMED #333
LINCOLNWOOD

4495 WEST PRATT AVENUE
LINCOLNWOOD, IL 60712
W-T JOB NUMBER: T141796

SHEET TITLE:

GROUNDING DETAILS

SHEET NUMBER:

GR-2

PLOT SCALE: 1:1 @ 11"x17"



Plan Commission Staff Report

Case #PC-09-15

August 5, 2015

Subject Property:

6850 McCormick Boulevard (Former Dominick's Grocery)

Zoning District: Planned Unit Development

Petitioner: R&R Global Partners, LLC, Contract Purchaser of Subject Property

Nature of Request: The petitioner seeks amendments to PUD Ordinances to permit redevelopment of the former Dominick's Grocery property.



Requested Action:

The requested redevelopment of the existing building and construction of a retail building within the existing off-street parking area. The existing Planned Unit Development currently limits use of the property to a grocery store and medical office development. The Petitioner seeks to expand the permitted uses to allow for redevelopment.

Notification: Notice in Lincolnwood Review dated July 16, 2015, Public Hearing Sign Installed at 6850 McCormick Boulevard, and Mailed Notice of Public Hearing Dated July 16, 2015 to Properties within 250 Feet.

Summary of Request

R&R Global Partners of Bryn Mawr, Pennsylvania, currently has a contract to acquire the vacant Dominick's property located at 6850 McCormick Boulevard. R&R Global is seeking to subdivide the approximately 62,000-square-foot Dominick's building for three tenants and to construct a new out lot building on the property for two tenants. Planet Fitness would be one of the tenants for the Dominick's building and Zip's Dry Cleaners would be one of the tenants for the proposed out lot building. Lease negotiations are continuing with Binny's Beverage Mart, PetSmart, and Fresh Market for the two other tenant locations in the Dominick's building, and a quick serve restaurant is being considered as a possible additional tenant for the proposed out lot building.

The Dominick's site is a Planned Unit Development (PUD) which currently limits use of the property to a grocery store and the medical office development now existing at the corner of

McCormick Boulevard and Pratt Avenue. An amendment to the PUD is required for R&R Global's proposal in order to expand allowed uses beyond the grocery store use and to allow for the development of an additional outlot.

Staff held an interdepartmental review meeting on July 8, 2015 in order to review the submitted plans and provide feedback to the petitioner. The Developer then resubmitted for Plan Commission consideration. Please find attached the Interdepartmental Team Review Report which outlines staff comments on the project as well as suggested conditions if the Plan Commission recommends approval. The attached "Response to Lincolnwood Development Review Team Summary Report" from the Petitioner directly addresses comments made as part of the Development Review Team.

The Zoning Code requires PUD consideration be referred by the Village Board to the Plan Commission. The purpose of this step is to both inform the Village Board of the request to establish or modify a PUD and to allow the Village Board to voice initial sentiments to the Petitioner concerning the proposed change. Consideration of this proposed PUD amendment was referred to the Plan Commission by the Village Board on July 21, 2015.

Other Action

R&R Global is seeking a Cook County Class 7B property tax abatement for this proposed development. Although the county actually approves and grants the tax abatement, to obtain county approval, the county requires the local municipality to consent to the granting of the requested property tax abatement. At its June meeting, the Economic Development Commission, by a vote of 7-0-1, moved to recommend Village Board provisional consent to the 7B tax abatement, subject to PUD amendment approval, approval of a Development Agreement, and subject to a requirement that at least 50% of the square footage of the proposed tenant space be occupied by retail sales tax producers. The Village Board at their July 21, 2015 meeting concurred with the recommendation of the EDC. The Plan Commission does not within its purview consider or recommend on matters such as 7B property tax abatement.

Conclusion

The petitioner is seeking a PUD Amendment for the purposes of redeveloping the former Dominick's grocery and the construction of a retail building within the existing off-street parking area at 6850 McCormick Boulevard. Ordinance No. 2000-064 which granted Final Plat Approval for a Planned Unit Development has been amendment on several occasions. More specifically to permit a medical office building within an outlot and for modifications to signage. Ordinance No. 2000-064 is available upon request (123 pages). The proposed redevelopment requires an amendment to this ordinance in order to allow for uses other than a grocery store and to permit construction of an outlot building.

The Village has been unable to review the Traffic Impact Study prior to distributing the public hearing packet. Staff hopes to report on the review of the Traffic Impact Study at the August 5th Plan Commission meeting.

Documents Attached

1. Special Use & PUD Application
 - a. Plat of Survey
 - b. Photographs of Subject Property
 - c. Response to Development Review Team Summary Report
 - d. Building Elevations, Site Plans
 - e. Permitted Use Categories
 - f. Traffic Impact Study, KLOA dated July 27, 2015
2. Interdepartmental Staff Review Team Report from July 8, 2015 Meeting



VILLAGE OF LINCOLNWOOD Public Hearing Application
Community Development Department Special Use and PUD

SUBJECT PROPERTY

Property Address: 6810 McCormick Boulevard, Lincolnwood, Illinois

Permanent Real Estate Index Number(s): 10-35-203-009

Zoning District: PUD Lot Area: 6.59 acres

List all existing structures on the property. Include fencing, sheds, garages, pools, etc.
Former grocery store 62,459 sq. ft. building

Are there existing development restrictions affecting the property? Yes No
(Examples: previous Variations, conditions, easements, covenants) If yes, describe: _____

Planned Unit Development Ordinance Nos. Z99-044 and Z2000-064 as amended. See
attached for specific proposed amendment to the existing PUD ordinances.

REQUESTED ACTION

- Special Use - Residential Planned Unit Development (PUD) Amendment
 Special Use - Non-Residential Other

PROJECT DESCRIPTION

Describe the Request and Project: Request to amend the existing PUD to convert a former grocery store into a multi-tenant retail and commercial plaza to include a variety of uses (including a 24 hour fitness center and a new outlot building with a drycleaner and restaurant, among other uses.

PROPERTY OWNER/PETITIONER INFORMATION

Property Owner(s): *(List all Beneficiaries if Trust)*

Name: 6810 McCormick LLC

Address: 1250 N. Lake Street, Aurora, Illinois 60504

Telephone: (312) 461-1000 Fax: (312) 461-1486 E-mail: info@stotis-baird.com

Petitioner: *(if Different from Owner)*

Name: R&R Global Partners, LLC Relationship to Property: Contract Purchaser

Address: 1022 E. Lancaster Avenue, Bryn Mawr, PA 19010

Telephone: (267) 237-0519 Fax: N/A

E-mail: bryan.rishforth@rnrgp.com

REQUIRED ATTACHMENTS *

Check all Documents that are Attached:

Plat of Survey	<u> X </u>	Applicable Zoning Worksheet	<u> </u>
Site Plan	<u> X </u>	Photos of the Property	<u> X </u>
Proof of Ownership	<u> X </u>	PDF Files of all Drawings	<u> X </u>
Floor Plans	<u> </u>	Elevations	<u> X </u>

**The above documents are required for all applications. The Zoning Officer may release an applicant from specific required documents or may require additional documents as deemed necessary.*

COST REIMBURSEMENT REQUIREMENT

The Village requires reimbursement of certain out-of-pocket costs incurred by the Village in connection with applications for zoning approvals and relief. These costs include, but are not limited to, mailing costs, attorney and engineer costs, and other out-of-pocket costs incurred by the Village in connection with this application. In accordance with Section 5.02 of the Village of Lincolnwood Zoning Ordinance, both the petitioner and the property owner shall be jointly and severally liable for the payment of such out-of-pocket costs. Out-of-pocket costs incurred shall be first applied against any hearing deposit held by the Village, with any additional sums incurred to be billed at the conclusion of the hearing process.

Invoices in connection with this application shall be directed to:

Name: Bryan Rishforth
 Address: 1022 E. Lancaster Avenue
 City, State, Zip: Bryn Mawr, PA 19010

ATTESTMENT AND SIGNATURE

I hereby state that I have read and understand the Village cost reimbursement requirement, as well as the requirements and procedures outlined in Article V of the Village Zoning Ordinance, and I agree to reimburse the Village within 30 days after receipt of an invoice therefor. I further attest that all statements and information provided in this application are true and correct to the best of my knowledge and that I have vested in me the authority to execute this application.

PROPERTY OWNER:

PETITIONER: (if Different than Property Owner)

Signature

Signature

Print Name

Print Name

Date

Date

Michael Bouris as Manager
810 McCormick LLC

BRYAN RISHFORTH

7/1/2015

7.1.2015

SPECIAL USE STANDARDS

To be approved, each Special Use request must meet certain specific standards. These standards are listed below. After each listed standard, explain how the Special Use request satisfies the listed standard. Use additional paper if necessary.

1. Please explain how the Special Use is necessary for the public convenience at this location and the subject property is deemed suitable for the use. (Please explain in detail)

(See Attached)

2. Please explain how the Special Use is so designed, located, and proposed to be operated that the public health, safety, and welfare will be protected.

(See Attached)

3. Please explain how this Special Use would not cause substantial injury to the value of other property in the neighborhood in which it is located.

(See Attached)

SPECIAL USE STANDARDS (Continued)

4. The Special Use is consistent with the goals and policies of the Comprehensive Plan.

(See Attached)

5. The Special Use would not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the underlying Zoning District.

(See Attached)

6. Please explain how the Special Use is so designed to provide adequate utilities, access roads, drainage, or necessary facilities.

(See Attached)

7. Please explain how the Special Use is so designed to provide ingress and egress to minimize traffic congestion on public streets.

(See Attached)

SPECIAL USE STANDARDS

1. Please explain how the Special Use is necessary for the public convenience at this location and the subject property is deemed suitable for the use.

ANSWER: The proposed amendment to the Planned Unit Development will provide Village residents and businesses with goods and services that are expected in the community at a convenient location. The proposed development will allow Village residents and businesses to remain within the community to purchase or take advantage of such goods and services. The Subject Property has been vacant since 2013 despite numerous developers' attempts to redevelop the former Dominick's site. The proposed fitness club, combined with other public amenities, will be a destination use and will attract residents and customers to the proposed development.

2. Please explain how the Special Use is so designed, located, and proposed to be operated that the public health, safety, and welfare will be protected.

ANSWER: The proposed amendment to the Planned Unit Development has been designed, located, and proposed in a manner so that the operations will have no negative impacts on the public health, safety, and welfare of the surrounding neighborhood and entire Village. The public will have an improved quality of life through expanded employment opportunities, retail options, and physical fitness activities. Further, driveway access points to the public streets are retained in their current location, proven locations that facilitate safe movements in and out of the property. There is no direct access to McCormick Boulevard, thereby facilitating free movement along McCormick Boulevard.

3. Please explain how this Special Use would not cause substantial injury to the value of other property in the neighborhood in which it is located.

ANSWER: The proposed amendment to the Planned Unit Development will not cause any injury to the value of any other property in the neighborhood where it is located. The proposed development will have the opposite impact, increasing values of other property in the neighborhood as it will provide users for a building that has remained vacant for some time. The employees and customers of the development will further increase the value of properties near the development. All businesses in the vicinity of the Subject Property will benefit from the investment in property and the elimination of vacant retail/commercial space.

4. The Special Use is consistent with the goals and policies of the Comprehensive Plan.

ANSWER: The 2001 Village of Lincolnwood Comprehensive Plan, as amended in 2006, provides that this property be developed with Retail / Commercial use in its Future Land Use Plan. This is the contemplated use in the proposed amendment to the Planned Unit Development. Further, this proposed development, as designed, meets the objectives and policies set forth in the Comprehensive Plan, including but not limited to, the promotion of growth and redevelopment of business and commercial areas.

5. The Special Use would not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the underlying Zoning District.

ANSWER: The proposed amendment to the Planned Unit Development will further maintain the diversity of land uses within the Village and encourage

redevelopment to meet the future needs of the Village. The proposed uses will encourage the orderly development and improvement of surrounding property by adding commercial life to a key vacant parcel in the Village.

6. Please explain how the Special Use is so designed to provide adequate utilities, access roads, drainage, or necessary facilities.

ANSWER: The proposed amendment to the Planned Unit Development will provide only positive changes and upgrades to the existing utilities, drainage and other facilities. Furthermore, the access roads that were designed for the existing Planned Unit Development will continue to operate positively.

7. Please explain how the Special Use is so designed to provide ingress and egress to minimize traffic congestion on public streets.

ANSWER: The parking associated with the proposed amendment to the Planned Unit Development will remain substantially the same as the existing parking, which worked well for the former grocery store use. The proposed design will not alter the current ingress and egress existing on the premises and the traffic congestion on public streets will not be impacted by the proposed uses.

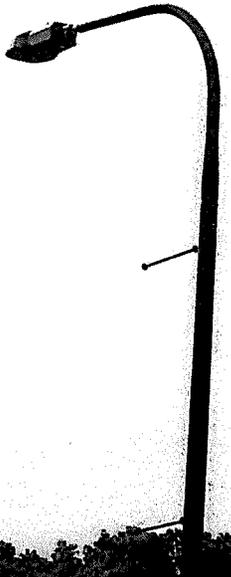
Proposed Amendments to PUD Ordinance Z2000-064

- Sections Six (3) through 11) to be omitted as they only pertain to the former Dominicks store.
- Section Six (16) to be amended to include signage for future tenants as shown on plans submitted with this application.
- Section Six (17) to be amended to substitute “one large building containing a grocery store not to exceed 62,400 square feet” to one existing multi-tenant retail and commercial plaza to include a variety of uses including, but not limited to, a 24 hour fitness center and a proposed outlot of approximately 6,000 square feet containing multiple uses, likely including, but not limited to, a dry cleaner and restaurant with a drive-through.
- Section Six (22) to be omitted as it pertains only to the former Dominicks store.





east
way









Hours of Operation

- Only Planet Fitness shall be allowed 24 hr. operation.
- Truck deliveries shall be restricted to the hours of 7:00 am to 10:00 pm.
- No engine idling shall occur between the hours of 10:00 pm and 7:00 am.

Parking and Traffic

- There shall be no overnight truck parking in the PUD except in designated loading dock areas.
- There shall be no tractor trailer truck delivery ingress or egress from Pratt Avenue.
- A Landscaped Drive-Thru Barrier has been requested by Village Staff would be very difficult to incorporate to the existing parking lot. A proper 5' to 6' strip of landscaped barrier would cause the loss of 6 to 8 parking spaces or decreased drive aisle width. A narrow 2' to 3' barrier would prove difficult to maintain in our harsh winter conditions. Petitioner would be open to flexible bollard type devices to help separate the different paths of travel.
- See attached for Traffic/Parking Report from KLOA.

Tenant Uses

- See attached for list of requested uses in the PUD

Signage Issues

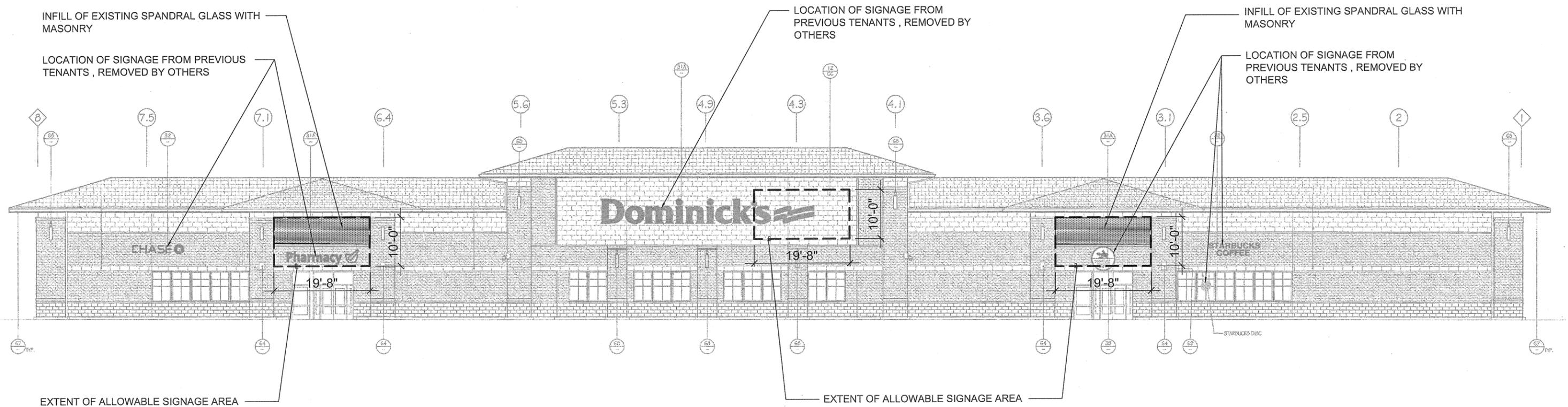
- No wall signs facing Pratt Avenue will be allowed
- No wall signs facing rear of main building will be allowed (exception for minor identification signage for delivery purposes)
- See revised plans and elevations from OKW for additional signage size and location

General Maintenance

- Petitioner agrees to repair the west facing wooden fence pursuant to Village Code.
- See attached Photometric Plan prepared by OKW.
- See attached Landscape Plan prepared by OKW
- Sidewalk along north edge of PUD – Petitioner understands the convenience of a sidewalk connecting this PUD to the future senior development to the west, however, there are a number of safety and existing condition concerns that the Village should consider with this request. The two developments will already be connected by sidewalks to the south. A sidewalk connecting on the north will be problematic because of the following:
 - Pedestrians attempting to walk east towards McCormick Blvd would need to cross the existing wide service entrance which could create a safety issue.

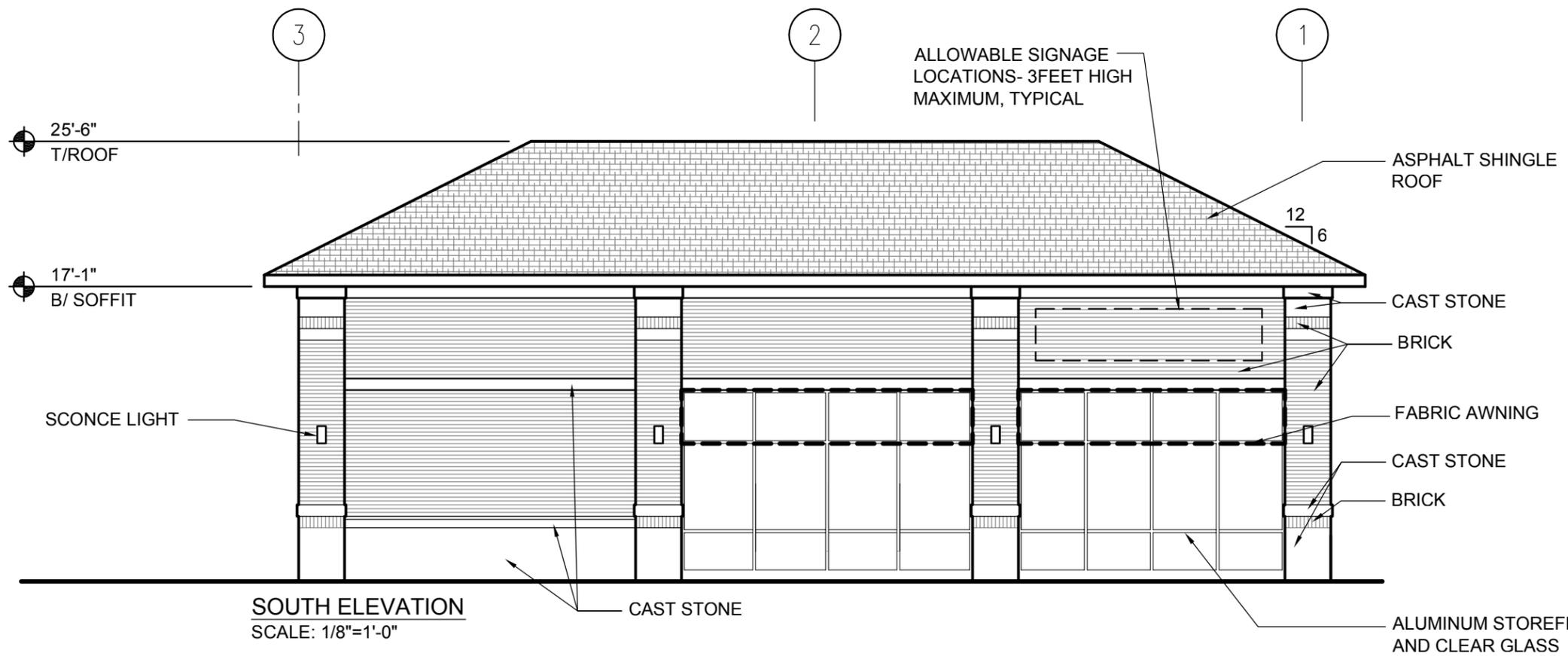
- There is no crosswalk across McCormick from the south side of Northeast Parkway. However, there is an existing sidewalk on the north side of Northeast Parkway as well as a crosswalk across McCormick Avenue. Therefore, pedestrians that will eventually cross McCormick need to cross Northeast Parkway to the north side of the street so a sidewalk along the south side of Northeast parkway would not assist such pedestrians.
- There is a grade change between the existing parking lot and Northeast Parkway that would make providing a proper ADA compliant sidewalk very challenging.
- An extensive number of established trees and landscaping would need to be eliminated.
- An Existing Illinois Dept. of Transportation traffic control box and Village subdivision signage would need to be relocated to install such a sidewalk.
- See attached photos showing these concerns.





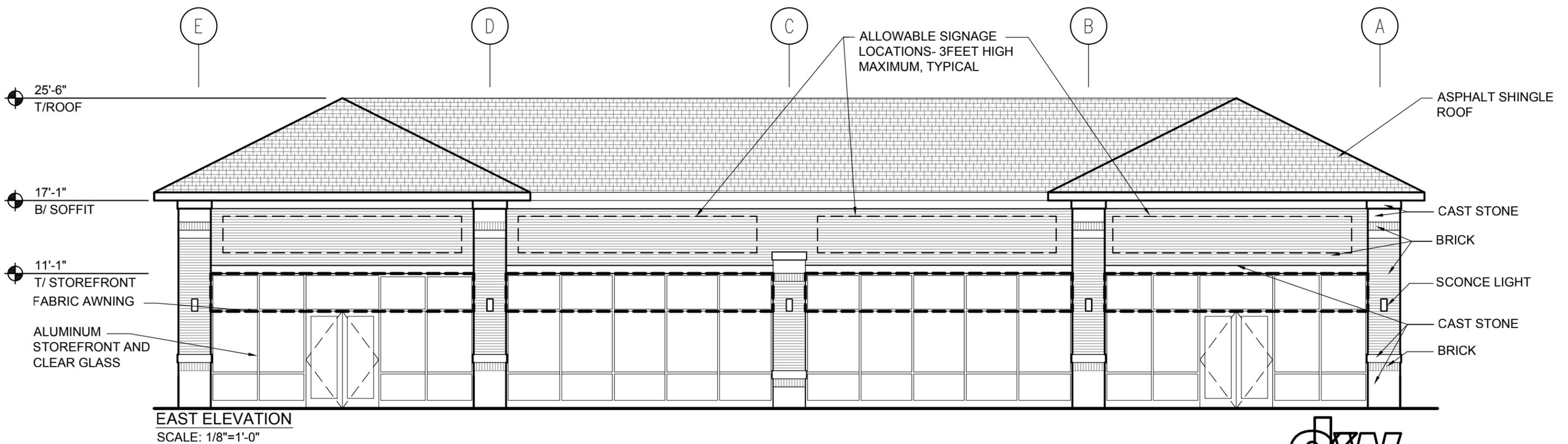
EXISTING BUILDING-EAST ELEVATION

SCALE: 1"=20'-0"



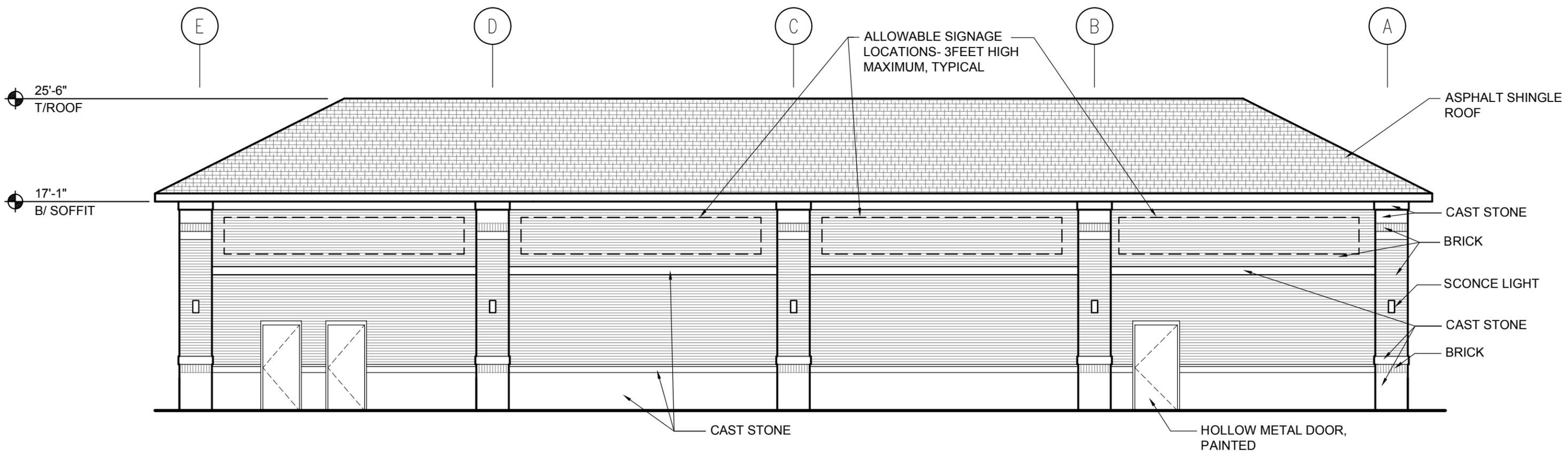
SIGNAGE NOTE:
 EACH TENANT WILL BE ALLOWED 1 BUILDING SIGN PER EXTERIOR WALL OF THEIR SPACE. THE OVERALL SIZE OF SIGNS TO BE A PERCENTAGE OF LINEAR FOOTAGE OF FRONTAGE AND WILL NOT EXCEED 3 FEET IN HEIGHT.

SOUTH ELEVATION
 SCALE: 1/8"=1'-0"



EAST ELEVATION
 SCALE: 1/8"=1'-0"

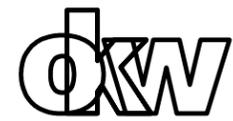
SIGNAGE NOTE:
 EACH TENANT WILL BE ALLOWED 1 BUILDING SIGN PER EXTERIOR WALL OF THEIR SPACE. THE OVERALL SIZE OF SIGNS TO BE A PERCENTAGE OF LINEAR FOOTAGE OF FRONTAGE AND WILL NOT EXCEED 3 FEET IN HEIGHT.



WEST ELEVATION
 SCALE: 1/8"=1'-0"

MCCORMICK AND PRATT RETAIL CENTER
 LINCOLNWOOD, ILLINOIS

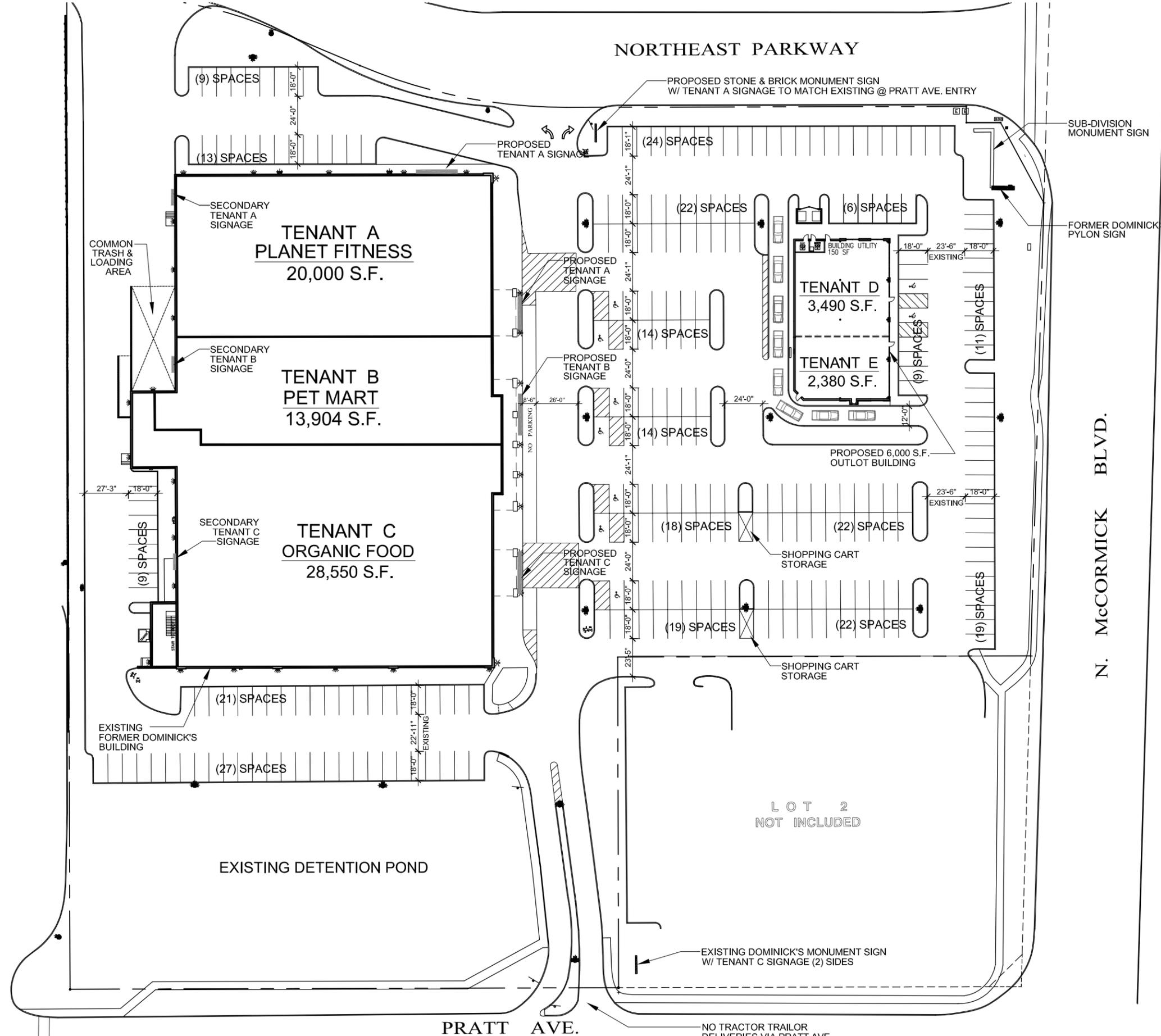
PROPOSED ELEVATIONS



OKW Architects

DATE: JULY 27, 2015

PROJECT NUMBER: 15050



PARKING SUMMARY

REQUIRED PARKING

TENANT A (HEALTH CLUB):
 1 PER (3) PERSONS + 1 PER (2) EMPLOYEES
 215 OCCUPANTS + 10 EMPLOYEES = (77) REQ'D SPACES

TENANT B (RETAIL):
 3.3 SPACES PER 1,000 S.F. = (46) REQ'D SPACES

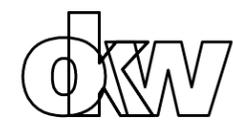
TENANT C (GROCERY):
 4.5 SPACES PER 1,000 S.F. = (129) REQ'D SPACES

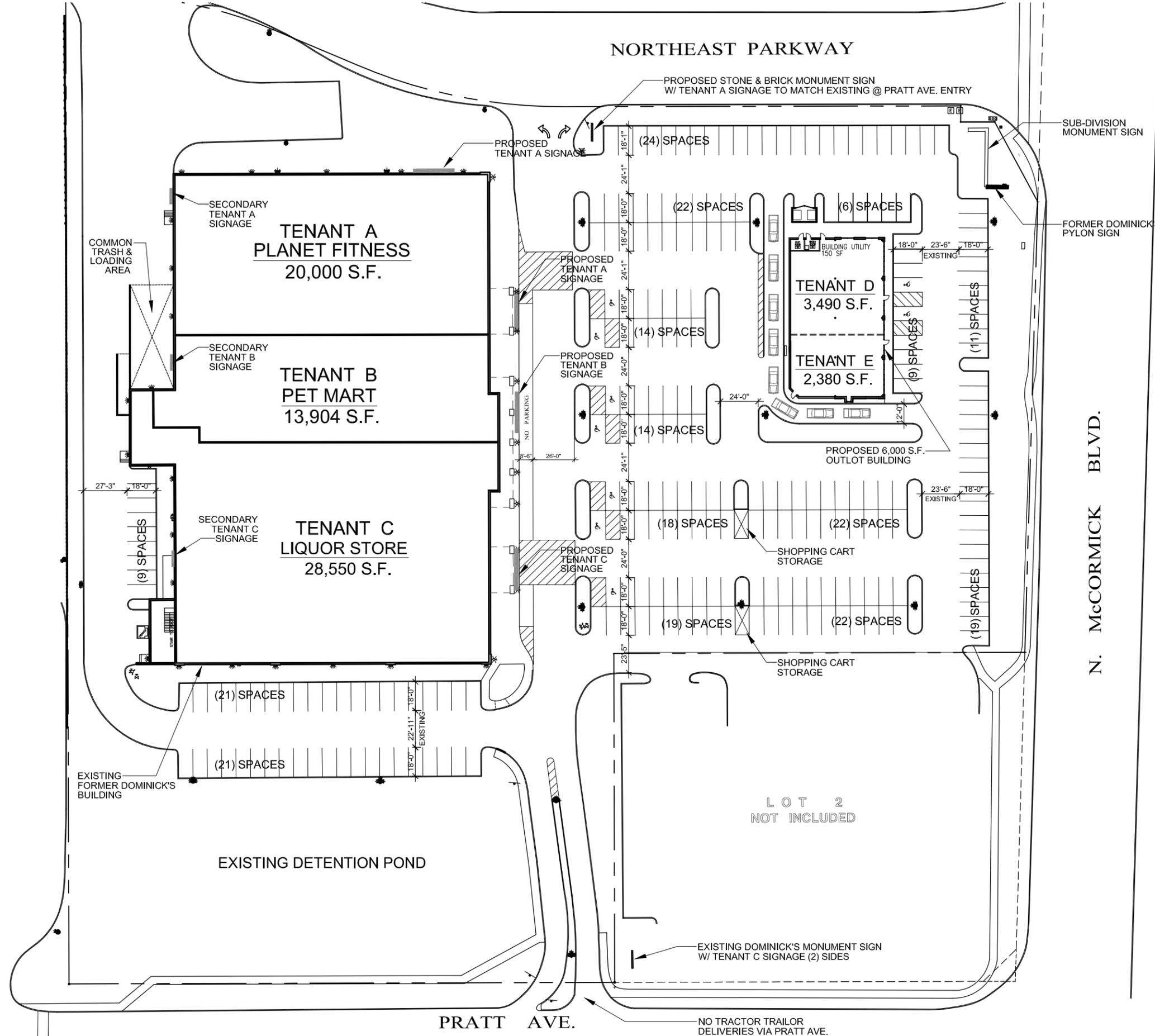
TENANT D (DRY CLEANER):
 4 SPACES PER 1,000 S.F. = (14) REQ'D SPACES

TENANT E (RESTAURANT):
 10 SPACES PER 1,000 S.F. = (24) REQ'D SPACES

TOTAL REQUIRED SPACES = (290) REQ'D SPACES
 TOTAL PROVIDED = (279) ACTUAL SPACES

— PROPOSED SIGNAGE





PARKING SUMMARY

REQUIRED PARKING

TENANT A (HEALTH CLUB):
 1 PER (3) PERSONS + 1 PER (2) EMPLOYEES
 215 OCCUPANTS + 10 EMPLOYEES = (77) REQ'D SPACES

TENANT B (RETAIL):
 3.3 SPACES PER 1,000 S.F. = (46) REQ'D SPACES

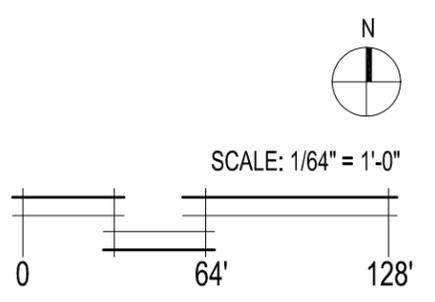
TENANT C (LIQUOR):
 3 SPACES PER 1,000 S.F. = (86) REQ'D SPACES

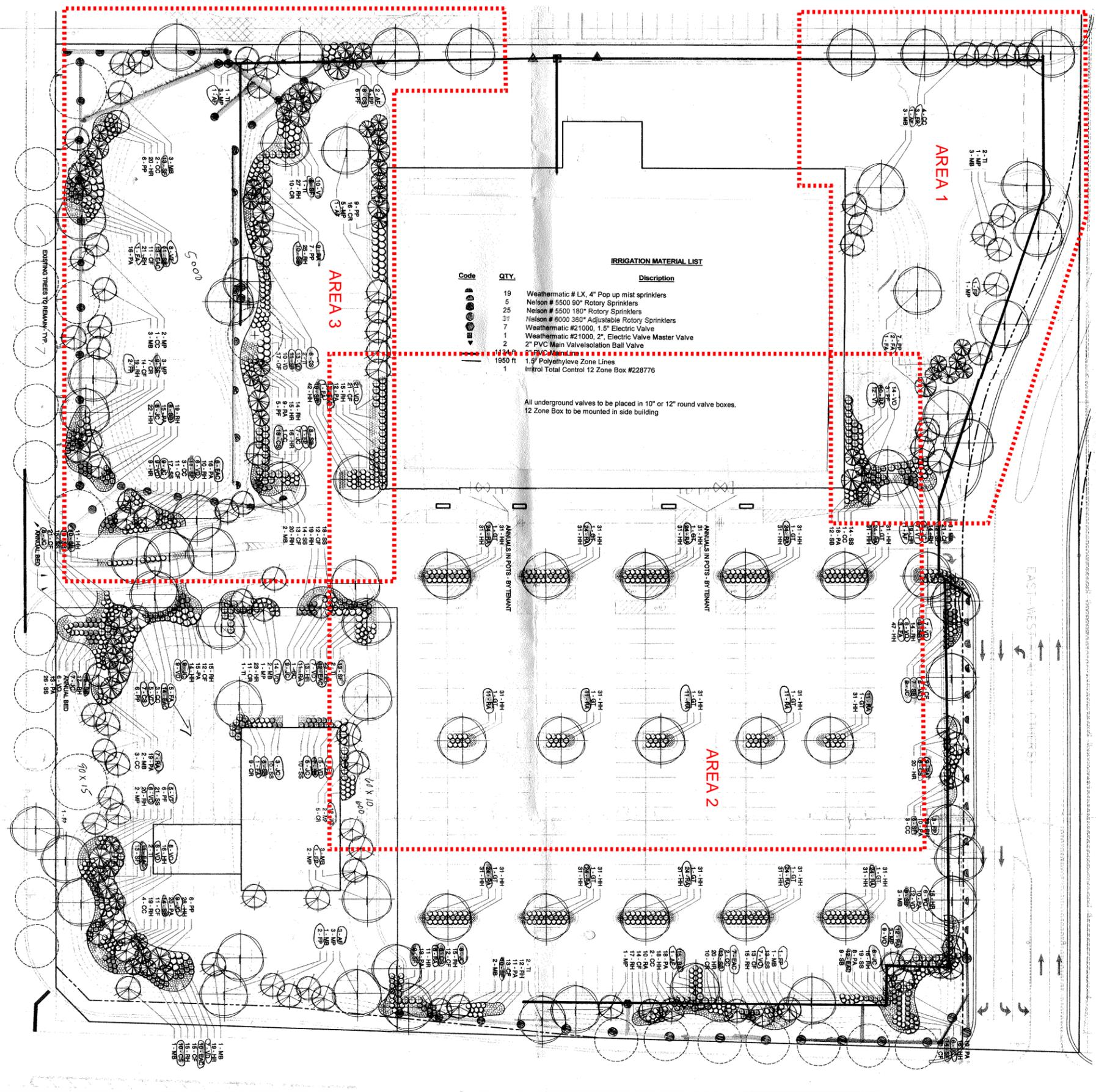
TENANT D (DRY CLEANER):
 4 SPACES PER 1,000 S.F. = (14) REQ'D SPACES

TENANT E (RESTAURANT):
 10 SPACES PER 1,000 S.F. = (24) REQ'D SPACES

TOTAL REQUIRED SPACES = (247) REQ'D SPACES
 TOTAL PROVIDED = (251) ACTUAL SPACES

— PROPOSED SIGNAGE

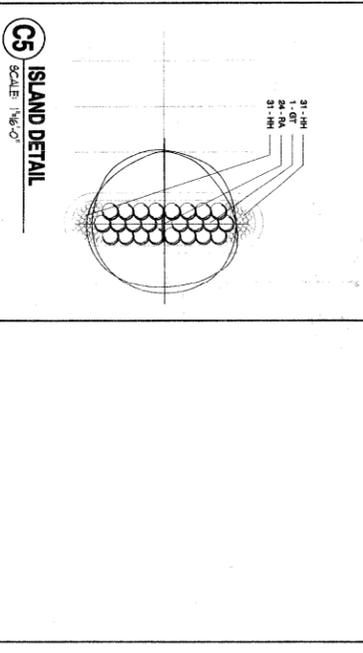




IRRIGATION MATERIAL LIST

Code	QTY.	Description
19		Weathermatic # LX, 4" Pop up mist sprinklers
5		Nelson # 5500 90° Rotary Sprinklers
52		Nelson # 5500 180° Rotary Sprinklers
21		Nelson # 8000 360° Adjustable Rotary Sprinklers
7		Weathermatic #21000, 1.5" Electric Valve
1		Weathermatic #21000, 2" Electric Valve Master Valve
2		2" PVC Main Valvesolation Ball Valve
12		1.5" Polyethylene Zone Lines
1950 ft		1.5" Polyethylene Zone Lines
1		Introl Total Control 12 Zone Box #228776

All underground valves to be placed in 10" or 12" round valve boxes.
12 Zone Box to be mounted in side building



SHADE TREES

AE	Acer xfreemanii 'Autumn Blaze'	Autumn Blaze Maple	3 1/2" BB
FA	Fraxinus americana 'Autumn Purple'	White Ash	3" BB
FP	Fraxinus pennsylvanica 'Marshalls'	Seedless Green Ash	4" BB
GT	Gleditsia triacanthos 'Skyline'	Thornless Honeylocust	3" BB
TI	Tilia tomentosa	Silver Linden	3" BB

ORNAMENTAL + EVERGREEN TREES

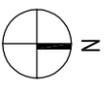
CC	Crataegus crus-galli 'Inermis'	Cockspur Hawthorn	6" BB
MB	Malus 'Beverly'	White Crabapple	2" BB
MP	Malus 'Prairifire'	Red Crabapple	2" BB
PP	Picea pungens 'Glauca'	Green Spruce	7 BB, 10" BB
PF	Pinus flexilis	Lumber Pine	7 BB, 10" BB

SHRUBS

CR	Cornus racemosa	Gray Dogwood	3" BB
CS	Cornus sericea	Red dozier Dogwood	3" BB
EAC	Euonymus alatus 'compactus'	Compact Burningbush	24" BB
JC	Juniperus chinensis 'Sea Green'	Sea Green Juniper	24" BB
RA	Rhus aromatica 'Gro-Low'	Gro-Low Sumac	18" BB
SB	Spiraea x burnaleda 'Anthony Waterer'	Anthony Waterer Spiraea	24" BB
SF	Spiraea x burnaleda 'Froebelii'	Froebel Spiraea	24" BB
VD	Viburnum dentatum	Arrowwood Viburnum	3" BB
VO	Viburnum 'Bailey'	Bailey's Viburnum	24" BB
VT	Viburnum Trilobum*	Amer. Cranberrybush Vib.	3" BB

PERENNIALS

HH	Hemerocallis 'Stella d'Oro'	Stella Daylily	1 QT
HR	Hemerocallis 'Carey Quinn'	Red Daylily	1 QT
CF	Calamagrostis acutiflora 'Karl Foerster'	Feather Reed Grass	1 GAL
PA	Pennisetum alopecuroides	Fountain Grass	1 GAL
RH	Rudbeckia 'Goldstrum'	Black-eyed Susan	1/2 GAL
SS	Sedum spectabile 'Autumn Joy'	Autumn Joy Sedum	1 QT



McCormick & Pratt Retail Center

Lincolnwood, IL

Existing Landscape Analysis

The existing landscape at the McCormick and Pratt Retail Center was inspected and assessed for health on July 22, 2015. The following are general observations:

- Overall the landscape appears to have been installed per recorded plan dated 08-23-99.
- An excessive amount of time un-attended have left all planting beds over-grown and in need of weeding. All shrubs need pruning.
- As was common in 1999, Ash species was a prominently planted tree on this project. Many of the Ash are currently missing from the project. It is assumed they have succumbed to Emerald Ash Borer (EAB). It is recommended that remaining Ash be removed.

Attached is an exhibit that shows a more specific analysis of the existing trees on the site.

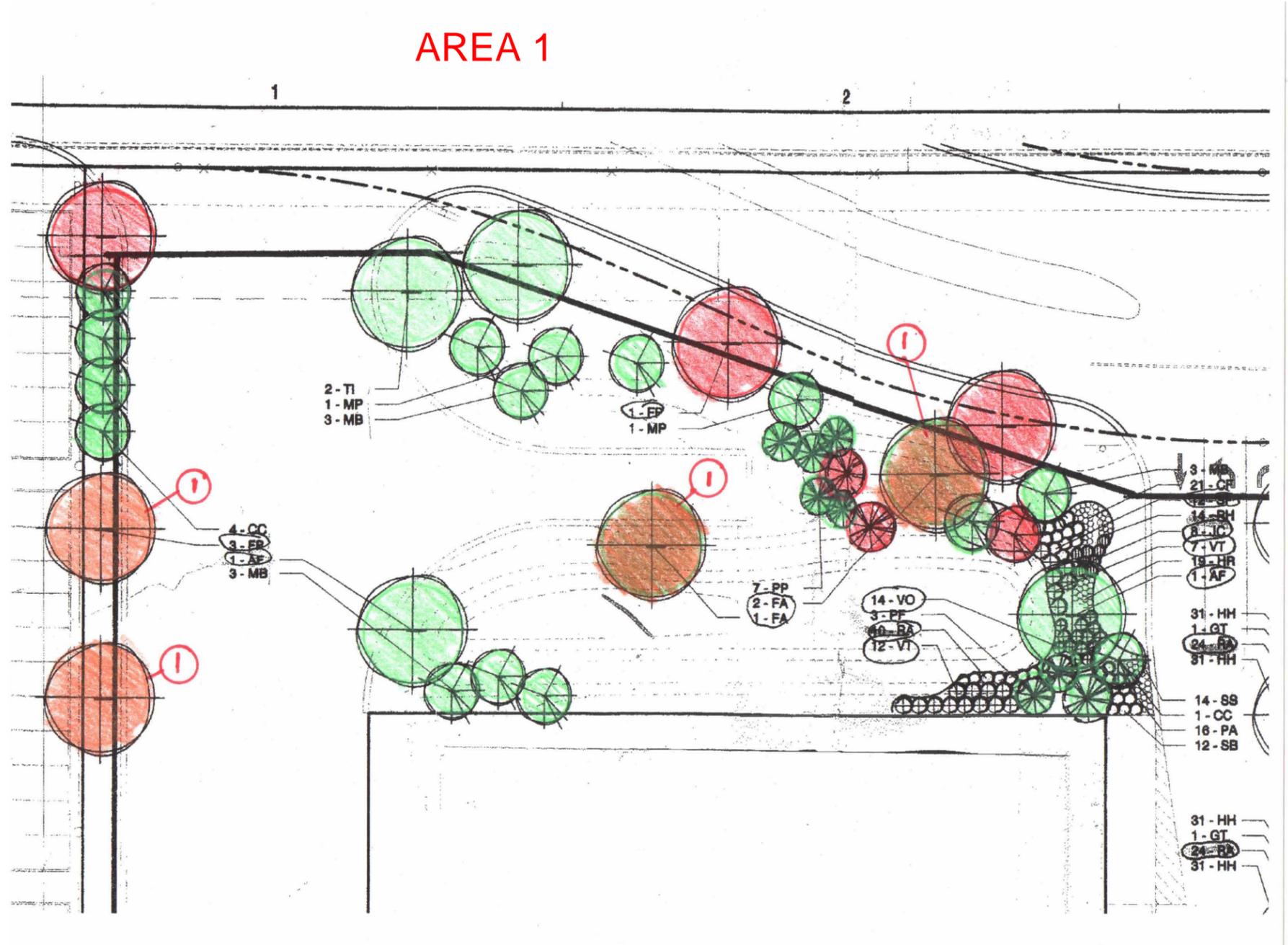
- Trees colored green are in place and are of fair-good health.
- Trees colored orange are of poor health and should be removed.
- Trees colored red are not planted on site.

Please note the following from the attached exhibit:

1. Trees noted with this number are Ash and should be removed to prevent the spread of Emerald Ash Borer.
2. This designation means that two trees were planted in the parking lot island versus one as was originally shown on the plan.
3. Trees noted with this number will be removed to make way for future improvements and installation of the outlot building as shown on the proposed site plan.

Plant counts

Trees planted and in good/fair health	119
Trees recommended to be removed (potential Emerald Ash Borer)	11
Trees to be removed for future development	9



NORTHEAST PARKWAY

N. MCCORMICK BLVD.

TENANT A
PLANET FITNESS

TENANT B
PET MART

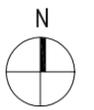
TENANT C
ORGANIC FOOD

LOT 2
NOT INCLUDED

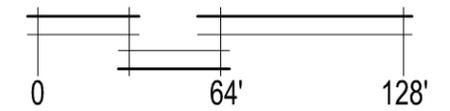
PRATT AVE.

LIGHTING DISTRIBUTION STATISTICS						
DESCRIPTION	SYMBOL	AVERAGE	MAX	MIN	MAX/MIN	AVG/MIN
BACK ACCESS STREET	+	2.6 fc	6.8 fc	0.7 fc	9.7 : 1	3.7 : 1
EMPLOYEE PARKING LOT 1	+	4.7 fc	12.0 fc	1.1 fc	10.9 : 1	4.3 : 1
EMPLOYEE PARKING LOT 2	+	3.5 fc	12.2 fc	0.1 fc	122.0 : 1	35.0 : 1
MAIN ACCESS STREET	+	4.6 fc	8.8 fc	0.6 fc	14.7 : 1	7.7 : 1
MAIN PARKING AREA	+	4.2 fc	11.9 fc	0.8 fc	14.9 : 1	5.3 : 1

LIGHTING FIXTURE SCHEDULE						
FIXTURE TYPE	MANUFACTURER	MODEL	LAMPS OR TUBES			REMARKS
			NUMBER	WATTS	TYPES	
SA	GARDCO	-	3	400W	METAL HALIDE	TRIPLE 90° POLE - TYPE V
SB	GARDCO	-	3	400W	METAL HALIDE	TRIPLE 90° POLE - TYPE IV FORWARD THROW
SC	GARDCO	-	2	400W	METAL HALIDE	TWIN 180° POLE - TYPE III
SD	GARDCO	-	1	400W	METAL HALIDE	SINGLE POLE - TYPE III
SE	GARDCO	-	2	400W	METAL HALIDE	TWIN 180° POLE - TYPE IV FORWARD THROW



SCALE: 1/64" = 1'-0"



NORTHEAST PARKWAY

N. MCCORMICK BLVD.

TENANT A
PLANET FITNESS

TENANT B
PET MART

TENANT C
LIQUOR STORE

LOT 2
NOT INCLUDED

LIGHTING DISTRIBUTION STATISTICS

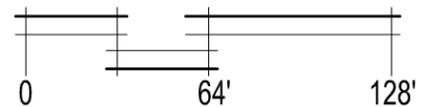
DESCRIPTION	SYMBOL	AVERAGE	MAX	MIN	MAX/MIN	AVG/MIN
BACK ACCESS STREET	+	2.4 fc	7.4 fc	0.6 fc	12.3 : 1	4.0 : 1
EMPLOYEE PARKING LOT	+	4.5 fc	12.0 fc	1.4 fc	8.6 : 1	3.2 : 1
MAIN ACCESS STREET	+	4.6 fc	8.8 fc	0.7 fc	12.6 : 1	6.6 : 1
MAIN PARKING AREA	+	4.2 fc	11.9 fc	0.8 fc	14.9 : 1	5.3 : 1

LIGHTING FIXTURE SCHEDULE

FIXTURE TYPE	MANUFACTURER	MODEL	LAMPS OR TUBES			REMARKS
			NUMBER	WATTS	TYPES	
SA	GARDCO	-	3	400W	METAL HALIDE	TRIPLE 90° POLE - TYPE V
SB	GARDCO	-	3	400W	METAL HALIDE	TRIPLE 90° POLE - TYPE IV FORWARD THROW
SC	GARDCO	-	2	400W	METAL HALIDE	TWIN 180° POLE - TYPE III
SD	GARDCO	-	1	400W	METAL HALIDE	SINGLE POLE - TYPE III
SE	GARDCO	-	2	400W	METAL HALIDE	TWIN 180° POLE - TYPE IV FORWARD THROW



SCALE: 1/64" = 1'-0"



Lincolnwood, IL
Permitted Use Categories for PUD Amendment

Apparel and Accessories – All
Art Supplies
Auto Parts
Auto Sales
Banks
Bar
Bookstores
Candy
Cards / Party Supply
Cellular Phones
Coffee
Convenience
Cookware
Cosmetics / Beauty Supply
Craft / Fabric
Doughnuts
Drug Store
Dry Cleaners / Laundromat (On-site
Plant)
Education / School Supply
Electronics
Fast Food – All Types
Floor Coverings
Florist
Food Specialty
Furniture
Gaming
Glass
Grocery
Hair Care / Salon
Hardware Store
Healthcare
Health Club / Recreation
Hobby Store
Home Décor
Home Improvement
Ice Cream
Jewelry
Linens
Liquor Store, Package Goods
Mattress
Music
Musical Instruments
Office, General or Professional
Office, Medical or Dental

Lincolnwood, IL
Permitted Use Categories for PUD Amendment

Office Supplies
Optical
Pet Store
Pet Supplies
Pharmacy
Photo / Camera
Physical Therapy
Postal Service
Printers
Private Membership Organization
Records
Rent to Own
Restaurant – All Types
Shoes
Signs
Sporting Goods
Swim School
Tanning Salon
Tobacco Products
Toys / Hobbies
Urgent Care
Vitamins / Supplements
Weight Loss
Windows

MEMORANDUM TO: Bryan Rishforth
R & R Global Partners, LLC

FROM: Brendan May
Consultant

Luay Aboona, PE
Principal

DATE: July 27, 2015

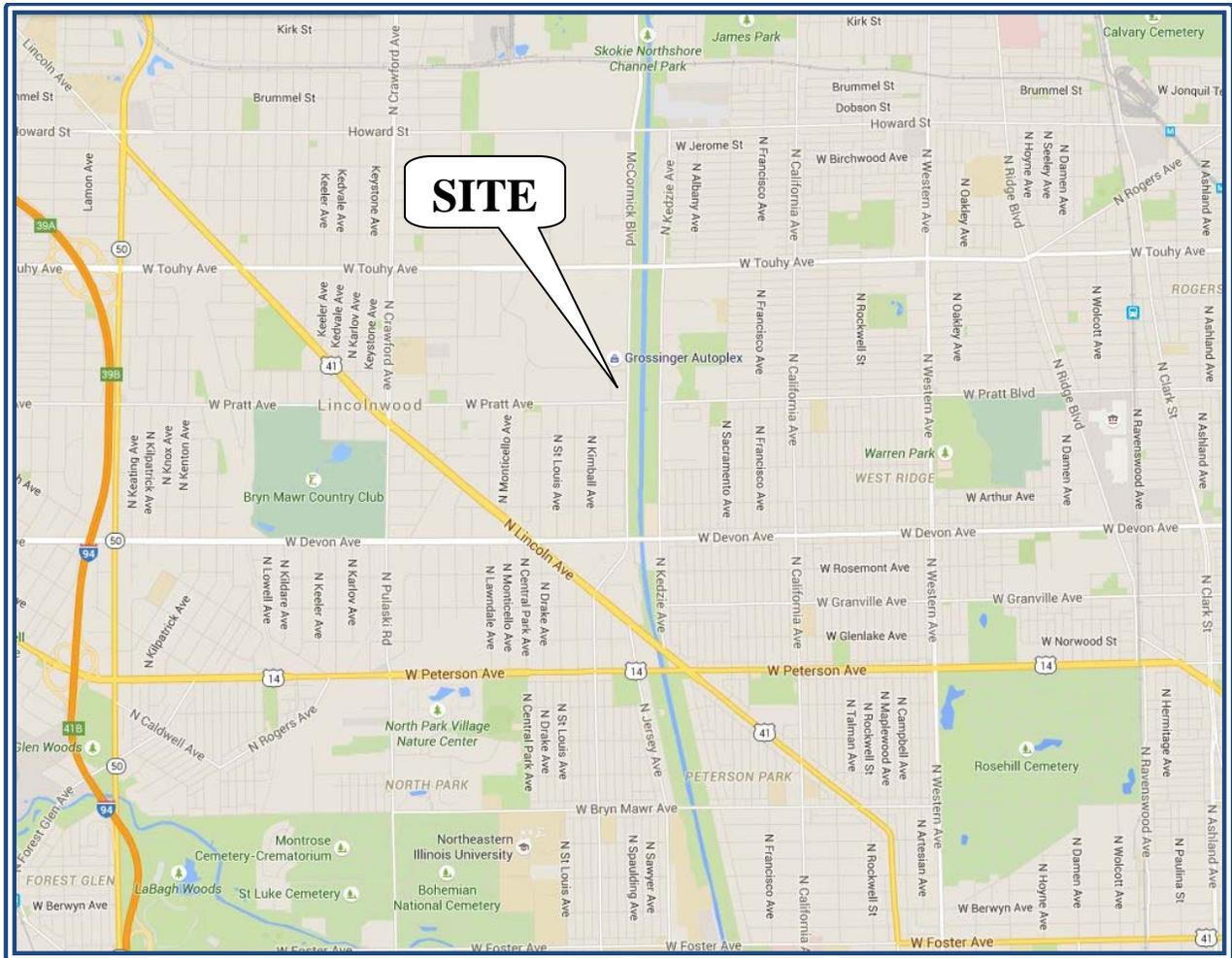
SUBJECT: Traffic Impact Study
Proposed Retail Development
Lincolnwood, Illinois

This memorandum summarizes the results and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed retail center to be located in Lincolnwood, Illinois. The site, which is bounded by a Northeast Parkway on the north, McCormick Boulevard on the east and Pratt Avenue on the south is currently occupied by a vacant Dominick's grocery store. As proposed, the existing building will be used as a multi-tenant building that will include a Planet Fitness, a grocery store and a retail store. A two-tenant outlot parcel with a drive-through will be developed as an outlot parcel. Access to the development will continue to be provided via the existing access drives off Northeast Parkway and Pratt Avenue. **Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site area.

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

The following sections of this memorandum present the following.

- Existing roadway conditions
- A description of the proposed development
- Directional distribution of development-generated traffic
- Vehicle trip generation for the proposed development
- Traffic analyses for the weekday morning, weekday evening and Saturday midday peak hours for both existing and future conditions
- Recommendations with respect to site access and internal circulation for the future conditions
- Adequacy of the parking supply in accommodating the projected parking needs.



Site Location

Figure 1



Aerial View of Site

Figure 2

Existing Conditions

In order to project future traffic conditions in the site area, three general components of existing conditions were considered: (1) the geographical location of the site and land uses in the area, (2) the characteristics of the roadways in the site vicinity, and (3) traffic volumes on these roads.

Site Location

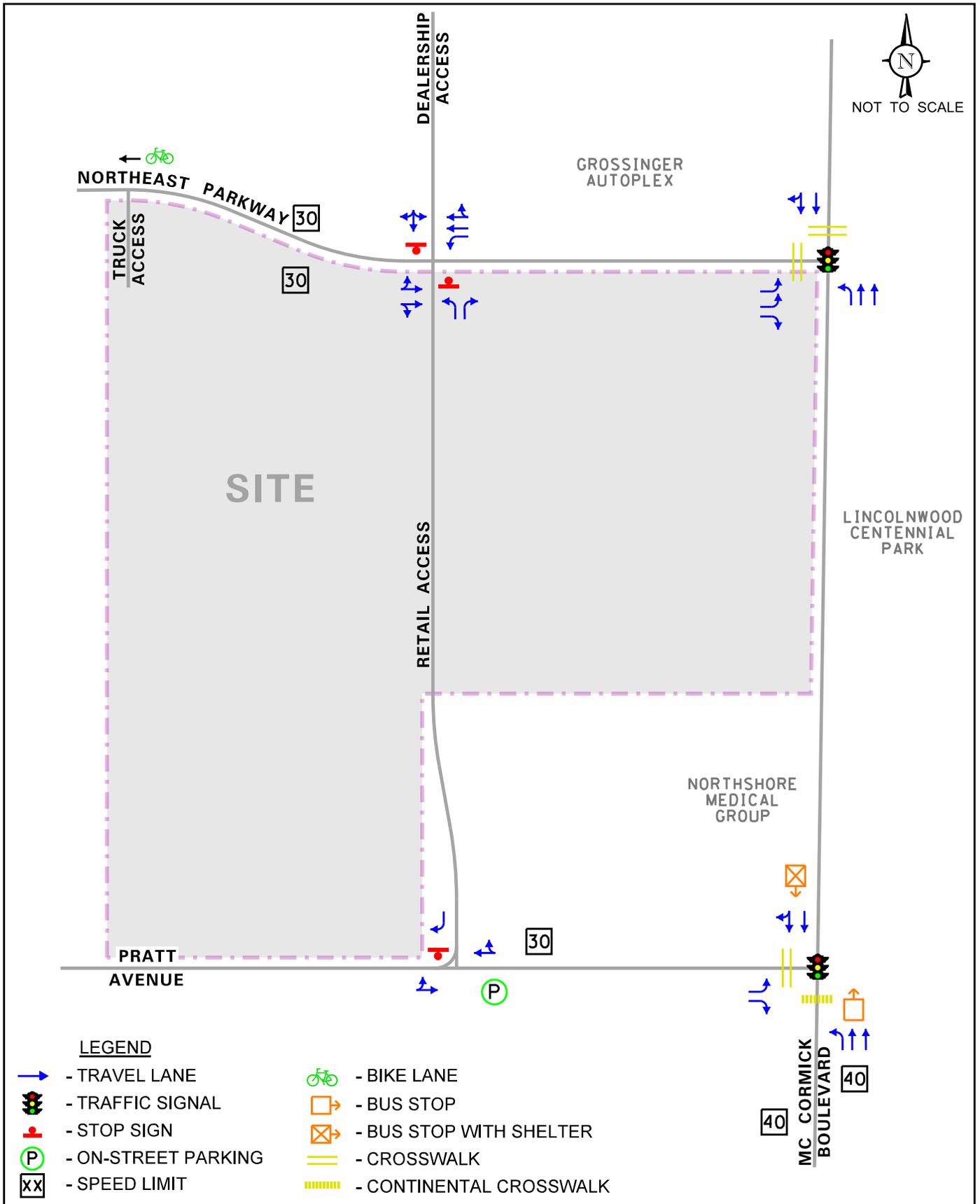
The proposed site is bounded by Northeast Parkway on the north, McCormick Boulevard on the east and Pratt Avenue on the south. Land uses in the vicinity of the site include Lincolnwood Town Center and the Grossinger Autoplex to the north, Lincolnwood Centennial Park to the east, residential land uses to the south, and commercial developments to the west. Located in the northwest quadrant of the intersection of McCormick Boulevard and Pratt Avenue is an office building occupied by the Northshore Medical Group. The Northshore Medical Group office building shares the existing acting drives for the vacant Dominick's grocery store.

Existing Roadway System Characteristics

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

McCormick Boulevard is a north-south roadway that in the vicinity of the site provides two through lanes in each direction. At its signalized intersection Pratt Avenue, McCormick Boulevard provides an exclusive left-turn lane and two through lanes on the south approach and an exclusive through lane and a shared through/right-turn lane on the north approach. The south approach provides a high visibility crosswalk with pedestrian countdown signals. At its signalized intersection with Northeast Parkway, McCormick Boulevard provides an exclusive left-turn lane and two through lanes on the south approach and an exclusive through lane and shared through/right-turn lane on the north approach. The north approach provides a standard style crosswalk with pedestrian countdown timers. CTA Bus Routes 82 and 96 run along McCormick Boulevard with Route 86 running seven days and Route 96 only running Monday through Friday. McCormick Boulevard is under the jurisdiction of the Illinois Department of Transportation, is designated as a Strategic Regional Arterial (SRA) route, carries an average daily traffic (ADT) volume of approximately 34,000 vehicles per day and has a posted speed limit of 40 miles per hour.

Northeast Parkway is an east-west roadway that extends from McCormick Boulevard to Central Park Avenue and in the vicinity of the site provides two through lanes in each direction. At its signalized intersection with McCormick Boulevard, Northeast Parkway provides dual left-turn lanes, an exclusive right-turn lane and a standard crosswalk with pedestrian countdown signals. At its unsignalized intersection with the Grossinger Access Drive and the Site Access Drive, Northeast Parkway provides a shared left-turn/through lane and a shared through/right-turn lane on the west approach and an exclusive left-turn lane, an exclusive through lane and a shared through/right-turn lane on the east approach. Northeast Parkway is under the jurisdiction of the Village of Lincolnwood and has a posted speed limit of 30 miles per hour.



PROJECT:

Proposed Retail Center
Lincolnwood, Illinois

TITLE:

Existing Street Characteristics



Figure: 3

Pratt Avenue is an east-west roadway that extends from McCormick Boulevard to Central Avenue and in the vicinity of the site provides one lane in each direction. At its signalized intersection with McCormick Boulevard, Pratt Avenue provides a shared through/right-turn lane and a crosswalk with pedestrian countdown signals. At its unsignalized intersection with the Site Access Drive, Pratt Avenue provides a shared left-turn/through lane on the west approach and a shared through/right-turn lane on the east approach. Parking is permitted on both sides of the roadway and trucks are prohibited on Pratt Avenue west of Kimball Avenue. Pratt Avenue is under the jurisdiction of the Village of Lincolnwood and has a posted speed limit of 30 miles per hour.

Existing Peak Hour Traffic Volumes

Manual vehicle traffic counts were conducted on Thursday, July 16, 2015 during the weekday morning (7:00 to 9:00 A.M.), weekday evening (4:00 to 6:00 P.M.) and Saturday midday (12:00 to 2:00 P.M.) peak periods at the following intersections:

- McCormick Boulevard with Northeast Parkway
- McCormick Boulevard with Pratt Avenue
- Northeast Parkway with Grossinger Autoplex access drive and existing site access drive
- Pratt Avenue with Site Access Drive

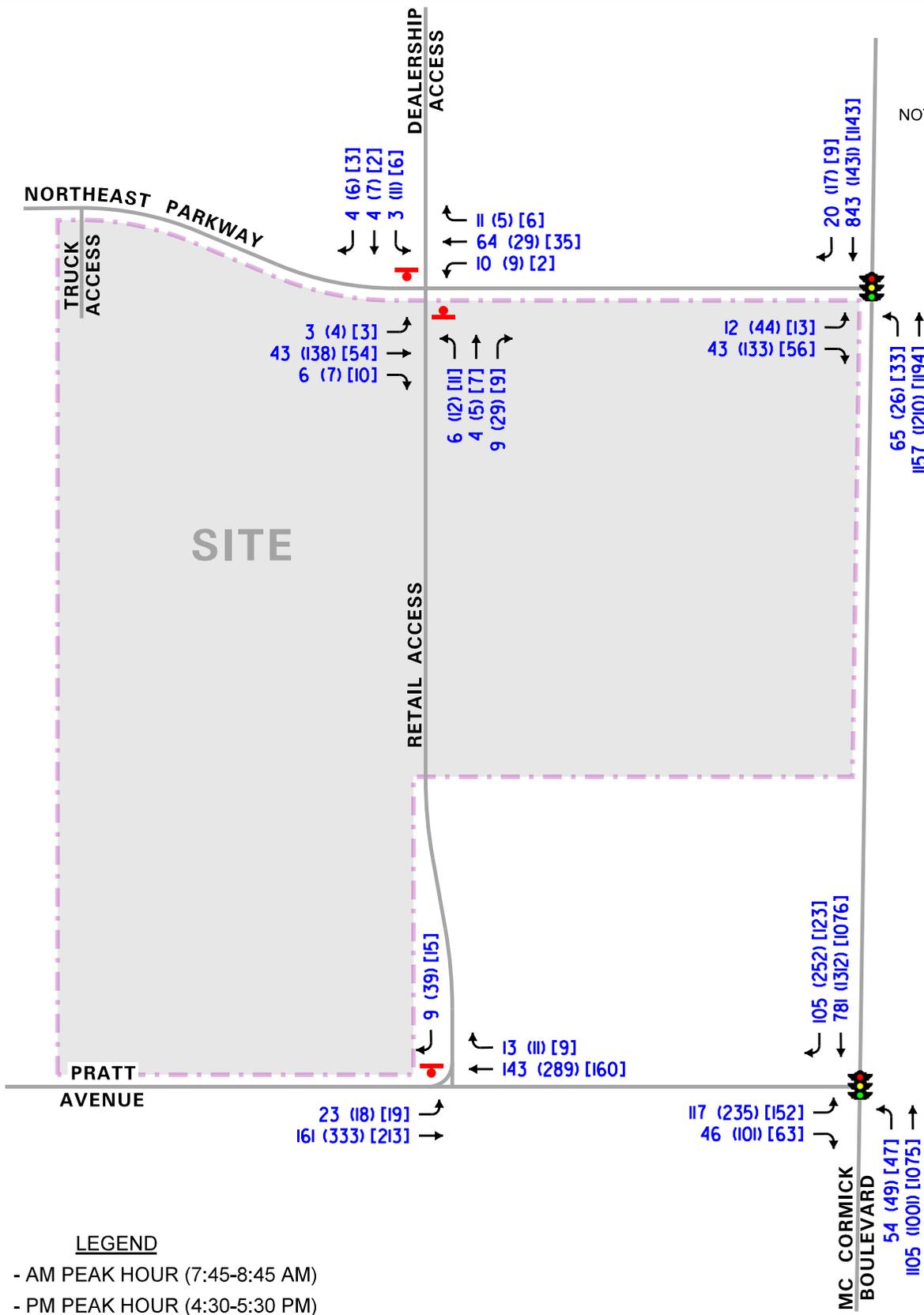
Summaries of the traffic counts indicate that the weekday morning peak hour occurs from 7:45 to 8:45 A.M., the evening peak hour occurs from 4:30 to 5:30 P.M. and the Saturday midday peak hour occurs from 12:30 to 1:30 P.M. **Figure 4** illustrates the existing peak hour traffic volumes.

Field Observations

Field observations conducted on Pratt Avenue indicated that the eastbound queues at McCormick Boulevard extended to or beyond the site access drive four times during the morning peak hour, fourteen times during the evening peak hour and five times during the Saturday midday peak hour. The queues cleared the intersection during each green phase.



NOT TO SCALE



LEGEND

- 00 - AM PEAK HOUR (7:45-8:45 AM)
- (00) - PM PEAK HOUR (4:30-5:30 PM)
- [00] - SATURDAY MIDDAY PEAK HOUR (12:30-1:30 PM)

PROJECT:
Proposed Retail Center
Lincolnwood, Illinois

TITLE:
Existing Traffic Volumes



Figure: 4

Development Traffic Characteristics

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

Proposed Development Plan

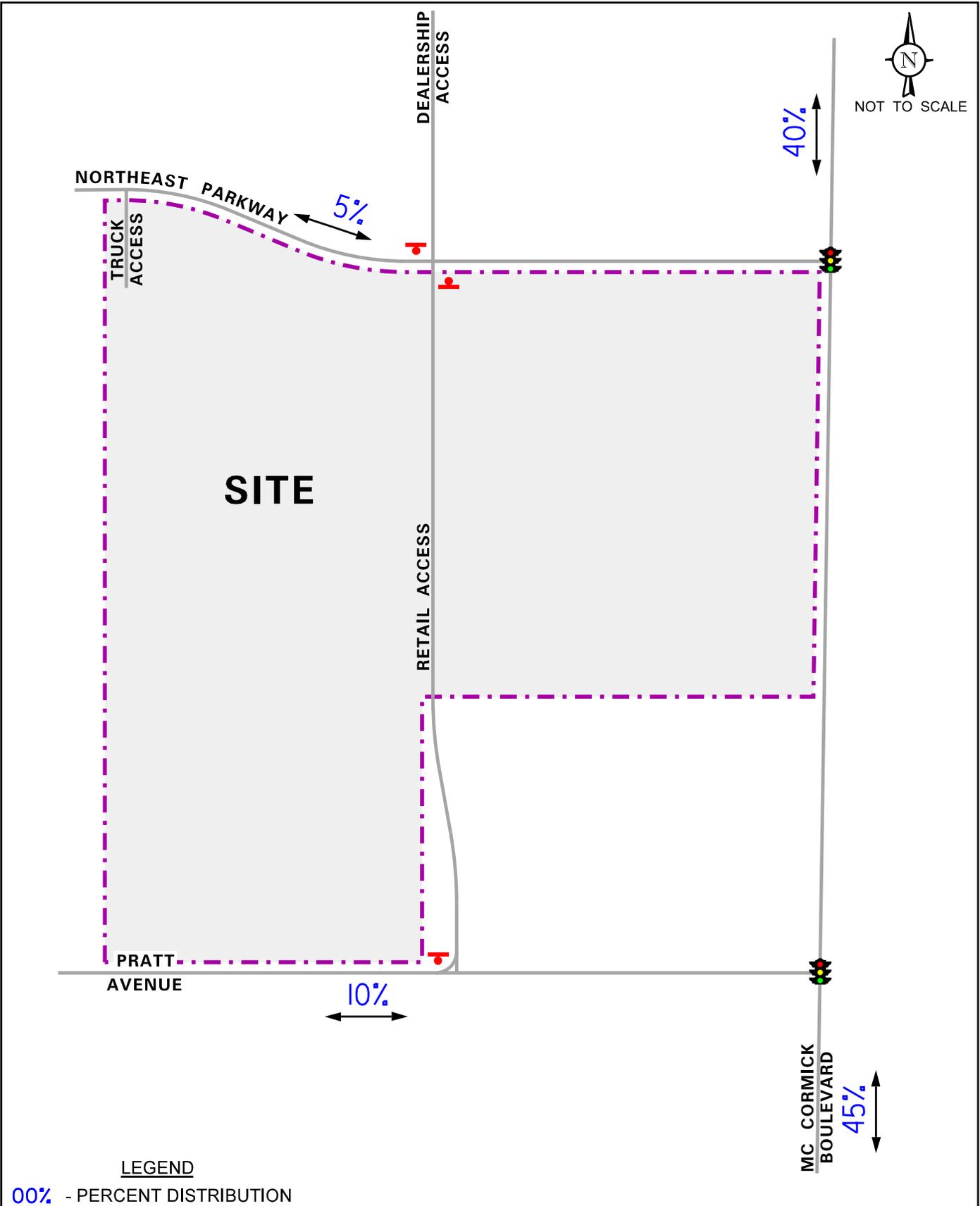
The plans call for developing the vacant Dominick's building with an approximately 20,000 square-foot Planet Fitness, an approximately 13,904 square-foot retail store and an approximately 28,550 square-foot grocery store. Furthermore, an outlot parcel is proposed to be developed with an approximately 3,490 square-foot dry cleaners and an approximately 2,380 square-foot Quick Service Restaurant (QSR) with a drive-through. The drive-through lane for the QSR will extend along the south and west sides of the building with vehicles entering on the northwest corner of the outlot parcel and exiting toward the east side of the building. The pick-up window will be located on the south side of the building with the order board located on the west side of the building. The drive-through lane will provide stacking for a total of eight vehicles. Four vehicles can stack between the pick-up window and the order board and four vehicles can stack between the order board and the drive-through entryway.

Site Access

Access to the development is proposed to be provided via the three existing site access drives. The easterly access drive off Northeast Parkway serves as the main access and provides one inbound lane and two outbound lanes consisting of an exclusive left-turn and a shared through/right-turn lane. The westerly access drive off Northeast Parkway serves primarily as truck access. The three-quarter access drive off Pratt Avenue provides one inbound lane and one outbound lane that is physically restricted to right-turn movements only. The outbound movements at all access drives are under stop-sign control. Furthermore, truck access will be restricted to Northeast Parkway only.

Directional Distribution of Site Traffic

The directional distribution was estimated based on existing travel patterns as determined from the traffic counts and previous studies conducted in the area. **Figure 5** illustrates the estimated directional distribution of traffic generated by the proposed development.



LEGEND

00% - PERCENT DISTRIBUTION

PROJECT:
Proposed Retail Center
Lincolnwood, Illinois

TITLE:
Estimated Directional Distribution

KLOA
Job No: 15-165

Figure: 5

Estimated Site Traffic Generation

The estimate of the traffic volumes that will be generated by the proposed retail development was based on trip generation rates found in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition. Surveys conducted by the Institute of Transportation Engineers (ITE) have shown that a considerable number of trips made to retail developments are diverted from the existing traffic on the area roadways, especially QSRs with a drive-through. This is particularly true during the weekday morning and evening peak hours when traffic is diverted from the home-to-work and work-to-home trips. Such diverted trips are referred to as pass-by traffic. In order to account for the amount of pass-by traffic a 20 percent reduction was applied to the traffic that will be generated by the retail and grocery uses and a 50 percent reduction was applied to the traffic that will be generated by the QSR. No reduction was applied to the Planet Fitness generated traffic. **Table 1** shows the projected traffic volumes to be generated by the proposed development.

Table 1
ESTIMATED SITE-GENERATED TRAFFIC VOLUMES

Land-Use (ITE Code)	Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Planet Fitness (492)	20,000 s.f.	14	14	28	40	31	71	25	31	56
Specialty Retail (826)	17,394 s.f.	7	5	12	49	38	87	37	34	71
	<i>20 percent pass-by reduction</i>	<i>-1</i>	<i>-1</i>	<i>-2</i>	<i>-9</i>	<i>-9</i>	<i>-18</i>	<i>-7</i>	<i>-7</i>	<i>-14</i>
Grocery (850)	28,550 s.f.	60	37	97	138	132	270	155	149	304
	<i>20 percent pass-by reduction</i>	<i>-10</i>	<i>-10</i>	<i>-20</i>	<i>-27</i>	<i>-27</i>	<i>-54</i>	<i>-30</i>	<i>-30</i>	<i>-60</i>
Fast Food with Drive Through (934)	2,380 s.f.	55	53	108	41	37	78	72	68	140
	<i>50 percent pass-by reduction</i>	<u><i>-27</i></u>	<u><i>-27</i></u>	<u><i>-54</i></u>	<u><i>-20</i></u>	<u><i>-20</i></u>	<u><i>-40</i></u>	<u><i>-35</i></u>	<u><i>-35</i></u>	<u><i>-70</i></u>
	Total New Trips	98	71	169	212	182	394	217	210	427

Development Traffic Assignment

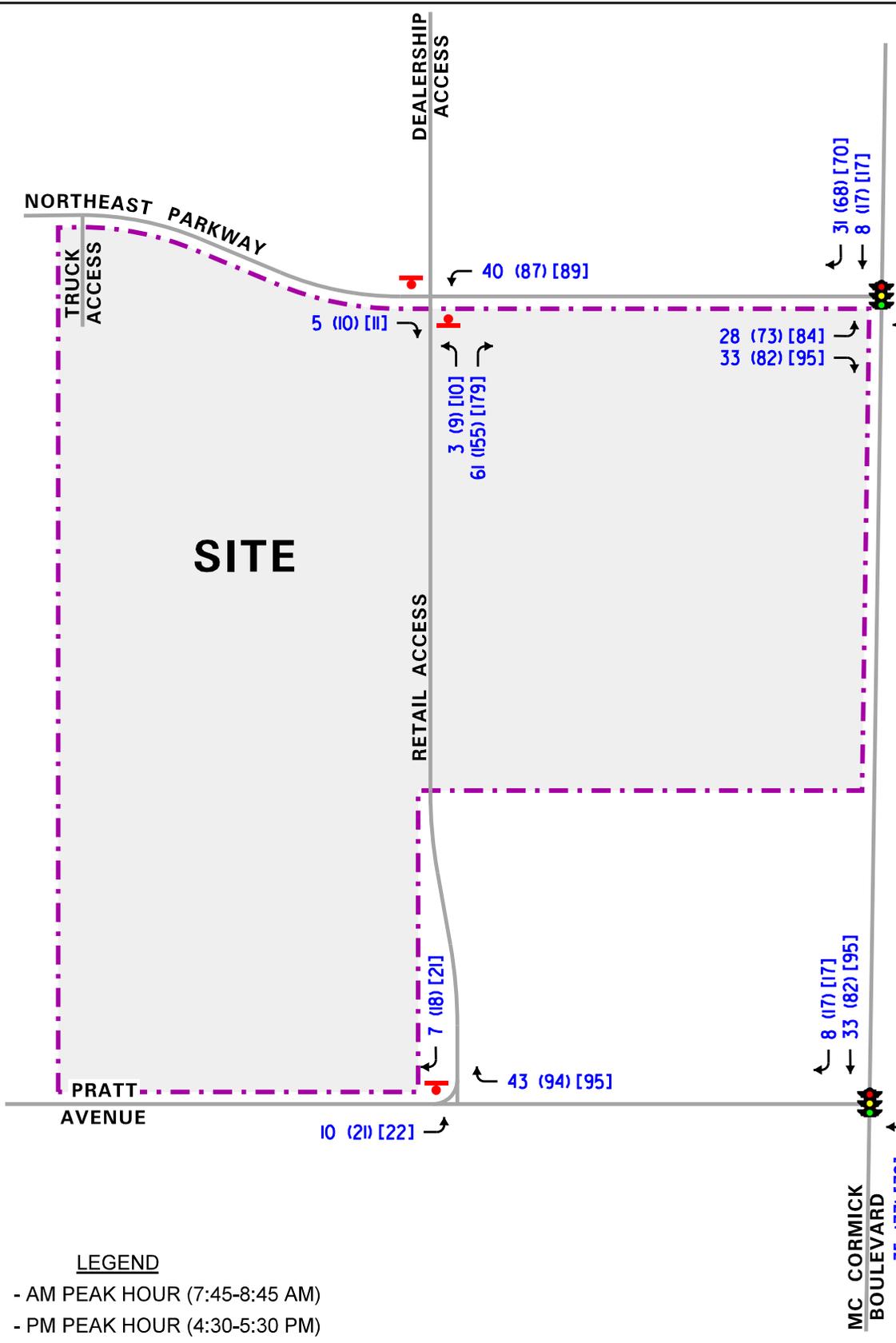
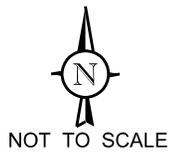
The estimated weekday morning, weekday evening and Saturday midday peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5) and are illustrated in **Figure 6**. **Figure 7** illustrates the estimated pass-by generated traffic volumes.

Background Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on the Chicago Metropolitan Agency for Planning (CMAP) *2040 Forecast of Population, Households and Employment* the existing traffic volumes were increased by half a percent per year for six years (buildout year plus five) to project Year 2021 conditions. Furthermore, the traffic estimated to be generated by a proposed senior living facility to be located to the west of the development was included in the Year 2021 condition.

Total Projected Traffic Volumes

The existing traffic volumes accounting for growth were combined with the peak hour traffic volumes generated by the development (Figure 6) and the traffic estimated to be generated by other area developments to determine the Year 2021 total projected traffic volumes that are shown in **Figure 8**.



LEGEND

- 00 - AM PEAK HOUR (7:45-8:45 AM)
- (00) - PM PEAK HOUR (4:30-5:30 PM)
- [00] - SATURDAY MIDDAY PEAK HOUR (12:30-1:30 PM)

PROJECT:
Proposed Retail Center
Lincolnwood, Illinois

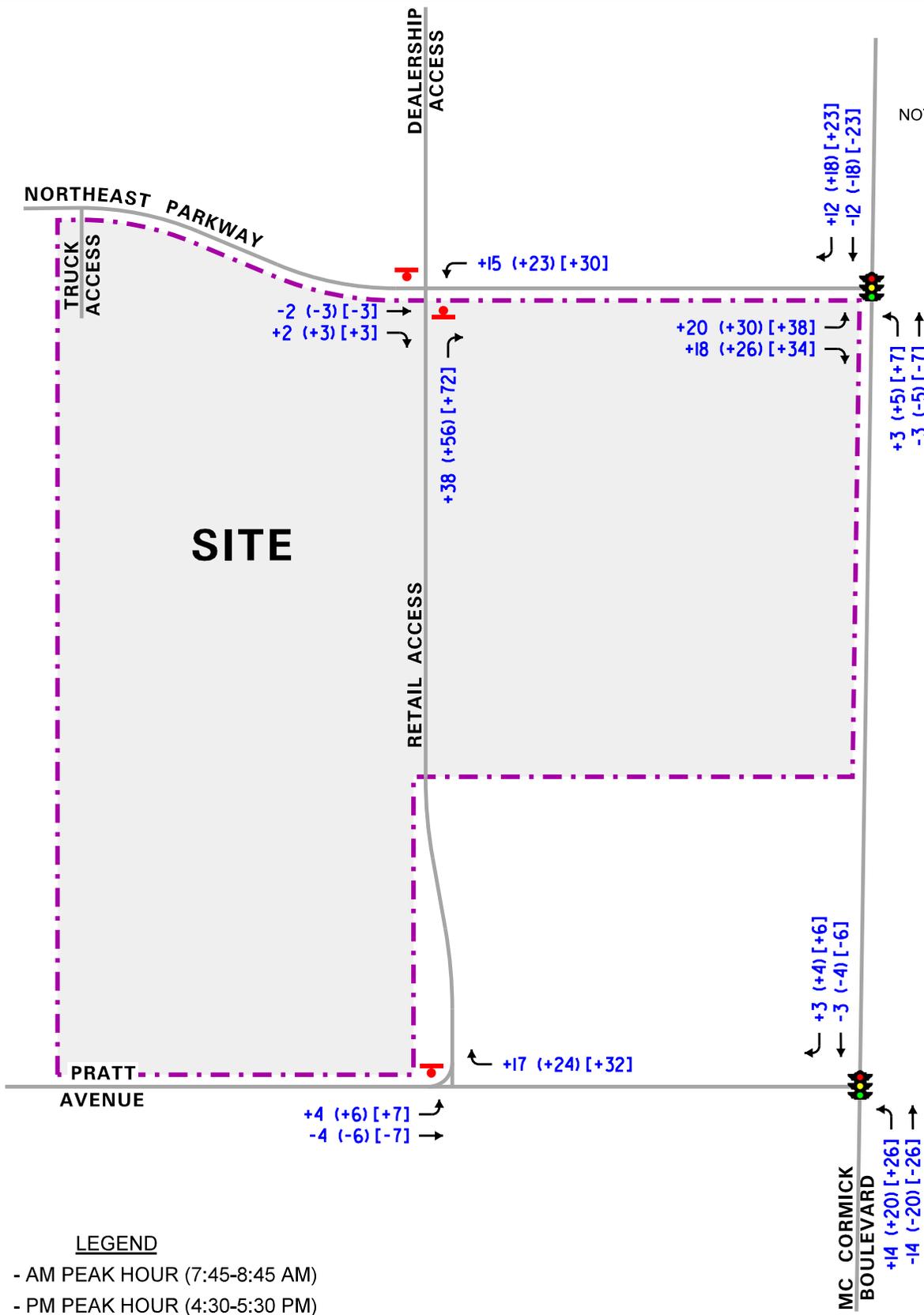
TITLE:
Estimated Site-Generated
Traffic Volumes



Figure: 6



NOT TO SCALE



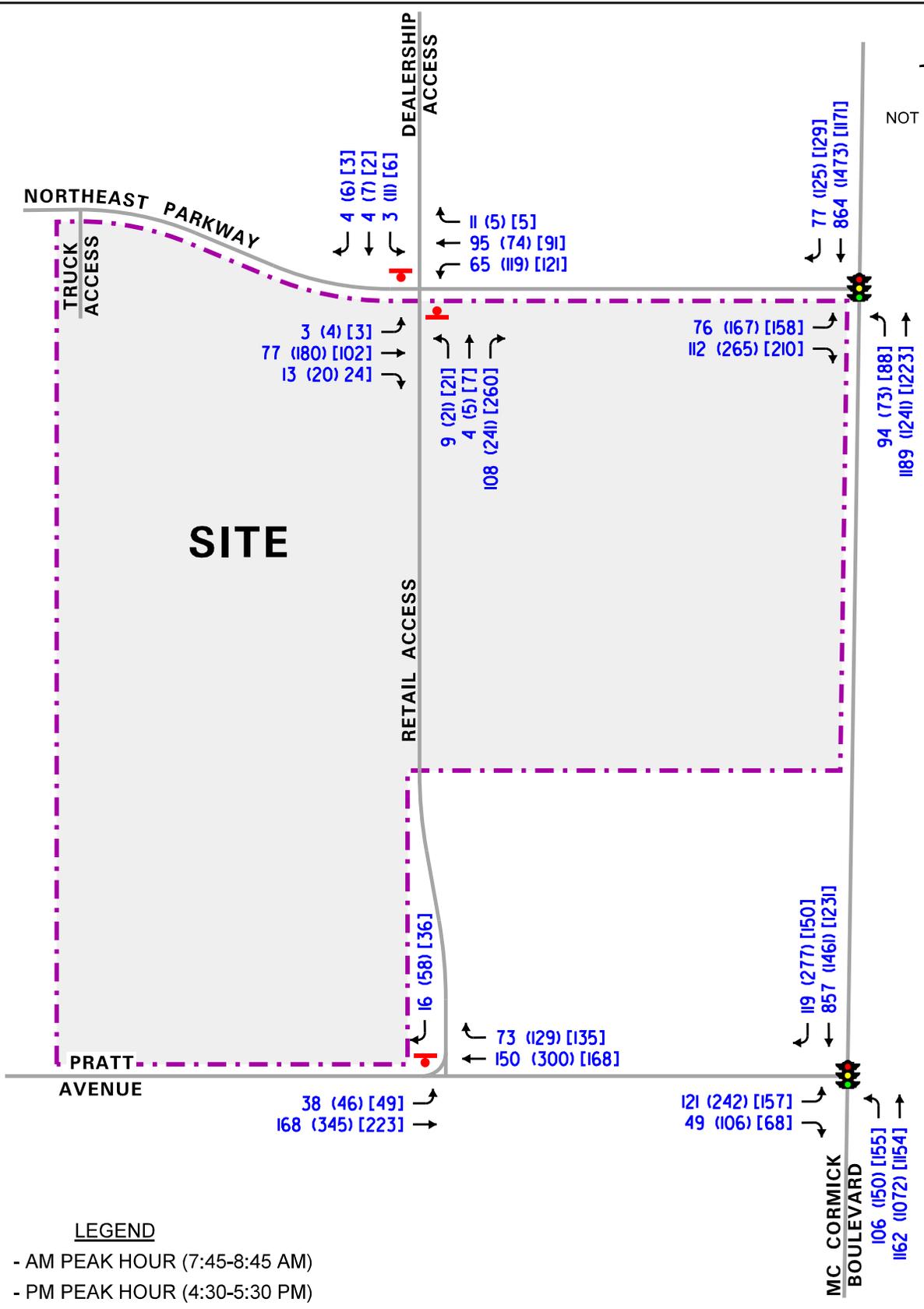
LEGEND

- 00 - AM PEAK HOUR (7:45-8:45 AM)
- (00) - PM PEAK HOUR (4:30-5:30 PM)
- [00] - SATURDAY MIDDAY PEAK HOUR (12:30-1:30 PM)

PROJECT: Proposed Retail Center Lincolnwood, Illinois	TITLE: Estimated Pass-By Site Traffic Assignment	 Job No: 15-165 Figure: 7
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NOT TO SCALE



LEGEND

- 00 - AM PEAK HOUR (7:45-8:45 AM)
- (00) - PM PEAK HOUR (4:30-5:30 PM)
- [00] - SATURDAY MIDDAY PEAK HOUR (12:30-1:30 PM)

PROJECT:
Proposed Retail Center
Lincolnwood, Illinois

TITLE:
Year 2021 Total Projected
Traffic Volumes



Figure: 8

Traffic Evaluation

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

Traffic Analyses

Capacity analyses were performed for the key intersections included in the study area to determine the ability of the existing street system to accommodate existing and future traffic demands. Analyses were performed for the existing and total projected peak hour traffic 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 8 software. The analysis for the traffic-signal controlled intersections were accomplished using field measured cycle lengths and phasings to determine the average overall vehicle delay and levels of service.

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

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and Year 2021 total projected conditions are presented in **Table 2** and **Table 3**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 2
CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
McCormick Boulevard with Northeast Parkway ¹						
• Overall	A	3.4	A	6.2	A	3.7
• Northbound Approach	A	1.5	A	2.8	A	1.7
• Southbound Approach	A	4.5	A	6.2	A	4.5
• Eastbound Approach	C	29.4	C	29.6	C	27.4
McCormick Boulevard with Pratt Avenue ¹						
• Overall	A	8.8	B	14.9	B	10.5
• Northbound Approach	A	4.9	A	7.0	A	5.7
• Southbound Approach	A	5.4	B	10.3	A	6.8
• Eastbound Approach	E	55.2	E	60.8	E	55.8
Northeast Parkway with Grossinger/Site Access Driveway ²						
• Northbound Approach	A	9.1	A	9.6	A	9.2
• Southbound Approach	A	9.4	B	10.1	A	9.2
• Eastbound Lefts	A	0.9	A	0.4	A	0.7
• Westbound Lefts	A	7.3	A	7.6	A	7.9
Pratt Avenue with Site Access Driveway ²						
• Southbound Approach	A	9.1	B	10.4	A	9.2
• Eastbound Lefts	A	1.1	A	0.6	A	0.7

LOS = Level of Service
Delay is measured in seconds.
1 - Signalized Intersection
2 - Unsignalized Intersection

Table 3
CAPACITY ANALYSES RESULTS – PROJECTED CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
McCormick Boulevard with Northeast Parkway ¹						
• Overall	A	6.1	B	16.2	A	9.8
• Northbound Approach	A	2.0	A	3.7	A	2.7
• Southbound Approach	A	5.9	A	9.2	A	7.7
• Eastbound Approach	C	35.0	E	79.6	D	42.8
McCormick Boulevard with Pratt Avenue ¹						
• Overall	A	9.2	B	18.8	B	11.8
• Northbound Approach	A	5.2	B	14.5	A	7.3
• Southbound Approach	A	6.3	B	13.4	A	9.0
• Eastbound Approach	E	55.2	E	61.0	E	55.4
Northeast Parkway with Grossinger/Site Access Driveway ²						
• Northbound Approach	A	9.3	B	10.8	B	10.5
• Southbound Approach	B	10.9	C	16.7	C	16.7
• Eastbound Lefts	A	0.6	A	0.3	A	0.4
• Westbound Lefts	A	7.5	A	7.9	A	7.7
Pratt Avenue with Site Access Driveway ²						
• Southbound Approach	A	9.4	B	11.2	A	9.7
• Eastbound Lefts	A	1.7	A	1.5	A	1.7
LOS = Level of Service Delay is measured in seconds. 1 - Signalized Intersection 2 - Unsignalized Intersection						

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identify any roadway and traffic control improvements to accommodate the development traffic.

McCormick Boulevard with Northeast Parkway

The results of the capacity analysis indicate that this intersection currently operates at the acceptable Level of Service (LOS) A during the weekday morning, weekday evening, and Saturday midday peak hours. Under projected conditions, the intersection is projected to continue operating at the acceptable LOS B or better with increases in delay of approximately ten seconds or less. Furthermore, 95th percentile queues for the northbound to westbound left-turning movement are projected to be contained within the provided storage lane. It should be noted that during the evening peak hour the Northeast Parkway approach is projected to operate at LOS E. This is primarily due to the minimal amount of green time given to Northeast Parkway. However, a review of the traffic simulation indicates that queueing of eastbound traffic will not be significant and that the majority of traffic will clear the intersection every cycle. It is recommended that traffic conditions be monitored in the future to determine if modifications are needed. This may include restriping the middle lane on the eastbound approach to provide a shared left-and-right-turn lane. With this improvement, the approach's delay will be reduced and LOS will improve to D during the weekday evening peak hour.

McCormick Boulevard with Pratt Avenue

The results of the capacity analysis indicate that this intersection currently operates and is projected to continue operating at LOS A during the weekday morning peak hour and at LOS B during the weekday evening and Saturday midday peak hours with increases in delay of less than four seconds during the peak hours. Furthermore, 95th percentile queues for the northbound to westbound left-turning movement are projected to be contained within the provided storage lane. It should be noted that the Pratt Avenue approach currently operates at LOS E and is projected to continue operating at LOS E with minimal increases in delay. This is due to the fact that the proposed development is not projected to generate any eastbound traffic along Pratt Avenue due to the site access driveway restriction to southbound to westbound right-turning movements only. As such, the proposed development will not have a significant impact on the operations of this intersection and no roadway improvements or signal modifications will be necessary.

Northeast Parkway with Grossinger/Site Access Drives

The results of the capacity analysis indicate that the northbound and southbound approaches at this intersection currently operate at LOS B or better during the weekday morning, weekday evening and Saturday midday peak hours. Under projected conditions, these approaches are projected to operate at the acceptable LOS C or better during the peak hours with maximum increases in delay of approximately seven seconds. Furthermore, eastbound and westbound left-turns onto the access drives are projected to maintain LOS A with 95th percentile queues of one vehicle. As such, this access drive will be adequate in accommodating the projected development traffic and the proposed development will not have a significant impact on the operations of the Grossinger Autopen Access Drive or the operations of the existing access drive. In addition, no roadway or traffic control improvements will be necessary as a result of the development.

Pratt Avenue with Site Access Driveway

The results of the capacity analysis indicate that this access driveway currently operates at the LOS B or better during the weekday morning, weekday evening and Saturday midday peak hours. Under future conditions, this access driveway is projected to continue operating at the LOS B with increases in delay of less than one second and 95th percentile queues of one vehicle. Furthermore, eastbound left-turns onto the access drive are projected to maintain LOS A during the peak hours with 95th percentile queues of one vehicle. As such, this access drive will be adequate in accommodating the traffic estimated to be generated by the development. The proposed development traffic will not have a significant impact on the existing operations of the access drive and will provide efficient and flexible access to the development.

Parking Evaluation

The proposed development will be provided with a total of 280 parking spaces. The parking requirements based on Village of Lincolnwood Code will be 290 spaces, which is ten spaces more than the supply. However, when the shared parking concept developed by the Urban Land Institute (ULI) is considered, the peak parking demand for the development will be 277 spaces occurring at 6:00 P.M. on a weekday and 264 spaces occurring at 5:00 P.M. on Saturday. Both of these stated peak demands are lower than the proposed supply. This indicates therefore that the proposed supply of 280 spaces will be adequate in meeting the peak parking demand.

Conclusion

Based on the proposed development plans and the preceding traffic impact study, the following conclusions and recommendations are made.

- The volume of new traffic to be generated by the proposed development can be accommodated by the existing roadway system.
- The proposed development traffic will have a limited impact on the operations of the study area intersections.
- The existing access system will be adequate in accommodating site traffic and will not be detrimental to the flow of through traffic.
- The proposed parking supply of 280 spaces will be adequate in meeting the parking needs of the proposed development taking into account the shared parking concept.

Appendix

Traffic Count Summary Sheets



Kenig Lindgren O'Hara Aboona, Inc.
 9575 W. Higgins Rd., Suite 400
 Rosemont, Illinois, United States 60018
 (847)518-9990

Count Name: McCormick Boulevard with
 Northeast Parkway
 Site Code:
 Start Date: 07/16/2015
 Page No: 1

Turning Movement Data

Start Time	Northeast Pkwy Eastbound					McCormick Blvd Northbound					McCormick Blvd Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
7:00 AM	0	2	10	0	12	0	13	225	0	238	0	166	4	0	170	420
7:15 AM	0	0	8	0	8	0	15	295	0	310	0	138	3	0	141	459
7:30 AM	0	0	3	1	3	0	16	306	0	322	0	163	2	0	165	490
7:45 AM	0	2	6	1	8	0	18	315	0	333	0	223	3	0	226	567
Hourly Total	0	4	27	2	31	0	62	1141	0	1203	0	690	12	0	702	1936
8:00 AM	0	4	16	2	20	0	19	268	0	287	0	188	2	0	190	497
8:15 AM	0	3	7	0	10	0	15	273	0	288	0	187	6	1	193	491
8:30 AM	0	3	14	1	17	0	13	296	0	309	0	245	9	1	254	580
8:45 AM	0	5	11	0	16	0	16	277	1	293	0	226	11	2	237	546
Hourly Total	0	15	48	3	63	0	63	1114	1	1177	0	846	28	4	874	2114
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	16	41	1	57	0	8	257	0	265	0	352	11	2	363	685
4:15 PM	0	2	11	3	13	0	8	295	0	303	0	362	3	0	365	681
4:30 PM	0	9	49	1	58	0	5	272	0	277	0	392	5	0	397	732
4:45 PM	0	10	17	0	27	0	3	324	0	327	0	328	4	0	332	686
Hourly Total	0	37	118	5	155	0	24	1148	0	1172	0	1434	23	2	1457	2784
5:00 PM	0	6	35	0	41	0	10	295	0	305	0	374	4	0	378	724
5:15 PM	0	19	32	0	51	0	8	314	0	322	0	337	4	0	341	714
5:30 PM	0	10	27	3	37	0	11	308	0	319	0	342	6	0	348	704
5:45 PM	0	20	24	0	44	0	7	291	0	298	0	329	4	0	333	675
Hourly Total	0	55	118	3	173	0	36	1208	0	1244	0	1382	18	0	1400	2817
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	0	4	27	2	31	0	10	257	0	267	0	252	5	2	257	555
12:15 PM	0	7	9	3	16	0	10	244	0	254	0	295	4	1	299	569
12:30 PM	0	3	10	3	13	0	14	296	0	310	1	279	2	5	282	605
12:45 PM	0	4	16	0	20	1	11	280	0	292	1	291	2	0	294	606
Hourly Total	0	18	62	8	80	1	45	1077	0	1123	2	1117	13	8	1132	2335
1:00 PM	0	5	15	2	20	0	3	286	0	289	0	264	2	1	266	575
1:15 PM	0	1	15	2	16	0	4	332	0	336	0	299	1	0	300	652
1:30 PM	0	8	16	0	24	0	7	255	0	262	0	244	4	0	248	534
1:45 PM	0	4	16	0	20	0	5	299	0	304	0	303	6	0	309	633
Hourly Total	0	18	62	4	80	0	19	1172	0	1191	0	1110	13	1	1123	2394
Grand Total	0	147	435	25	582	1	249	6860	1	7110	2	6579	107	15	6688	14380
Approach %	0.0	25.3	74.7	-	-	0.0	3.5	96.5	-	-	0.0	98.4	1.6	-	-	-
Total %	0.0	1.0	3.0	-	4.0	0.0	1.7	47.7	-	49.4	0.0	45.8	0.7	-	46.5	-
Lights	0	145	429	-	574	1	242	6727	-	6970	2	6422	102	-	6526	14070
% Lights	-	98.6	98.6	-	98.6	100.0	97.2	98.1	-	98.0	100.0	97.6	95.3	-	97.6	97.8
Buses	0	1	0	-	1	0	0	62	-	62	0	66	2	-	68	131

% Buses	-	0.7	0.0	-	0.2	0.0	0.0	0.9	-	0.9	0.0	1.0	1.9	-	1.0	0.9
Single-Unit Trucks	0	1	3	-	4	0	6	60	-	66	0	83	2	-	85	155
% Single-Unit Trucks	-	0.7	0.7	-	0.7	0.0	2.4	0.9	-	0.9	0.0	1.3	1.9	-	1.3	1.1
Articulated Trucks	0	0	3	-	3	0	1	10	-	11	0	8	1	-	9	23
% Articulated Trucks	-	0.0	0.7	-	0.5	0.0	0.4	0.1	-	0.2	0.0	0.1	0.9	-	0.1	0.2
Bicycles on Road	0	0	0	-	0	0	0	1	-	1	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	-	0.0	0.0
Pedestrians	-	-	-	25	-	-	-	-	1	-	-	-	-	15	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	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: McCormick Boulevard with Pratt Avenue
 Site Code:
 Start Date: 07/16/2015
 Page No: 1

Turning Movement Data

Start Time	Pratt Avenue Eastbound					McCormick Blvd Northbound					McCormick Blvd Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
7:00 AM	0	21	12	0	33	0	8	214	0	222	0	162	14	0	176	431
7:15 AM	0	20	13	0	33	0	8	283	0	291	0	125	17	0	142	466
7:30 AM	0	28	13	2	41	0	12	287	1	299	0	163	14	0	177	517
7:45 AM	0	35	14	0	49	0	14	306	0	320	0	185	28	0	213	582
Hourly Total	0	104	52	2	156	0	42	1090	1	1132	0	635	73	0	708	1996
8:00 AM	0	14	12	1	26	0	13	269	3	282	0	196	20	0	216	524
8:15 AM	0	38	14	0	52	0	11	250	1	261	0	169	24	0	193	506
8:30 AM	0	30	6	1	36	0	16	280	4	296	0	218	33	0	251	583
8:45 AM	0	48	19	0	67	0	24	248	2	272	0	212	29	0	241	580
Hourly Total	0	130	51	2	181	0	64	1047	10	1111	0	795	106	0	901	2193
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	38	30	0	68	0	14	228	2	242	0	363	48	0	411	721
4:15 PM	0	49	25	0	74	0	13	249	0	262	0	310	55	0	365	701
4:30 PM	0	46	19	0	65	1	7	237	3	245	0	363	81	0	444	754
4:45 PM	0	75	24	1	99	0	6	240	2	246	0	296	55	0	351	696
Hourly Total	0	208	98	1	306	1	40	954	7	995	0	1332	239	0	1571	2872
5:00 PM	0	65	33	2	98	0	20	257	0	277	0	319	68	0	387	762
5:15 PM	0	49	25	0	74	0	16	267	0	283	0	322	48	0	370	727
5:30 PM	0	71	30	3	101	0	10	239	2	249	0	314	50	0	364	714
5:45 PM	0	77	33	0	110	0	14	233	2	247	0	290	65	3	355	712
Hourly Total	0	262	121	5	383	0	60	996	4	1056	0	1245	231	3	1476	2915
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	0	30	21	2	51	0	5	239	7	244	0	280	27	0	307	602
12:15 PM	0	29	16	0	45	0	7	214	0	221	0	241	30	0	271	537
12:30 PM	0	44	18	2	62	0	11	274	1	285	0	282	37	0	319	666
12:45 PM	0	28	10	0	38	0	17	256	1	273	0	242	35	0	277	588
Hourly Total	0	131	65	4	196	0	40	983	9	1023	0	1045	129	0	1174	2393
1:00 PM	0	34	20	0	54	0	4	266	2	270	0	279	21	0	300	624
1:15 PM	0	46	15	0	61	0	15	275	2	290	0	273	30	0	303	654
1:30 PM	0	22	7	0	29	0	15	253	1	268	0	251	31	0	282	579
1:45 PM	0	43	15	0	58	0	8	238	0	246	0	254	40	0	294	598
Hourly Total	0	145	57	0	202	0	42	1032	5	1074	0	1057	122	0	1179	2455
Grand Total	0	980	444	14	1424	1	288	6102	36	6391	0	6109	900	3	7009	14824
Approach %	0.0	68.8	31.2	-	-	0.0	4.5	95.5	-	-	0.0	87.2	12.8	-	-	-
Total %	0.0	6.6	3.0	-	9.6	0.0	1.9	41.2	-	43.1	0.0	41.2	6.1	-	47.3	-
Lights	0	976	443	-	1419	1	285	5961	-	6247	0	5949	886	-	6835	14501
% Lights	-	99.6	99.8	-	99.6	100.0	99.0	97.7	-	97.7	-	97.4	98.4	-	97.5	97.8
Buses	0	2	0	-	2	0	0	59	-	59	0	63	5	-	68	129

% Buses	-	0.2	0.0	-	0.1	0.0	0.0	1.0	-	0.9	-	1.0	0.6	-	1.0	0.9
Single-Unit Trucks	0	1	0	-	1	0	2	66	-	68	0	87	9	-	96	165
% Single-Unit Trucks	-	0.1	0.0	-	0.1	0.0	0.7	1.1	-	1.1	-	1.4	1.0	-	1.4	1.1
Articulated Trucks	0	1	0	-	1	0	0	15	-	15	0	10	0	-	10	26
% Articulated Trucks	-	0.1	0.0	-	0.1	0.0	0.0	0.2	-	0.2	-	0.2	0.0	-	0.1	0.2
Bicycles on Road	0	0	1	-	1	0	1	1	-	2	0	0	0	-	0	3
% Bicycles on Road	-	0.0	0.2	-	0.1	0.0	0.3	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	14	-	-	-	-	36	-	-	-	-	3	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	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: Northeast Parkway with
Dealership Access
Site Code:
Start Date: 07/16/2015
Page No: 1

Turning Movement Data

Start Time	Northeast Pkwy Eastbound						Northeast Pkwy Westbound						Dominicks Access Northbound						Dealership Access Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	0	7	1	0	8	1	5	12	3	5	21	0	1	1	1	0	3	0	0	1	0	3	1	33
7:15 AM	0	0	10	0	0	10	0	1	11	4	1	16	0	0	0	0	0	0	0	0	1	0	1	1	27
7:30 AM	0	0	2	0	1	2	1	2	15	1	0	19	0	2	0	1	1	3	0	0	0	0	0	0	24
7:45 AM	0	0	6	1	0	7	0	1	19	0	1	20	0	2	1	2	0	5	0	0	2	0	0	2	34
Hourly Total	0	0	25	2	1	27	2	9	57	8	7	76	0	5	2	4	1	11	0	0	4	0	4	4	118
8:00 AM	0	1	15	3	0	19	0	2	18	2	4	22	0	0	2	3	0	5	0	0	1	1	0	2	48
8:15 AM	0	1	7	0	0	8	0	3	16	3	2	22	0	3	1	3	0	7	0	1	0	1	1	2	39
8:30 AM	0	1	13	2	0	16	0	4	7	6	1	17	0	1	0	1	0	2	0	2	1	2	6	5	40
8:45 AM	0	2	10	2	0	14	0	7	19	3	7	29	1	0	1	4	1	6	0	3	0	1	12	4	53
Hourly Total	0	5	45	7	0	57	0	16	60	14	14	90	1	4	4	11	1	20	0	6	2	5	19	13	180
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	4	48	7	0	59	1	7	12	2	6	22	0	8	1	5	0	14	0	3	1	4	3	8	103
4:15 PM	0	1	11	6	2	18	0	2	10	0	3	12	0	4	1	2	0	7	0	0	5	3	0	8	45
4:30 PM	1	2	48	4	0	55	0	3	6	0	6	9	0	3	2	8	0	13	0	4	2	3	0	9	86
4:45 PM	0	0	18	3	0	21	1	1	6	1	1	9	0	1	1	5	1	7	0	3	0	1	0	4	41
Hourly Total	1	7	125	20	2	153	2	13	34	3	16	52	0	16	5	20	1	41	0	10	8	11	3	29	275
5:00 PM	0	0	30	0	0	30	0	3	8	3	12	14	0	6	2	10	0	18	0	1	5	2	0	8	70
5:15 PM	0	1	42	0	0	43	0	1	8	1	0	10	0	2	0	6	0	8	0	3	0	0	0	3	64
5:30 PM	0	2	25	4	0	31	0	3	10	6	0	19	0	4	1	6	0	11	0	3	1	3	1	7	68
5:45 PM	0	1	35	4	0	40	0	1	8	2	1	11	0	5	0	4	0	9	0	3	2	1	1	6	66
Hourly Total	0	4	132	8	0	144	0	8	34	12	13	54	0	17	3	26	0	46	0	10	8	6	2	24	268
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	0	3	27	5	1	35	0	2	10	3	1	15	0	1	1	3	0	5	0	2	0	1	0	3	58
12:15 PM	0	1	9	1	1	11	0	1	9	4	0	14	0	3	0	6	0	9	0	3	2	2	1	7	41
12:30 PM	0	1	9	2	0	12	0	1	14	2	0	17	0	4	1	3	0	8	0	1	1	1	0	3	40
12:45 PM	0	1	16	2	0	19	0	1	11	3	0	15	0	3	2	2	0	7	0	1	0	2	0	3	44
Hourly Total	0	6	61	10	2	77	0	5	44	12	1	61	0	11	4	14	0	29	0	7	3	6	1	16	183
1:00 PM	0	0	12	4	1	16	0	0	6	0	0	6	0	1	3	4	0	8	0	2	1	0	4	3	33
1:15 PM	0	1	13	2	0	16	0	0	4	1	0	5	0	3	1	0	0	4	0	2	0	0	0	2	27
1:30 PM	0	1	13	3	0	17	1	0	7	3	0	11	0	0	3	4	0	7	0	3	3	1	2	7	42
1:45 PM	1	0	16	3	0	20	0	1	9	0	2	10	0	1	3	3	0	7	0	2	0	0	2	2	39
Hourly Total	1	2	54	12	1	69	1	1	26	4	2	32	0	5	10	11	0	26	0	9	4	1	8	14	141
Grand Total	2	24	442	59	6	527	5	52	255	53	53	365	1	58	28	86	3	173	0	42	29	29	37	100	1165
Approach %	0.4	4.6	83.9	11.2	-	-	1.4	14.2	69.9	14.5	-	-	0.6	33.5	16.2	49.7	-	-	0.0	42.0	29.0	29.0	-	-	-
Total %	0.2	2.1	37.9	5.1	-	45.2	0.4	4.5	21.9	4.5	-	31.3	0.1	5.0	2.4	7.4	-	14.8	0.0	3.6	2.5	2.5	-	8.6	-
Lights	2	23	429	59	-	513	4	51	242	52	-	349	1	57	28	84	-	170	0	42	29	29	-	100	1132
% Lights	100.0	95.8	97.1	100.0	-	97.3	80.0	98.1	94.9	98.1	-	95.6	100.0	98.3	100.0	97.7	-	98.3	-	100.0	100.0	100.0	-	100.0	97.2

Buses	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	-	0	2	
% Buses	0.0	0.0	0.2	0.0	-	0.2	0.0	0.0	0.4	0.0	-	0.3	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Single-Unit Trucks	0	1	5	0	-	6	0	0	8	0	-	8	0	0	0	1	-	1	0	0	0	0	-	0	15
% Single-Unit Trucks	0.0	4.2	1.1	0.0	-	1.1	0.0	0.0	3.1	0.0	-	2.2	0.0	0.0	0.0	1.2	-	0.6	-	0.0	0.0	0.0	-	0.0	1.3
Articulated Trucks	0	0	2	0	-	2	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	3
% Articulated Trucks	0.0	0.0	0.5	0.0	-	0.4	0.0	0.0	0.4	0.0	-	0.3	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.3
Bicycles on Road	0	0	5	0	-	5	1	1	3	1	-	6	0	1	0	1	-	2	0	0	0	0	-	0	13
% Bicycles on Road	0.0	0.0	1.1	0.0	-	0.9	20.0	1.9	1.2	1.9	-	1.6	0.0	1.7	0.0	1.2	-	1.2	-	0.0	0.0	0.0	-	0.0	1.1
Pedestrians	-	-	-	-	6	-	-	-	-	-	53	-	-	-	-	-	3	-	-	-	-	-	37	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Lincolnwood, IL Weather: Warm and PM Rain
 Pratt Ave and Access Drive West of McCormick
 Thursday July 16, 2015

07/20/15
 09:38:12

URNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - by Mvmt

Intersection # 1 pratt/acc/thurs

Begin Time	N-Approach			E-Approach			S-Approach			W-Approach			Int Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
700	0	0	0	0	14	0	0	0	0	0	22	4	40
715	2	0	0	1	24	0	0	0	0	0	35	4	66
730	0	0	0	6	22	0	0	0	0	0	40	3	71
745	1	0	0	4	39	0	0	0	0	0	46	10	100
800	5	0	0	3	28	0	0	0	0	0	36	3	75
815	2	0	1	4	29	0	0	0	0	0	50	6	92
830	1	0	0	2	47	0	0	0	0	0	29	4	83
845	3	0	0	3	53	0	0	0	0	0	58	8	125
1600	12	0	0	5	63	0	0	0	0	0	75	3	158
1615	8	0	0	7	72	0	0	0	0	0	83	3	173
1630	14	0	0	2	82	0	0	0	0	0	66	6	170
1645	6	0	0	4	73	0	0	0	0	0	89	3	175
1700	13	0	0	5	71	0	0	0	0	0	100	5	194
1715	6	0	0	0	72	0	0	0	0	0	71	4	153
1730	4	0	0	3	55	0	0	0	0	0	94	8	164
1745	10	0	0	1	80	0	0	0	0	0	103	5	199
Total	87	0	1	50	824	0	0	0	0	0	997	79	2038

URNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - Totals

Intersection # 1 pratt/acc/thurs

Begin Time	Approach Totals				Exit Totals				Int Total
	N	E	S	W	N	E	S	W	
700	0	14	0	26	4	22	0	14	40
715	2	25	0	39	5	35	0	26	66
730	0	28	0	43	9	40	0	22	71
745	1	43	0	56	14	46	0	40	100
800	5	31	0	39	6	36	0	33	75
815	3	33	0	56	10	51	0	31	92
830	1	49	0	33	6	29	0	48	83
845	3	56	0	66	11	58	0	56	125
1600	12	68	0	78	8	75	0	75	158
1615	8	79	0	86	10	83	0	80	173
1630	14	84	0	72	8	66	0	96	170
1645	6	77	0	92	7	89	0	79	175
1700	13	76	0	105	10	100	0	84	194
1715	6	72	0	75	4	71	0	78	153
1730	4	58	0	102	11	94	0	59	164
1745	10	81	0	108	6	103	0	90	199
Total	88	874	0	1076	129	998	0	911	2038

Lincolnwood, IL Weather: Warm and PM Rain
 Pratt Ave and Access Drive West of McCormick
 Thursday July 16, 2015

07/20/15
 09:38:12

URNS/TEAPAC[Ver 3.61.12] - 15-Minute Flow Rates: by Movement

Intersection # 1 pratt/acc/thurs

Begin Time	N-Approach			E-Approach			S-Approach			W-Approach			Int Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
700	0	0	0	0	56	0	0	0	0	88	16	160	
715	8	0	0	4	96	0	0	0	0	140	16	264	
730	0	0	0	24	88	0	0	0	0	160	12	284	
745	4	0	0	16	156	0	0	0	0	184	40	400	
800	20	0	0	12	112	0	0	0	0	144	12	300	
815	8	0	4	16	116	0	0	0	0	200	24	368	
830	4	0	0	8	188	0	0	0	0	116	16	332	
845	12	0	0	12	212	0	0	0	0	232	32	500	
1600	48	0	0	20	252	0	0	0	0	300	12	632	
1615	32	0	0	28	288	0	0	0	0	332	12	692	
1630	56	0	0	8	328	0	0	0	0	264	24	680	
1645	24	0	0	16	292	0	0	0	0	356	12	700	
1700	52	0	0	20	284	0	0	0	0	400	20	776	
1715	24	0	0	0	288	0	0	0	0	284	16	612	
1730	16	0	0	12	220	0	0	0	0	376	32	656	
1745	40	0	0	4	320	0	0	0	0	412	20	796	

URNS/TEAPAC[Ver 3.61.12] - 15-Minute Flow Rates: Appr/Exit Totals

Intersection # 1 pratt/acc/thurs

Begin Time	Approach Totals				Exit Totals				Int Total
	N	E	S	W	N	E	S	W	
700	0	56	0	104	16	88	0	56	160
715	8	100	0	156	20	140	0	104	264
730	0	112	0	172	36	160	0	88	284
745	4	172	0	224	56	184	0	160	400
800	20	124	0	156	24	144	0	132	300
815	12	132	0	224	40	204	0	124	368
830	4	196	0	132	24	116	0	192	332
845	12	224	0	264	44	232	0	224	500
1600	48	272	0	312	32	300	0	300	632
1615	32	316	0	344	40	332	0	320	692
1630	56	336	0	288	32	264	0	384	680
1645	24	308	0	368	28	356	0	316	700
1700	52	304	0	420	40	400	0	336	776
1715	24	288	0	300	16	284	0	312	612
1730	16	232	0	408	44	376	0	236	656
1745	40	324	0	432	24	412	0	360	796

Lincolnwood, IL Weather: Warm and PM Rain
 Pratt Ave and Access Drive West of McCormick
 Thursday July 16, 2015

07/20/15
 09:38:12

URNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: by Movement

Intersection # 1 pratt/acc/thurs

Begin Time	N-Approach			E-Approach			S-Approach			W-Approach			Int Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
700	3	0	0	11	99	0	0	0	0	0	143	21	277
715	8	0	0	14	113	0	0	0	0	0	157	20	312
730	8	0	1	17	118	0	0	0	0	0	172	22	338
745	9	0	1	13	143	0	0	0	0	0	161	23	350
800	11	0	1	12	157	0	0	0	0	0	173	21	375
815	6	0	1	9	129	0	0	0	0	0	137	18	300*
830	4	0	0	5	100	0	0	0	0	0	87	12	208*
845	3	0	0	3	53	0	0	0	0	0	58	8	125*
1600	40	0	0	18	290	0	0	0	0	0	313	15	676
1615	41	0	0	18	298	0	0	0	0	0	338	17	712
1630	39	0	0	11	298	0	0	0	0	0	326	18	692
1645	29	0	0	12	271	0	0	0	0	0	354	20	686
1700	33	0	0	9	278	0	0	0	0	0	368	22	710
1715	20	0	0	4	207	0	0	0	0	0	268	17	516*
1730	14	0	0	4	135	0	0	0	0	0	197	13	363*
1745	10	0	0	1	80	0	0	0	0	0	103	5	199*

URNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: Appr/Exit Totals

Intersection # 1 pratt/acc/thurs

Begin Time	Approach Totals				Exit Totals				Int Total
	N	E	S	W	N	E	S	W	
700	3	110	0	164	32	143	0	102	277
715	8	127	0	177	34	157	0	121	312
730	9	135	0	194	39	173	0	126	338
745	10	156	0	184	36	162	0	152	350
800	12	169	0	194	33	174	0	168	375
815	7	138	0	155	27	138	0	135	300*
830	4	105	0	99	17	87	0	104	208*
845	3	56	0	66	11	58	0	56	125*
1600	40	308	0	328	33	313	0	330	676
1615	41	316	0	355	35	338	0	339	712
1630	39	309	0	344	29	326	0	337	692
1645	29	283	0	374	32	354	0	300	686
1700	33	287	0	390	31	368	0	311	710
1715	20	211	0	285	21	268	0	227	516*
1730	14	139	0	210	17	197	0	149	363*
1745	10	81	0	108	6	103	0	90	199*

Lincolnwood, IL Weather: Hot and Dry
 Pratt Ave and Access Drive West of McCormick
 Saturday July 18, 2015

07/20/15
 09:41:35

URNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - by Mvmt

Intersection # 2 pratt/acc/sat

Begin Time	N-Approach			E-Approach			S-Approach			W-Approach			Int Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
1200	3	0	0	2	39	0	0	0	0	0	45	3	92
1215	4	0	1	3	43	0	0	0	0	0	44	1	96
1230	3	0	0	4	40	0	0	0	0	0	55	4	106
1245	3	0	0	2	44	0	0	0	0	0	41	6	96
1300	7	0	0	1	33	0	0	0	0	0	60	5	106
1315	2	0	0	1	37	0	0	0	0	0	57	4	101
1330	7	0	0	1	39	0	0	0	0	0	33	3	83
1345	3	0	0	1	47	0	0	0	0	0	51	4	106
Total	32	0	1	15	322	0	0	0	0	0	386	30	786

URNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - Totals

Intersection # 2 pratt/acc/sat

Begin Time	Approach Totals				Exit Totals				Int Total
	N	E	S	W	N	E	S	W	
1200	3	41	0	48	5	45	0	42	92
1215	5	46	0	45	4	45	0	47	96
1230	3	44	0	59	8	55	0	43	106
1245	3	46	0	47	8	41	0	47	96
1300	7	34	0	65	6	60	0	40	106
1315	2	38	0	61	5	57	0	39	101
1330	7	40	0	36	4	33	0	46	83
1345	3	48	0	55	5	51	0	50	106
Total	33	337	0	416	45	387	0	354	786

URNS/TEAPAC[Ver 3.61.12] - 15-Minute Flow Rates: by Movement

Intersection # 2 pratt/acc/sat

Begin Time	N-Approach			E-Approach			S-Approach			W-Approach			Int Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
1200	12	0	0	8	156	0	0	0	0	180	12	368	
1215	16	0	4	12	172	0	0	0	0	176	4	384	
1230	12	0	0	16	160	0	0	0	0	220	16	424	
1245	12	0	0	8	176	0	0	0	0	164	24	384	
1300	28	0	0	4	132	0	0	0	0	240	20	424	
1315	8	0	0	4	148	0	0	0	0	228	16	404	
1330	28	0	0	4	156	0	0	0	0	132	12	332	
1345	12	0	0	4	188	0	0	0	0	204	16	424	

Lincolnwood, IL Weather: Hot and Dry
 Pratt Ave and Access Drive West of McCormick
 Saturday July 18, 2015

07/20/15
 09:41:35

URNS/TEAPAC[Ver 3.61.12] - 15-Minute Flow Rates: Appr/Exit Totals

Intersection # 2 pratt/acc/sat

Begin Time	Approach Totals				Exit Totals				Int Total
	N	E	S	W	N	E	S	W	
1200	12	164	0	192	20	180	0	168	368
1215	20	184	0	180	16	180	0	188	384
1230	12	176	0	236	32	220	0	172	424
1245	12	184	0	188	32	164	0	188	384
1300	28	136	0	260	24	240	0	160	424
1315	8	152	0	244	20	228	0	156	404
1330	28	160	0	144	16	132	0	184	332
1345	12	192	0	220	20	204	0	200	424

URNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: by Movement

Intersection # 2 pratt/acc/sat

Begin Time	N-Approach			E-Approach			S-Approach			W-Approach			Int Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
1200	13	0	1	11	166	0	0	0	0	0	185	14	390
1215	17	0	1	10	160	0	0	0	0	0	200	16	404
1230	15	0	0	8	154	0	0	0	0	0	213	19	409
1245	19	0	0	5	153	0	0	0	0	0	191	18	386
1300	19	0	0	4	156	0	0	0	0	0	201	16	396
1315	12	0	0	3	123	0	0	0	0	0	141	11	290*
1330	10	0	0	2	86	0	0	0	0	0	84	7	189*
1345	3	0	0	1	47	0	0	0	0	0	51	4	106*

URNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: Appr/Exit Totals

Intersection # 2 pratt/acc/sat

Begin Time	Approach Totals				Exit Totals				Int Total
	N	E	S	W	N	E	S	W	
1200	14	177	0	199	25	186	0	179	390
1215	18	170	0	216	26	201	0	177	404
1230	15	162	0	232	27	213	0	169	409
1245	19	158	0	209	23	191	0	172	386
1300	19	160	0	217	20	201	0	175	396
1315	12	126	0	152	14	141	0	135	290*
1330	10	88	0	91	9	84	0	96	189*
1345	3	48	0	55	5	51	0	50	106*

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

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

Unsignalized Intersections	
Level of Service	Average Total Delay (SEC/VEH)
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Summary Sheets

Lanes, Volumes, Timings
 1: McCormick Boulevard & Northeast Parkway

7/26/2015



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	12	43	65	1157	843	20
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900
Storage Length (ft)	100	0	300			0
Storage Lanes	1	1	1			0
Taper Length (ft)	80		155			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Fr _t		0.850			0.996	
Fl _t Protected	0.950		0.950			
Satd. Flow (prot)	3502	1538	1805	3689	3397	0
Fl _t Permitted	0.950		0.284			
Satd. Flow (perm)	3502	1538	540	3689	3397	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		47			5	
Link Speed (mph)	30			40	40	
Link Distance (ft)	338			609	771	
Travel Time (s)	7.7			10.4	13.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	5%	0%	3%	6%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	47	71	1258	938	0
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	8.0	8.0	3.0	15.0	15.0	
Minimum Split (s)	19.0	19.0	9.0	110.0	101.0	
Total Split (s)	19.0	19.0	9.0	111.0	102.0	
Total Split (%)	14.6%	14.6%	6.9%	85.4%	78.5%	
Yellow Time (s)	4.5	4.5	3.0	4.5	4.5	
All-Red Time (s)	1.5	1.5	0.0	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	3.0	6.0	6.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	C-Max	C-Max	
Act Effect Green (s)	8.5	8.5	115.3	113.5	106.1	
Actuated g/C Ratio	0.07	0.07	0.89	0.87	0.82	
v/c Ratio	0.06	0.33	0.13	0.39	0.34	
Control Delay	57.1	21.8	1.5	1.4	4.5	
Queue Delay	0.0	0.0	0.0	0.1	0.0	
Total Delay	57.1	21.8	1.5	1.5	4.5	
LOS	E	C	A	A	A	
Approach Delay	29.4			1.5	4.5	
Approach LOS	C			A	A	
Queue Length 50th (ft)	5	0	6	56	108	
Queue Length 95th (ft)	16	39	10	63	151	
Internal Link Dist (ft)	258			529	691	

Lanes, Volumes, Timings
 1: McCormick Boulevard & Northeast Parkway

7/26/2015



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Bay Length (ft)	100		300			
Base Capacity (vph)	350	196	539	3221	2772	
Starvation Cap Reductn	0	0	0	455	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.04	0.24	0.13	0.45	0.34	

Intersection Summary

Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle:	130
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.39
Intersection Signal Delay:	3.4
Intersection LOS:	A
Intersection Capacity Utilization	47.5%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 1: McCormick Boulevard & Northeast Parkway

 111 s	 19 s
 9 s	 102 s

Lanes, Volumes, Timings 2: McCormick Boulevard & Pratt Avenue

7/26/2015



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	117	46	54	1105	781	105
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900
Storage Length (ft)	0	25	150			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		140			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Fr _t		0.850			0.982	
Fl _t Protected	0.950		0.950			
Satd. Flow (prot)	1805	1615	1736	3623	3264	0
Fl _t Permitted	0.950		0.271			
Satd. Flow (perm)	1805	1615	495	3623	3264	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		27			23	
Link Speed (mph)	30			40	40	
Link Distance (ft)	307			646	609	
Travel Time (s)	7.0			11.0	10.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	4%	3%	7%	4%
Bus Blockages (#/hr)	0	0	0	9	9	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	124	49	57	1176	943	0
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	8.0	8.0	3.0	15.0	15.0	
Minimum Split (s)	31.0	31.0	9.0	99.0	90.0	
Total Split (s)	31.0	31.0	9.0	99.0	90.0	
Total Split (%)	23.8%	23.8%	6.9%	76.2%	69.2%	
Yellow Time (s)	4.5	4.5	3.0	4.5	4.5	
All-Red Time (s)	1.5	1.5	0.0	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	3.0	6.0	6.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	C-Max	C-Max	
Act Effct Green (s)	15.2	15.2	105.8	102.8	95.2	
Actuated g/C Ratio	0.12	0.12	0.81	0.79	0.73	
v/c Ratio	0.59	0.23	0.12	0.41	0.39	
Control Delay	65.3	29.8	3.4	5.0	5.3	
Queue Delay	0.0	0.0	0.0	0.0	0.1	
Total Delay	65.3	29.8	3.4	5.0	5.4	
LOS	E	C	A	A	A	
Approach Delay	55.2			4.9	5.4	
Approach LOS	E			A	A	
Queue Length 50th (ft)	101	17	7	134	76	
Queue Length 95th (ft)	160	54	19	202	98	

Lanes, Volumes, Timings

2: McCormick Boulevard & Pratt Avenue

7/26/2015



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Internal Link Dist (ft)	227			566	529	
Turn Bay Length (ft)		25	150			
Base Capacity (vph)	347	332	464	2866	2395	
Starvation Cap Reductn	0	0	0	0	314	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.36	0.15	0.12	0.41	0.45	

Intersection Summary

Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle:	130
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.59
Intersection Signal Delay:	8.8
Intersection LOS:	A
Intersection Capacity Utilization	48.3%
ICU Level of Service	A
Analysis Period (min)	15

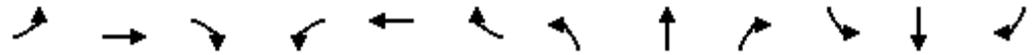
Splits and Phases: 2: McCormick Boulevard & Pratt Avenue



HCM Unsignalized Intersection Capacity Analysis

3: Site Access Drive/Grossinger Access Drive & Northeast Parkway

7/26/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↔	↔↔		↔	↔			↔↔	
Volume (veh/h)	3	43	6	10	64	11	6	4	9	3	4	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	4	51	7	12	76	13	7	5	11	4	5	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					338							
pX, platoon unblocked												
vC, conflicting volume	89			58			131	175	29	152	172	45
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	89			58			131	175	29	152	172	45
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			99	99	99	100	99	100
cM capacity (veh/h)	1519			1559			820	715	1045	787	718	1022

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	NB 2	SB 1
Volume Total	29	33	12	51	38	7	15	13
Volume Left	4	0	12	0	0	7	0	4
Volume Right	0	7	0	0	13	0	11	5
cSH	1519	1700	1559	1700	1700	820	915	827
Volume to Capacity	0.00	0.02	0.01	0.03	0.02	0.01	0.02	0.02
Queue Length 95th (ft)	0	0	1	0	0	1	1	1
Control Delay (s)	0.9	0.0	7.3	0.0	0.0	9.4	9.0	9.4
Lane LOS	A		A			A	A	A
Approach Delay (s)	0.4		0.9			9.1		9.4
Approach LOS						A		A

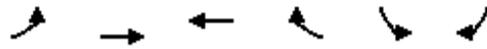
Intersection Summary

Average Delay	2.2
Intersection Capacity Utilization	17.2%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis

4: Pratt Avenue & Site Access Drive

7/26/2015



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	23	161	143	13	0	9
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	26	183	162	15	0	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)			307			
pX, platoon unblocked						
vC, conflicting volume	177				405	170
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	177				405	170
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				100	99
cM capacity (veh/h)	1411				594	879

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	209	177	10
Volume Left	26	0	0
Volume Right	0	15	10
cSH	1411	1700	879
Volume to Capacity	0.02	0.10	0.01
Queue Length 95th (ft)	1	0	1
Control Delay (s)	1.1	0.0	9.1
Lane LOS	A		A
Approach Delay (s)	1.1	0.0	9.1
Approach LOS			A

Intersection Summary			
Average Delay		0.8	
Intersection Capacity Utilization	24.7%		ICU Level of Service A
Analysis Period (min)		15	

Lanes, Volumes, Timings
 1: McCormick Boulevard & Northeast Parkway

7/26/2015



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	45	133	26	1210	1431	17
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900
Storage Length (ft)	100	0	300			0
Storage Lanes	1	1	1			0
Taper Length (ft)	80		155			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.998	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3502	1615	1805	3689	3533	0
Flt Permitted	0.950		0.141			
Satd. Flow (perm)	3502	1615	268	3689	3533	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		134			2	
Link Speed (mph)	30			40	40	
Link Distance (ft)	338			609	771	
Travel Time (s)	7.7			10.4	13.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	3%	2%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	139	27	1260	1509	0
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	8.0	8.0	3.0	15.0	15.0	
Minimum Split (s)	19.0	19.0	9.0	110.0	101.0	
Total Split (s)	19.0	19.0	9.0	111.0	102.0	
Total Split (%)	14.6%	14.6%	6.9%	85.4%	78.5%	
Yellow Time (s)	4.5	4.5	3.0	4.5	4.5	
All-Red Time (s)	1.5	1.5	0.0	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	3.0	6.0	6.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	C-Max	C-Max	
Act Effect Green (s)	9.4	9.4	111.6	108.6	103.3	
Actuated g/C Ratio	0.07	0.07	0.86	0.84	0.79	
v/c Ratio	0.19	0.58	0.09	0.41	0.54	
Control Delay	57.6	20.1	2.1	2.7	6.2	
Queue Delay	0.0	0.0	0.0	0.1	0.0	
Total Delay	57.6	20.2	2.1	2.8	6.2	
LOS	E	C	A	A	A	
Approach Delay	29.6			2.8	6.2	
Approach LOS	C			A	A	
Queue Length 50th (ft)	19	4	3	108	219	
Queue Length 95th (ft)	38	68	m6	121	320	
Internal Link Dist (ft)	258			529	691	

Lanes, Volumes, Timings
 1: McCormick Boulevard & Northeast Parkway

7/26/2015



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Bay Length (ft)	100		300			
Base Capacity (vph)	350	282	300	3082	2808	
Starvation Cap Reductn	0	0	0	504	0	
Spillback Cap Reductn	0	1	0	0	48	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.13	0.49	0.09	0.49	0.55	

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 6.2
 Intersection Capacity Utilization 58.3%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service B
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: McCormick Boulevard & Northeast Parkway



Lanes, Volumes, Timings
2: McCormick Boulevard & Pratt Avenue

7/26/2015



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	235	101	49	1001	1312	252
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900
Storage Length (ft)	0	25	150			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		140			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Fr _t		0.850			0.976	
Fl _t Protected	0.950		0.950			
Satd. Flow (prot)	1770	1599	1736	3623	3396	0
Fl _t Permitted	0.950		0.099			
Satd. Flow (perm)	1770	1599	181	3623	3396	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		29			34	
Link Speed (mph)	30			40	40	
Link Distance (ft)	307			646	609	
Travel Time (s)	7.0			11.0	10.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	1%	4%	3%	2%	0%
Bus Blockages (#/hr)	0	0	0	9	10	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	240	103	50	1021	1596	0
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	8.0	8.0	3.0	15.0	15.0	
Minimum Split (s)	31.0	31.0	9.0	99.0	90.0	
Total Split (s)	31.0	31.0	9.0	99.0	90.0	
Total Split (%)	23.8%	23.8%	6.9%	76.2%	69.2%	
Yellow Time (s)	4.5	4.5	3.0	4.5	4.5	
All-Red Time (s)	1.5	1.5	0.0	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	3.0	6.0	6.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	C-Max	C-Max	
Act Effct Green (s)	22.1	22.1	98.9	95.9	88.6	
Actuated g/C Ratio	0.17	0.17	0.76	0.74	0.68	
v/c Ratio	0.80	0.35	0.24	0.38	0.69	
Control Delay	71.2	36.4	7.1	7.0	10.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	71.2	36.4	7.1	7.0	10.3	
LOS	E	D	A	A	B	
Approach Delay	60.8			7.0	10.3	
Approach LOS	E			A	B	
Queue Length 50th (ft)	193	54	10	154	422	
Queue Length 95th (ft)	286	109	21	195	171	

Lanes, Volumes, Timings

2: McCormick Boulevard & Pratt Avenue

7/26/2015



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Internal Link Dist (ft)	227			566	529	
Turn Bay Length (ft)		25	150			
Base Capacity (vph)	340	330	210	2672	2325	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.71	0.31	0.24	0.38	0.69	

Intersection Summary

Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle:	130
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.80
Intersection Signal Delay:	14.9
Intersection LOS:	B
Intersection Capacity Utilization	67.3%
ICU Level of Service	C
Analysis Period (min)	15

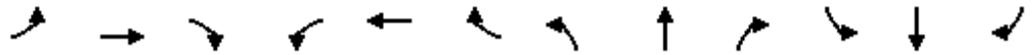
Splits and Phases: 2: McCormick Boulevard & Pratt Avenue



HCM Unsignalized Intersection Capacity Analysis

3: Site Access Drive/Grossinger Access Drive & Northeast Parkway

7/26/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕		↙	↕↕		↙	↕			↕↕	
Volume (veh/h)	4	138	7	9	29	5	12	5	29	11	7	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	5	182	9	12	38	7	16	7	38	14	9	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					338							
pX, platoon unblocked												
vC, conflicting volume	45			191			252	265	95	208	266	22
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	45			191			252	265	95	208	266	22
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			98	99	96	98	99	99
cM capacity (veh/h)	1576			1395			667	636	949	695	635	1056

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	NB 2	SB 1
Volume Total	96	100	12	25	19	16	45	32
Volume Left	5	0	12	0	0	16	0	14
Volume Right	0	9	0	0	7	0	38	8
cSH	1576	1700	1395	1700	1700	667	885	738
Volume to Capacity	0.00	0.06	0.01	0.01	0.01	0.02	0.05	0.04
Queue Length 95th (ft)	0	0	1	0	0	2	4	3
Control Delay (s)	0.4	0.0	7.6	0.0	0.0	10.5	9.3	10.1
Lane LOS	A		A			B	A	B
Approach Delay (s)	0.2		1.6			9.6		10.1
Approach LOS						A		B

Intersection Summary

Average Delay		3.0						
Intersection Capacity Utilization		22.2%		ICU Level of Service			A	
Analysis Period (min)		15						

HCM Unsignalized Intersection Capacity Analysis

4: Pratt Avenue & Site Access Drive

7/26/2015



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↗			↘
Volume (veh/h)	18	333	289	11	0	39
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	20	374	325	12	0	44
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)			307			
pX, platoon unblocked						
vC, conflicting volume	337				746	331
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	337				746	331
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				100	94
cM capacity (veh/h)	1233				378	715

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	394	337	44
Volume Left	20	0	0
Volume Right	0	12	44
cSH	1233	1700	715
Volume to Capacity	0.02	0.20	0.06
Queue Length 95th (ft)	1	0	5
Control Delay (s)	0.6	0.0	10.4
Lane LOS	A		B
Approach Delay (s)	0.6	0.0	10.4
Approach LOS			B

Intersection Summary			
Average Delay		0.9	
Intersection Capacity Utilization		35.5%	ICU Level of Service
Analysis Period (min)		15	A

Lanes, Volumes, Timings
 1: McCormick Boulevard & Northeast Parkway

7/26/2015



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	13	56	33	1194	1143	9
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900
Storage Length (ft)	100	0	300			0
Storage Lanes	1	1	1			0
Taper Length (ft)	80		155			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.999	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3502	1615	1805	3725	3536	0
Flt Permitted	0.950		0.208			
Satd. Flow (perm)	3502	1615	395	3725	3536	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		59			2	
Link Speed (mph)	30			40	40	
Link Distance (ft)	338			609	771	
Travel Time (s)	7.7			10.4	13.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	2%	2%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	14	59	35	1257	1212	0
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	8.0	8.0	3.0	15.0	15.0	
Minimum Split (s)	19.0	19.0	9.0	110.0	101.0	
Total Split (s)	19.0	19.0	9.0	111.0	102.0	
Total Split (%)	14.6%	14.6%	6.9%	85.4%	78.5%	
Yellow Time (s)	4.5	4.5	3.0	4.5	4.5	
All-Red Time (s)	1.5	1.5	0.0	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	3.0	6.0	6.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	C-Max	C-Max	
Act Effect Green (s)	8.6	8.6	115.2	113.4	108.0	
Actuated g/C Ratio	0.07	0.07	0.89	0.87	0.83	
v/c Ratio	0.06	0.37	0.08	0.39	0.41	
Control Delay	56.9	20.4	1.6	1.6	4.5	
Queue Delay	0.0	0.0	0.0	0.1	0.0	
Total Delay	56.9	20.4	1.6	1.7	4.5	
LOS	E	C	A	A	A	
Approach Delay	27.4			1.7	4.5	
Approach LOS	C			A	A	
Queue Length 50th (ft)	5	0	3	72	153	
Queue Length 95th (ft)	17	44	m6	79	210	
Internal Link Dist (ft)	258			529	691	

Lanes, Volumes, Timings
 1: McCormick Boulevard & Northeast Parkway

7/26/2015



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Bay Length (ft)	100		300			
Base Capacity (vph)	350	214	415	3249	2938	
Starvation Cap Reductn	0	0	0	465	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.04	0.28	0.08	0.45	0.41	

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.41
 Intersection Signal Delay: 3.7
 Intersection LOS: A
 Intersection Capacity Utilization 48.5%
 ICU Level of Service A
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: McCormick Boulevard & Northeast Parkway



Lanes, Volumes, Timings 2: McCormick Boulevard & Pratt Avenue

7/26/2015



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	152	63	47	1075	1076	123
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900
Storage Length (ft)	0	25	150			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		140			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.985	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1805	1615	1703	3725	3458	0
Flt Permitted	0.950		0.173			
Satd. Flow (perm)	1805	1615	310	3725	3458	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		28			19	
Link Speed (mph)	30			40	40	
Link Distance (ft)	307			646	609	
Travel Time (s)	7.0			11.0	10.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	6%	1%	2%	0%
Bus Blockages (#/hr)	0	0	0	5	5	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	162	67	50	1144	1276	0
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	8.0	8.0	3.0	15.0	15.0	
Minimum Split (s)	31.0	31.0	9.0	99.0	90.0	
Total Split (s)	31.0	31.0	9.0	99.0	90.0	
Total Split (%)	23.8%	23.8%	6.9%	76.2%	69.2%	
Yellow Time (s)	4.5	4.5	3.0	4.5	4.5	
All-Red Time (s)	1.5	1.5	0.0	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	3.0	6.0	6.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	C-Max	C-Max	
Act Effct Green (s)	17.8	17.8	103.2	100.2	92.6	
Actuated g/C Ratio	0.14	0.14	0.79	0.77	0.71	
v/c Ratio	0.66	0.27	0.16	0.40	0.52	
Control Delay	65.3	32.8	4.6	5.8	6.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	65.3	32.8	4.6	5.8	6.8	
LOS	E	C	A	A	A	
Approach Delay	55.8			5.7	6.8	
Approach LOS	E			A	A	
Queue Length 50th (ft)	131	30	8	144	107	
Queue Length 95th (ft)	197	71	20	215	131	

Lanes, Volumes, Timings

2: McCormick Boulevard & Pratt Avenue

7/26/2015



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Internal Link Dist (ft)	227			566	529	
Turn Bay Length (ft)		25	150			
Base Capacity (vph)	347	333	314	2870	2467	
Starvation Cap Reductn	0	0	0	0	99	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.47	0.20	0.16	0.40	0.54	

Intersection Summary

Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle:	130
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.66
Intersection Signal Delay:	10.5
Intersection LOS:	B
Intersection Capacity Utilization	57.5%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 2: McCormick Boulevard & Pratt Avenue



HCM Unsignalized Intersection Capacity Analysis

3: Site Access Drive/Grossinger Access Drive & Northeast Parkway

7/26/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕		↕	↕↕		↕	↕			↕↕	
Volume (veh/h)	3	54	10	1	35	6	11	7	9	6	2	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	4	66	12	1	43	7	13	9	11	7	2	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					338							
pX, platoon unblocked												
vC, conflicting volume	50			78			108	132	39	104	134	25
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	50			78			108	132	39	104	134	25
tC, single (s)	4.1			5.1			7.7	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.7			3.6	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			98	99	99	99	100	100
cM capacity (veh/h)	1570			1229			830	760	1031	852	758	1052

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	NB 2	SB 1
Volume Total	37	45	1	28	22	13	20	13
Volume Left	4	0	1	0	0	13	0	7
Volume Right	0	12	0	0	7	0	11	4
cSH	1570	1700	1229	1700	1700	830	892	877
Volume to Capacity	0.00	0.03	0.00	0.02	0.01	0.02	0.02	0.02
Queue Length 95th (ft)	0	0	0	0	0	1	2	1
Control Delay (s)	0.7	0.0	7.9	0.0	0.0	9.4	9.1	9.2
Lane LOS	A		A			A	A	A
Approach Delay (s)	0.3		0.2			9.2		9.2
Approach LOS						A		A

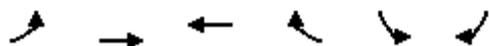
Intersection Summary

Average Delay	2.6
Intersection Capacity Utilization	16.6%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis

4: Pratt Avenue & Site Access Drive

7/26/2015



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔			↕
Volume (veh/h)	19	213	160	8	0	15
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	20	222	167	8	0	16
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)			307			
pX, platoon unblocked						
vC, conflicting volume	175				432	171
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	175				432	171
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				100	98
cM capacity (veh/h)	1414				576	878

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	242	175	16
Volume Left	20	0	0
Volume Right	0	8	16
cSH	1414	1700	878
Volume to Capacity	0.01	0.10	0.02
Queue Length 95th (ft)	1	0	1
Control Delay (s)	0.7	0.0	9.2
Lane LOS	A		A
Approach Delay (s)	0.7	0.0	9.2
Approach LOS			A

Intersection Summary			
Average Delay		0.7	
Intersection Capacity Utilization	27.8%		ICU Level of Service A
Analysis Period (min)	15		

Lanes, Volumes, Timings
 1: McCormick Boulevard & Northeast Parkway

7/27/2015



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	76	112	94	1189	864	77
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900
Storage Length (ft)	100	0	300			0
Storage Lanes	1	1	1			0
Taper Length (ft)	80		155			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.988	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3502	1538	1805	3689	3381	0
Flt Permitted	0.950		0.252			
Satd. Flow (perm)	3502	1538	479	3689	3381	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		122			20	
Link Speed (mph)	30			40	40	
Link Distance (ft)	338			609	771	
Travel Time (s)	7.7			10.4	13.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	5%	0%	3%	6%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	83	122	102	1292	1023	0
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	8.0	8.0	3.0	15.0	15.0	
Minimum Split (s)	19.0	19.0	9.0	110.0	101.0	
Total Split (s)	19.0	19.0	9.0	111.0	102.0	
Total Split (%)	14.6%	14.6%	6.9%	85.4%	78.5%	
Yellow Time (s)	4.5	4.5	3.0	4.5	4.5	
All-Red Time (s)	1.5	1.5	0.0	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	3.0	6.0	6.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	C-Max	C-Max	
Act Effect Green (s)	9.8	9.8	111.2	108.2	98.9	
Actuated g/C Ratio	0.08	0.08	0.86	0.83	0.76	
v/c Ratio	0.31	0.53	0.22	0.42	0.40	
Control Delay	59.5	18.3	2.2	1.9	5.9	
Queue Delay	0.0	0.0	0.0	0.1	0.0	
Total Delay	59.5	18.3	2.2	2.0	5.9	
LOS	E	B	A	A	A	
Approach Delay	35.0			2.0	5.9	
Approach LOS	C			A	A	
Queue Length 50th (ft)	35	0	9	58	131	
Queue Length 95th (ft)	60	60	14	65	179	
Internal Link Dist (ft)	258			529	691	

Lanes, Volumes, Timings
 1: McCormick Boulevard & Northeast Parkway

7/27/2015



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Bay Length (ft)	100		300			
Base Capacity (vph)	350	263	474	3069	2575	
Starvation Cap Reductn	0	0	0	397	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.24	0.46	0.22	0.48	0.40	

Intersection Summary

Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle:	130
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.53
Intersection Signal Delay:	6.1
Intersection LOS:	A
Intersection Capacity Utilization	51.5%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 1: McCormick Boulevard & Northeast Parkway



Lanes, Volumes, Timings 2: McCormick Boulevard & Pratt Avenue

7/27/2015



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	121	49	106	1162	857	119
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900
Storage Length (ft)	0	25	150			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		140			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Fr _t		0.850			0.982	
Fl _t Protected	0.950		0.950			
Satd. Flow (prot)	1805	1615	1736	3623	3265	0
Fl _t Permitted	0.950		0.237			
Satd. Flow (perm)	1805	1615	433	3623	3265	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		28			24	
Link Speed (mph)	30			40	40	
Link Distance (ft)	307			646	609	
Travel Time (s)	7.0			11.0	10.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	4%	3%	7%	4%
Bus Blockages (#/hr)	0	0	0	9	9	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	129	52	113	1236	1039	0
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	8.0	8.0	3.0	15.0	15.0	
Minimum Split (s)	31.0	31.0	9.0	99.0	90.0	
Total Split (s)	31.0	31.0	9.0	99.0	90.0	
Total Split (%)	23.8%	23.8%	6.9%	76.2%	69.2%	
Yellow Time (s)	4.5	4.5	3.0	4.5	4.5	
All-Red Time (s)	1.5	1.5	0.0	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	3.0	6.0	6.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	C-Max	C-Max	
Act Effct Green (s)	15.5	15.5	105.5	102.5	92.2	
Actuated g/C Ratio	0.12	0.12	0.81	0.79	0.71	
v/c Ratio	0.60	0.24	0.27	0.43	0.45	
Control Delay	65.4	30.0	4.4	5.3	6.2	
Queue Delay	0.0	0.0	0.0	0.0	0.1	
Total Delay	65.4	30.0	4.4	5.3	6.3	
LOS	E	C	A	A	A	
Approach Delay	55.2			5.2	6.3	
Approach LOS	E			A	A	
Queue Length 50th (ft)	105	18	16	147	90	
Queue Length 95th (ft)	165	56	34	221	123	

Lanes, Volumes, Timings

2: McCormick Boulevard & Pratt Avenue

7/27/2015



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Internal Link Dist (ft)	227			566	529	
Turn Bay Length (ft)		25	150			
Base Capacity (vph)	347	333	424	2856	2322	
Starvation Cap Reductn	0	0	0	0	243	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.37	0.16	0.27	0.43	0.50	

Intersection Summary	
Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle:	130
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.60
Intersection Signal Delay:	9.2
Intersection Capacity Utilization	53.4%
Analysis Period (min)	15
Intersection LOS:	A
ICU Level of Service	A

Splits and Phases: 2: McCormick Boulevard & Pratt Avenue



HCM Unsignalized Intersection Capacity Analysis

3: Site Access Drive/Grossinger Access Drive & Northeast Parkway

7/27/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕		↕	↕↕		↕	↕			↕↕	
Volume (veh/h)	3	77	13	65	95	11	9	4	108	3	4	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	3	81	14	68	100	12	9	4	114	3	4	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					338							
pX, platoon unblocked												
vC, conflicting volume	112			95			287	343	47	405	344	56
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	112			95			287	343	47	405	344	56
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			95			98	99	89	99	99	100
cM capacity (veh/h)	1491			1512			618	555	1018	455	555	1006

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	NB 2	SB 1
Volume Total	44	54	68	67	45	9	118	12
Volume Left	3	0	68	0	0	9	0	3
Volume Right	0	14	0	0	12	0	114	4
cSH	1491	1700	1512	1700	1700	618	989	619
Volume to Capacity	0.00	0.03	0.05	0.04	0.03	0.02	0.12	0.02
Queue Length 95th (ft)	0	0	4	0	0	1	10	1
Control Delay (s)	0.6	0.0	7.5	0.0	0.0	10.9	9.1	10.9
Lane LOS	A		A			B	A	B
Approach Delay (s)	0.2		2.8			9.3		10.9
Approach LOS						A		B

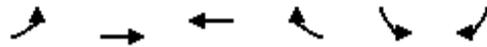
Intersection Summary

Average Delay	4.4
Intersection Capacity Utilization	23.8%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis

4: Pratt Avenue & Site Access Drive

7/27/2015



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↗	↖			↘
Volume (veh/h)	38	168	150	73	0	16
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	43	191	170	83	0	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)			307			
pX, platoon unblocked						
vC, conflicting volume	253				489	212
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	253				489	212
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				100	98
cM capacity (veh/h)	1324				524	833

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	234	253	18
Volume Left	43	0	0
Volume Right	0	83	18
cSH	1324	1700	833
Volume to Capacity	0.03	0.15	0.02
Queue Length 95th (ft)	3	0	2
Control Delay (s)	1.7	0.0	9.4
Lane LOS	A		A
Approach Delay (s)	1.7	0.0	9.4
Approach LOS			A

Intersection Summary			
Average Delay		1.1	
Intersection Capacity Utilization		30.0%	ICU Level of Service
Analysis Period (min)		15	A

Lanes, Volumes, Timings
 1: McCormick Boulevard & Northeast Parkway

7/27/2015



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	167	265	73	1241	1473	125
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900
Storage Length (ft)	100	0	300			0
Storage Lanes	1	1	1			0
Taper Length (ft)	80		155			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.988	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3502	1615	1805	3689	3499	0
Flt Permitted	0.950		0.106			
Satd. Flow (perm)	3502	1615	201	3689	3499	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		128			18	
Link Speed (mph)	30			40	40	
Link Distance (ft)	338			609	771	
Travel Time (s)	7.7			10.4	13.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	3%	2%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	174	276	76	1293	1664	0
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	8.0	8.0	3.0	15.0	15.0	
Minimum Split (s)	19.0	19.0	9.0	110.0	101.0	
Total Split (s)	19.0	19.0	9.0	111.0	102.0	
Total Split (%)	14.6%	14.6%	6.9%	85.4%	78.5%	
Yellow Time (s)	4.5	4.5	3.0	4.5	4.5	
All-Red Time (s)	1.5	1.5	0.0	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	3.0	6.0	6.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	C-Max	C-Max	
Act Effect Green (s)	13.0	13.0	108.0	105.0	97.8	
Actuated g/C Ratio	0.10	0.10	0.83	0.81	0.75	
v/c Ratio	0.50	1.00	0.32	0.43	0.63	
Control Delay	60.7	85.4	6.3	3.5	9.1	
Queue Delay	0.0	6.1	0.0	0.1	0.1	
Total Delay	60.7	91.5	6.3	3.6	9.2	
LOS	E	F	A	A	A	
Approach Delay	79.6			3.7	9.2	
Approach LOS	E			A	A	
Queue Length 50th (ft)	72	131	11	112	320	
Queue Length 95th (ft)	111	#318	m14	119	381	
Internal Link Dist (ft)	258			529	691	

Lanes, Volumes, Timings
 1: McCormick Boulevard & Northeast Parkway

7/27/2015



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Bay Length (ft)	100		300			
Base Capacity (vph)	350	276	241	2979	2636	
Starvation Cap Reductn	0	0	0	429	0	
Spillback Cap Reductn	0	6	0	0	187	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.50	1.02	0.32	0.51	0.68	

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.00
 Intersection Signal Delay: 16.2
 Intersection LOS: B
 Intersection Capacity Utilization 71.1%
 ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: McCormick Boulevard & Northeast Parkway



Lanes, Volumes, Timings 2: McCormick Boulevard & Pratt Avenue

7/27/2015



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	242	106	150	1072	1461	277
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900
Storage Length (ft)	0	25	150			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		140			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Fr _t		0.850			0.976	
Fl _t Protected	0.950		0.950			
Satd. Flow (prot)	1770	1599	1736	3623	3396	0
Fl _t Permitted	0.950		0.065			
Satd. Flow (perm)	1770	1599	119	3623	3396	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		30			34	
Link Speed (mph)	30			40	40	
Link Distance (ft)	307			646	609	
Travel Time (s)	7.0			11.0	10.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	1%	4%	3%	2%	0%
Bus Blockages (#/hr)	0	0	0	9	10	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	247	108	153	1094	1774	0
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	8.0	8.0	3.0	15.0	15.0	
Minimum Split (s)	31.0	31.0	9.0	99.0	90.0	
Total Split (s)	31.0	31.0	9.0	99.0	90.0	
Total Split (%)	23.8%	23.8%	6.9%	76.2%	69.2%	
Yellow Time (s)	4.5	4.5	3.0	4.5	4.5	
All-Red Time (s)	1.5	1.5	0.0	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	3.0	6.0	6.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	C-Max	C-Max	
Act Effect Green (s)	22.5	22.5	98.5	95.5	85.9	
Actuated g/C Ratio	0.17	0.17	0.76	0.73	0.66	
v/c Ratio	0.81	0.36	0.89	0.41	0.79	
Control Delay	71.7	36.7	65.6	7.4	13.3	
Queue Delay	0.0	0.0	0.0	0.0	0.1	
Total Delay	71.7	36.7	65.6	7.4	13.4	
LOS	E	D	E	A	B	
Approach Delay	61.0			14.5	13.4	
Approach LOS	E			B	B	
Queue Length 50th (ft)	199	57	55	173	579	
Queue Length 95th (ft)	#300	113	#123	214	m470	

Lanes, Volumes, Timings

2: McCormick Boulevard & Pratt Avenue

7/27/2015



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Internal Link Dist (ft)	227			566	529	
Turn Bay Length (ft)		25	150			
Base Capacity (vph)	340	331	172	2661	2256	
Starvation Cap Reductn	0	0	0	0	36	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.73	0.33	0.89	0.41	0.80	

Intersection Summary

Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle:	130
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.89
Intersection Signal Delay:	18.8
Intersection LOS:	B
Intersection Capacity Utilization	84.3%
ICU Level of Service	E
Analysis Period (min)	15
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: McCormick Boulevard & Pratt Avenue



HCM Unsignalized Intersection Capacity Analysis

3: Site Access Drive/Grossinger Access Drive & Northeast Parkway

7/27/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕		↕	↕↕		↕	↕			↕↕	
Volume (veh/h)	4	180	20	119	74	5	21	5	241	11	7	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	4	189	21	125	78	5	22	5	254	12	7	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)					338							
pX, platoon unblocked												
vC, conflicting volume	83			211			508	542	105	691	550	42
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	83			211			508	542	105	691	550	42
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			91			95	99	73	95	98	99
cM capacity (veh/h)	1527			1372			412	408	935	224	404	1027

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	NB 2	SB 1
Volume Total	99	116	125	52	31	22	259	25
Volume Left	4	0	125	0	0	22	0	12
Volume Right	0	21	0	0	5	0	254	6
cSH	1527	1700	1372	1700	1700	412	911	332
Volume to Capacity	0.00	0.07	0.09	0.03	0.02	0.05	0.28	0.08
Queue Length 95th (ft)	0	0	8	0	0	4	29	6
Control Delay (s)	0.3	0.0	7.9	0.0	0.0	14.2	10.5	16.7
Lane LOS	A		A			B	B	C
Approach Delay (s)	0.2		4.7			10.8		16.7
Approach LOS						B		C

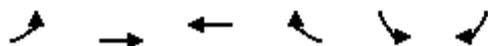
Intersection Summary

Average Delay		6.1						
Intersection Capacity Utilization		37.5%		ICU Level of Service			A	
Analysis Period (min)		15						

HCM Unsignalized Intersection Capacity Analysis

4: Pratt Avenue & Site Access Drive

7/27/2015



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↗	↖			↘
Volume (veh/h)	46	345	300	129	0	58
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	52	388	337	145	0	65
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)			307			
pX, platoon unblocked						
vC, conflicting volume	482				901	410
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	482				901	410
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	95				100	90
cM capacity (veh/h)	1091				297	646

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	439	482	65
Volume Left	52	0	0
Volume Right	0	145	65
cSH	1091	1700	646
Volume to Capacity	0.05	0.28	0.10
Queue Length 95th (ft)	4	0	8
Control Delay (s)	1.5	0.0	11.2
Lane LOS	A		B
Approach Delay (s)	1.5	0.0	11.2
Approach LOS			B

Intersection Summary			
Average Delay		1.4	
Intersection Capacity Utilization		51.0%	ICU Level of Service
Analysis Period (min)		15	A

Lanes, Volumes, Timings
 1: McCormick Boulevard & Northeast Parkway

7/27/2015



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	158	210	88	1223	1171	129
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900
Storage Length (ft)	100	0	300			0
Storage Lanes	1	1	1			0
Taper Length (ft)	80		155			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Fr _t		0.850			0.985	
Fl _t Protected	0.950		0.950			
Satd. Flow (prot)	3502	1615	1805	3725	3493	0
Fl _t Permitted	0.950		0.160			
Satd. Flow (perm)	3502	1615	304	3725	3493	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		177			25	
Link Speed (mph)	30			40	40	
Link Distance (ft)	338			609	771	
Travel Time (s)	7.7			10.4	13.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	2%	2%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	166	221	93	1287	1369	0
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	8.0	8.0	3.0	15.0	15.0	
Minimum Split (s)	19.0	19.0	9.0	110.0	101.0	
Total Split (s)	19.0	19.0	9.0	111.0	102.0	
Total Split (%)	14.6%	14.6%	6.9%	85.4%	78.5%	
Yellow Time (s)	4.5	4.5	3.0	4.5	4.5	
All-Red Time (s)	1.5	1.5	0.0	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	3.0	6.0	6.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	C-Max	C-Max	
Act Effect Green (s)	11.8	11.8	109.2	106.2	97.1	
Actuated g/C Ratio	0.09	0.09	0.84	0.82	0.75	
v/c Ratio	0.52	0.72	0.29	0.42	0.52	
Control Delay	62.4	28.0	3.9	2.5	7.6	
Queue Delay	0.0	0.1	0.0	0.1	0.0	
Total Delay	62.4	28.1	3.9	2.6	7.7	
LOS	E	C	A	A	A	
Approach Delay	42.8			2.7	7.7	
Approach LOS	D			A	A	
Queue Length 50th (ft)	69	35	10	73	225	
Queue Length 95th (ft)	106	123	15	79	270	
Internal Link Dist (ft)	258			529	691	

Lanes, Volumes, Timings
 1: McCormick Boulevard & Northeast Parkway

7/27/2015



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Bay Length (ft)	100		300			
Base Capacity (vph)	350	320	326	3044	2616	
Starvation Cap Reductn	0	0	0	393	0	
Spillback Cap Reductn	0	2	0	0	41	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.47	0.69	0.29	0.49	0.53	

Intersection Summary

Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle:	130
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.72
Intersection Signal Delay:	9.8
Intersection LOS:	A
Intersection Capacity Utilization	61.4%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 1: McCormick Boulevard & Northeast Parkway

 111 s	 19 s
 9 s	 102 s

Lanes, Volumes, Timings

2: McCormick Boulevard & Pratt Avenue

7/27/2015



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	157	68	155	1154	1231	150
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900
Storage Length (ft)	0	25	150			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		140			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Fr _t		0.850			0.984	
Fl _t Protected	0.950		0.950			
Satd. Flow (prot)	1805	1615	1703	3725	3455	0
Fl _t Permitted	0.950		0.124			
Satd. Flow (perm)	1805	1615	222	3725	3455	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		30			20	
Link Speed (mph)	30			40	40	
Link Distance (ft)	307			646	609	
Travel Time (s)	7.0			11.0	10.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	6%	1%	2%	0%
Bus Blockages (#/hr)	0	0	0	5	5	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	167	72	165	1228	1470	0
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	8.0	8.0	3.0	15.0	15.0	
Minimum Split (s)	31.0	31.0	9.0	99.0	90.0	
Total Split (s)	31.0	31.0	9.0	99.0	90.0	
Total Split (%)	23.8%	23.8%	6.9%	76.2%	69.2%	
Yellow Time (s)	4.5	4.5	3.0	4.5	4.5	
All-Red Time (s)	1.5	1.5	0.0	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	3.0	6.0	6.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	C-Max	C-Max	
Act Effct Green (s)	18.2	18.2	102.8	99.8	88.6	
Actuated g/C Ratio	0.14	0.14	0.79	0.77	0.68	
v/c Ratio	0.66	0.29	0.61	0.43	0.62	
Control Delay	65.2	32.6	15.8	6.1	9.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	65.2	32.6	15.8	6.1	9.0	
LOS	E	C	B	A	A	
Approach Delay	55.4			7.3	9.0	
Approach LOS	E			A	A	
Queue Length 50th (ft)	135	32	27	162	155	
Queue Length 95th (ft)	202	75	#83	241	193	

Lanes, Volumes, Timings

2: McCormick Boulevard & Pratt Avenue

7/27/2015



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Internal Link Dist (ft)	227			566	529	
Turn Bay Length (ft)		25	150			
Base Capacity (vph)	347	334	269	2860	2360	
Starvation Cap Reductn	0	0	0	0	43	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.48	0.22	0.61	0.43	0.63	

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 11.8
 Intersection LOS: B
 Intersection Capacity Utilization 69.4%
 ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: McCormick Boulevard & Pratt Avenue



HCM Unsignalized Intersection Capacity Analysis

3: Site Access Drive/Grossinger Access Drive & Northeast Parkway

7/27/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕		↕	↕↕		↕	↕			↕↕	
Volume (veh/h)	3	102	24	121	91	5	21	7	260	6	2	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	3	107	25	127	96	5	22	7	274	6	2	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					338							
pX, platoon unblocked												
vC, conflicting volume	101			133			433	482	66	691	492	51
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	101			133			433	482	66	691	492	51
tC, single (s)	4.1			4.1			7.6	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			91			95	98	72	97	100	100
cM capacity (veh/h)	1504			1457			462	443	990	223	438	1013

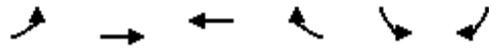
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	NB 2	SB 1
Volume Total	57	79	127	64	37	22	281	12
Volume Left	3	0	127	0	0	22	0	6
Volume Right	0	25	0	0	5	0	274	3
cSH	1504	1700	1457	1700	1700	462	959	319
Volume to Capacity	0.00	0.05	0.09	0.04	0.02	0.05	0.29	0.04
Queue Length 95th (ft)	0	0	7	0	0	4	31	3
Control Delay (s)	0.4	0.0	7.7	0.0	0.0	13.2	10.3	16.7
Lane LOS	A		A			B	B	C
Approach Delay (s)	0.2		4.3			10.5		16.7
Approach LOS						B		C

Intersection Summary		
Average Delay		6.5
Intersection Capacity Utilization	36.8%	ICU Level of Service
Analysis Period (min)		15
		A

HCM Unsignalized Intersection Capacity Analysis

4: Pratt Avenue & Site Access Drive

7/27/2015



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↗			↘
Volume (veh/h)	49	223	168	135	0	36
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	51	232	175	141	0	38
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)			307			
pX, platoon unblocked						
vC, conflicting volume	316				580	245
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	316				580	245
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	96				100	95
cM capacity (veh/h)	1256				461	798

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	283	316	38
Volume Left	51	0	0
Volume Right	0	141	38
cSH	1256	1700	798
Volume to Capacity	0.04	0.19	0.05
Queue Length 95th (ft)	3	0	4
Control Delay (s)	1.7	0.0	9.7
Lane LOS	A		A
Approach Delay (s)	1.7	0.0	9.7
Approach LOS			A

Intersection Summary			
Average Delay		1.4	
Intersection Capacity Utilization		38.2%	ICU Level of Service
Analysis Period (min)		15	A



Village of Lincolnwood
Development Review Team
Summary Review

Proposed PUD Amendment
R&R Global Partners, LLC
6850 McCormick Blvd.
(Former Dominick's Property)

Review Date: July 8, 2015

Nature of Request

R&R Global Partners proposes an amendment to the existing Planned Unit Development (PUD) to allow for multi-tenant occupancy of the vacant Dominick's Building and to construct a new outlot building on the property. Three tenant spaces are proposed for the vacant Dominick's Building and two tenants are proposed for the outlot building which is also proposed to have a drive-thru. Various provisions of the existing PUD are requested to be changed or modified for this proposal.

Village Actions Required

- Amendment of the existing Planned Unit Development (PUD) to allow for additional uses, signage changes and an additional outlot.

Other Actions Required

- WMO Permit from MWRD is required for this project
- NPDES Storm Water Permit from IEPA may be required for this project

Summary of Staff Review Comments

- The applicant should be prepared to address the Plan Commission on the specific PUD changes requested: concerning 24 hour operation, truck deliveries, site lighting and signage
- A list of Use Categories should be submitted providing for the uses requested to be allowed in the PUD
- An existing storm sewer is located underneath the proposed outlot building. Relocation of this sewer will be needed.
- A senior development is proposed adjacent to the subject property which will add a public sidewalk along Northeast Parkway. Staff recommends continuation of this 5 foot wide sidewalk along the subject property with an easement if necessary granted to the Village.
- There is no physical separation between the proposed drive thru and parking lot area. Add a landscape screening/separation strip along the proposed drive-thru lane
- Location and size of water and sewer connections must be approved by the Public Works Department
- Final Engineering Plans as noted by the Village Engineer will be required prior to building permit issuance
- A fire sprinkler system for the proposed outlot building will be required and a fire hydrant must be located within 100 feet of the FDC
- Changes in the existing fire sprinkler system is required for the multi-tenant use of the vacant Dominick's building
- A Security Plan for the property is recommended prior to occupancy
- Installation of a Knox Box by the Fire Department will be required

Additional Documents Required/Requested

- Provide a list of proposed uses to govern the PUD
- Provide a parking study to assess adequacy of parking supply for requested allowed uses
- Provide drawings showing rear elevation of proposed outlot building
- Provide a Landscape Plan for the property, noting landscape planned for retention, planned for removal and landscape planned to be added to property
- Provide a Lighting and Photometric Plan for the property consistent with code
- Show allowable sign areas on front elevation of main building
- Show location of all trash bin enclosures for property on site plan
- Identify if tenants will have shopping carts and if so, show locations in parking field for cart corrals

- On site plan, provide dimensions for parking spaces, drive aisles and as noted on attached Zoning Review Worksheet
- Provide information concerning delivery trucks, such as hours, type and routing
- Prior to building permit issuance, submit engineering documents for review and approval
- Prior to building permit issuance, submit fire sprinkler, fire alarm and fire hydrant plans for review and approval
- Prior to site occupancy, provide a security plan for approval by the Police Chief

Recommended Development Approval Conditions

- Submit a Security Plan for the property for Police Chief approval prior to issuance of the Certificate of Occupancy
- No walls signs facing Pratt Avenue
- Prohibit walls signs on rear of main building (except for minor identification for deliveries)
- Limit of one wall sign per tenant facing McCormick Blvd.
- Limit 24 hour operation in PUD to Planet Fitness
- Repair existing wood fence located along the property line
- Require the installation of a knox box(es) as directed by the Fire Department

See attached specific department comments and reviews for additional details



Village of Lincolnwood

Individual Department Reviews

R&R Global Partners, LLC

PUD Amendment

6850 McCormick Blvd.



Community Development Department Development Review

Project Information

Petitioner or Project Name: R&R Global Partners, LLC, Contract Purchaser
Subject Property Address: 6850 McCormick Blvd. (note some documents refer erroneously to the subject property as 6810 McCormick Blvd.)
List and Date of Plans Reviewed Application and plans dated July 1, 2015 by OKW Architects
Nature of Proposal The applicant seeks a Planned Unit Development (PUD) Amendment to allow for: 1) multiple tenants to occupy the vacant Dominick's building; and, 2) to construct a new outlot building on the property for 2 additional tenants.

Review Information

Name of Reviewer Tim Clarke/Aaron Cook
Reviewer Contact Information TClarke@lwd.org/ACook@lwd.org
Date of Plan Review July 8, 2015

Action(s)/Approval(s) Required

- 1) Amendment to the existing Planned Unit Development (PUD)

Applicable Regulations/Requirements

- The applicant is seeking changes to the existing PUD Ordinance which currently prohibits 1) the creation of an additional outlot; 2) prohibits 24 hour uses; 3) prohibits parking lot lighting after midnight; 3) prohibits truck parking overnight, truck engine idling between 10pm-7am, truck deliveries between 10pm-7am and truck access from Pratt Avenue; and 4) prohibits wall signs from facing Pratt Avenue. The applicant should address these major changes requested to the PUD.

Additional Documents or Information Required/Requested

- Provide a list of proposed uses that will be allowed within the PUD
- Provide a parking study to assess adequacy of parking supply for allowed uses
- Provide drawings showing the rear elevation of the proposed outlot building
- Add dimensions to site plan showing drive-thru and drive aisle widths and size(s) of parking stalls
- Show allowable sign areas on front elevation of main building
- Provide a Landscape Plan for the Property
- Show location of all trash bin enclosures proposed for the property
- Provide delivery truck hours for the center
- Identify if tenants will have shopping carts and if so, show locations in parking field for cart corrals

Plan Review Comments

- The proposed PUD amendment provides no limitation or restriction on allowed land uses or on hours of operation. Staff recommends that the petitioner develop a list of desired /acceptable uses that would be allowed to open without additional PUD approvals.
- Under the Village's minimum off street parking requirements, the proposed parking supply may be inadequate, subject to the ultimate tenant users. A parking study is recommended to assess adequacy of the parking supply based on the range of uses desired/allowed for the PUD.
- A senior housing development is proposed adjoining the subject property which could significantly increase pedestrians in the area. Staff recommends that a 5 foot wide public sidewalk along Northeast Parkway be installed with an easement provided to the Village
- Add landscape screening/ separation strip along proposed drive-thru lane
- Section of the existing fence located along the west property line requires repair.

Recommended Development Approval Conditions

- Prohibit wall signs from facing Pratt Avenue on south wall
- Prohibit business wall signs on rear façade of main building (allow only minor identification signs for deliveries)
- Limit 1 wall sign facing McCormick Blvd for each tenant
- Require the installation of a 5 foot sidewalk along the Northeast Parkway
- Limit 24 hour operation in the PUD to Planet Fitness
- Repair existing wood fence

Zoning Review Worksheet

July 7, 2015

Subject Property: 6850 McCormick Blvd.



ZONING DISTRICT: Planned

Unit Development
 Ord. No. 99-2450
 Ord. No. 2000-064
 Ord. No. 2000-018
 Ord. No. Z2003-228
 Ord. No. Z2004-236
 Ord. No. 2008-2824

ZONING CALCULATIONS

TOTAL LOT AREA: 280,119
 SQUARE FEET

EXISTING BUILDING AREA: 62,454
 SQUARE FEET

PROPOSED BUILDING AREA: 5,870
 SQUARE FEET

	<u>MAX. PERMITTED</u>	<u>PROPOSED</u>	<u>VARIATION REQUIRED</u>
TOTAL LOT COVERAGE:	N/A	N/A	NO
MINIMUM LOT AREA:	N/A	N/A	NO
FLOOR AREA RATIO:	N/A	N/A	NO
BUILDING HEIGHT:	N/A	25'6"	NO

Notes: None

ZONING SETBACKS

	<u>REQUIRED</u>	<u>PROPOSED</u>	<u>VARIATION REQUIRED</u>
Front yard setback:	30 Ft.	Additional Information Needed	NO
Interior side yard setback:	5 Ft.	Additional Information Needed	NO
Interior side yard setback:	5 Ft.	Additional Information Needed	NO
Rear yard setback:	75 Ft.	Additional Information Needed	NO

Notes: None

OFF-STREET PARKING REQUIREMENTS

	<u>REQUIRED</u>	<u>PROPOSED</u>	<u>VARIATION REQUIRED</u>
Location	Rear and Side Yard Only	No Improvements Proposed	NO
Number of Spaces:	W/ Grocery Use – 290 W/ Liquor Store Use – 247	266	Additional Information Needed
Number of Handicap Spaces:		9	NO
Size of Spaces:	9' x 18'	Existing	NO
Driveway Dimension:	24'	Existing	NO
Drive Aisle Dimension:	24'	Details of aisle dimensions west of proposed building is needed.	Additional Information Needed

Notes: Requirements above are tentative and based on information available. Uses are required in order to determine if reduction in off-street parking and construction of proposed building complies with Zoning Code requirements for off-street parking.

<u>Health Club</u>	<u>1 space per 3 persons plus 1 space per 2 full-time employees</u>
<u>General Retail sales and service</u>	<u>3.3 spaces per 1,000 square feet of gross floor area</u>
<u>Grocery Store</u>	<u>4.5 spaces per 1,000 square feet of gross floor area</u>
<u>Liquor store, package goods</u>	<u>3 spaces per 1,000 square feet of gross floor area</u>
<u>Dry Cleaner</u>	<u>4 spaces per 1,000 square feet of gross floor area</u>
<u>Limited-service and full-service Restaurant</u>	<u>1 space for each 100 square feet of floor area</u>

MINIMUM LANDSCAPE REQUIREMENTS

PERIMETER LOT SCREENING

	<u>REQUIRED</u>	<u>PROPOSED</u>	<u>VARIATION REQUIRED</u>
Setback width:	8 feet (no overhang)	No Improvements Proposed	NO
Screening:	continuous 3 feet	No Improvements Proposed	NO
Concrete curb separation:	6 inch required	No Improvements Proposed	NO

Notes: None

INTERIOR LOT LANDSCAPING

	<u>REQUIRED</u>	<u>PROPOSED</u>	<u>VARIATION REQUIRED</u>
End Cap Islands Provided:	ends of parking row	No Improvements Proposed	NO
Interior Islands Provided:	every 20 Spaces	Existing	Improvements should include compliant landscape islands
Size of Islands:	9X20 feet	No Improvements Proposed	Additional Information Needed
Island Trees:	1 per island	No Improvements Proposed	As shown generally comply
Size of Island Trees:	2 1/2 caliper	Unknown	Verify on Final Landscape Plan
Non-parking areas 50+ s.f.:	pervious/vegetative	Shown	NO
Island Topsoil Depth:	3 feet depth	Unknown	Verify on Final Landscape Plan

Notes: Provide information on off-street parking area improvements.

FOUNDATION PLANTING REQUIREMENTS

	<u>REQUIRED</u>	<u>PROPOSED</u>	<u>VARIATION REQUIRED</u>
Setback Width:	6 feet front and sides of bldg.	Not Shown	Add dimensions and areas of landscape to site/landscape plan
Concrete Curb:	6 inch required	Not Shown	Verify on Final Engineering Plan

Notes: None

PARKWAY LANDSCAPING REQUIREMENTS

	<u>REQUIRED</u>	<u>PROPOSED</u>	<u>VARIATION REQUIRED</u>
Parkway Plantings:	Sod or Vegetative Ground Cover	N/A	NO
Impervious Material In Parkway:	All impervious material prohibited	N/A	NO
Structure/Obstructions In Parkway:	No structures or obstruction may be erected	N/A	NO
Parkway Trees:	One parkway tree for each 25 lineal feet	Existing	Verify on Final Landscape Plan
Public Sidewalks:	A 5-foot public sidewalk in B1, B2 & M Districts	Extend Sidewalk along Northeast Parkway	NO

Notes: None

REVIEWED BY: Aaron N. Cook, AICP

DATE: July 7, 2015



Landscaping Review Development Review

Project Information

Petitioner or Project Name	6850 McCormick LLC / R&R Global Partners, LLC
Subject Property Address	6850 McCormick Boulevard
List and Date of Plans Reviewed	Proposed site plan prepared by OKW Architects
Nature of Proposal	Review of site plan and associated elevations and illustrations in relationship to proposed development.

Review Information

Name of Reviewer:	Douglas Gotham, RLA
Reviewer Contact Information:	CBBEL, 847-823-0500 dgotham@cbbel.com
Date of Plan Review:	7-6-15

Action(s)/Approval(s) Required

- None at this time

Applicable Regulations/Requirements

- Village Code – Chapter 15, Article VI: Site Development Standards Part D. Landscaping

Additional Documents or Information Required/Requested

It is assumed that the majority of the existing landscape will remain in place. The significant difference will be the addition of Tenant D & E within the existing parking lot. This change (if approved) will alter 6 of the current parking lot landscape islands. Any

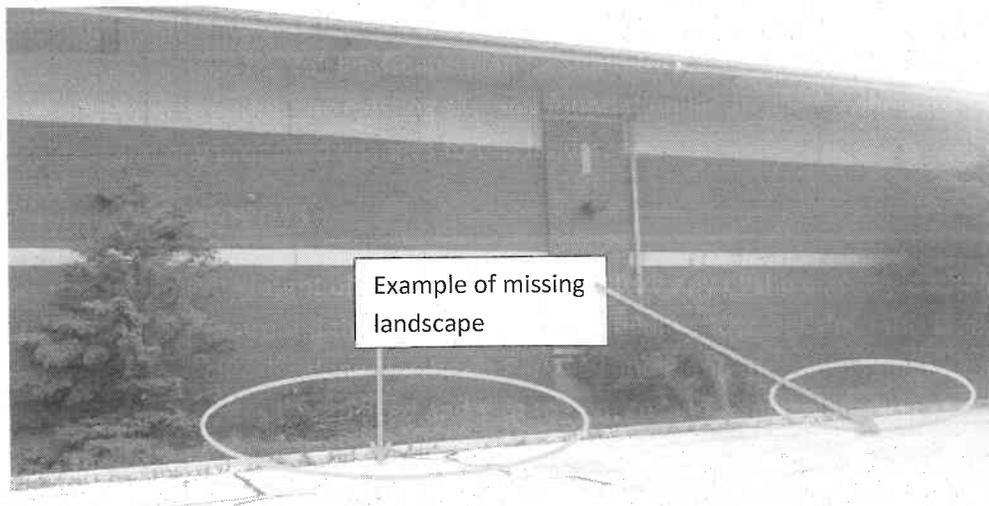
new parking lot islands as well as the planting areas around the new structures will need to meet the current landscaping standards.

As the project progresses we will need to review detailed landscape for the changes to the parking lot landscape islands, and the proposed landscape for Tenants D & E.

It is requested that the full landscape plan be submitted, illustrating the new landscape around the new outlot, the existing site and foundation landscape for the existing building and any proposed changes to this landscape.

Plan Review Comments

It appears that it is not the intent of the petitioners to disturb any of the existing landscape that screens the parking lot or around the foundation of the building however since this landscape has lost some trees specifically along Northeast Parkway and along the south foundation we recommend that these trees be replaced and that the entire landscape be evaluated and refreshed.



South Building Foundation



Example of missing tree

Landscape buffer along Northeast Parkway



Un-maintained existing landscape at the corner of McCormick Blvd. Northeast Parkway

Recommended Development Approval Conditions

- None as of now.



Lincolnwood Engineering Department

Development Review

Project Information

Petitioner or Project Name: R&R Global Partners, LLC, Contract Purchaser
Subject Property Address: 6850 McCormick Boulevard
List and Date of Plans Reviewed: <ul style="list-style-type: none">• ALTA/ACSM survey prepared by MM Surveying Company, Inc. dated March 4, 2014• Proposed Site Plan prepared by OKW Architects dated July 1, 2015
Nature of Proposal: <p>R&R Global Partners, LLC is proposing the reuse of the now vacant Dominick's grocery store site by splitting the existing grocery building up into three smaller tenant spaces and the construction of a new outlot building within the existing parking field. Proposed tenants of the existing building are noted to be a fitness center, a pet supply store, and an organic grocery store. The proposed outlot building is to have a dry cleaner and a restaurant (with drive thru) as its future tenants. All existing site access points are to remain in use and no additional ones are proposed. The existing storm water detention basin located along Pratt Avenue is proposed to be retained with no modifications.</p>

Review Information

Name of Reviewer:	Paul Bourke, PE CFM CMS4S
Reviewer Contact Information:	p: 847.823.0500 pbourke@cbbel.com
Date of Plan Review:	July 8, 2015

Action(s)/Approval(s) Required

- This project will require a Watershed Management Ordinance (WMO) permit from Metropolitan Water Reclamation District of Greater Chicago (MWRDGC) for qualified sewer construction (sanitary service for outlot building) and runoff volume control.
- This project may require an NPDES Stormwater permit from the Illinois Environmental Protection Agency, dependent upon the amount of site disturbance associated with the outlot.

Applicable Regulations/Requirements

- Project is subject to WMO requirements

Additional Documents or Information Required/Requested

- Provide a Lighting and Photometric Plan for the property consistent with Code

Plan Review Comments:

- The final engineering submittal shall include separate plan sheets for demolition activities and proposed activities. The plans shall be at a standard engineering scale.
- The proposed development does not appear to create additional impervious surface coverage for the site. In fact, it may decrease impervious surface if the islands surrounding the proposed outlot structure are to be landscaped. It is unlikely that the development will require the construction of additional detention storage, but the engineer will need to verify compliance with the new WMO.
- Assuming that the new outlot building will require a new sanitary service line and grease separator, the provision of volume control for the new impervious area will now be required. The most likely place for the volume to be provided is within the existing detention basin located to the south of the existing grocery store building.
- We recommend that a new sidewalk extension be made along Northeast Parkway to complement the extension to the west from the adjacent senior housing development.
- We assume that the existing building has a fire protection system and will not need a new service line for that purpose. We will defer to the preference of the Village staff if the split of domestic water service will take place within or without the building envelope.
- The applicant did not provide a parking study to verify the amount and time distribution of the traffic generated by the proposed uses.
- No existing or proposed topographic elevations are shown on the submitted plans. The final engineering submittal shall include all existing and proposed site grading.
- The final engineering submittal shall include all applicable pavement and utility standard details and specifications.
- The final engineering submittal shall include all applicable SESC standard details and specifications.

Recommended Development Approval Conditions

- None



Public Works Department Development Review

Project Information

Petitioner or Project Name: R&R Global Partners, LLC
Subject Property Address: 6850 McCormick Blvd
List and Date of Plans Reviewed: <ul style="list-style-type: none">• Site Plan Dated July 1, 2015
Nature of Proposal: <p>The petitioner is requesting to amend the existing PUD to convert a former grocery store into a multi-tenant retail and commercial plaza to include a variety of uses including a 24 hour fitness center and a new out lot building with a drycleaner and restaurant, among other uses.</p>

Review Information

Name of Reviewer:	Andrew Letson, Assistant to the Public Works Director
Reviewer Contact:	Work: 847-745-4851 aletson@lwd.org
Date of Plan Review:	July 8, 2015

Action(s)/Approval(s) Required

- Location and size of water and sewer connections must be approved. Please identify if the existing water and sewer connections will be maintained for the existing building.
- Location of new sidewalk (if installed on public property)
- Removal of parkway trees (if applicable)

Applicable Regulations/Requirements

- Section 12-2 (Water Main and Sewer Connections)

- Section 6-1-1 (Sidewalk Construction)
- Section 6-5-10 (Application for Parkway Tree Removal)

Additional Documents or Information Required/Requested

- Water and sewer connections are not indicated on the plan, please provide a detail regarding their size and location

Plan Review Comments:

- It is recommended that the petitioner consider installing a public sidewalk along Northeast Parkway to connect to any future development to the west. New sidewalks must be installed with a minimum width of 5 feet. If any portion of the sidewalk is installed on private property, the Village will require an easement for maintenance.
- The proposed location of the out lot (Tenant D) sits atop a public storm sewer. The sewer will need to be relocated prior to the construction of the new building.
- The existing street lights need to be maintained, if a sidewalk is installed it will need to meander around the street lights.
- Any parkway trees proposed for removal need to be evaluated by the Village Arborist and either replacement or payment into a fund for use in planting parkway trees in other parts of the Village may be required.

Recommended Development Approval Conditions

- None



LINCOLNWOOD FIRE DEPARTMENT

6900 N. LINCOLN AVENUE – LINCOLNWOOD, ILLINOIS - 60712

PHONE: 847-673-1545 FAX: 847-673-7456

Development Review

Project Information

Petitioner or Project Name: Redevelopment of Old Dominick's Site
Subject Property Address: 6850 McCormick Boulevard
List and Date of Plans Reviewed: Plat of Survey, Proposed Elevations & Signage, Photographs of existing conditions – Reviewed 7-7-2015
Nature of Proposal: Redevelopment of an existing grocery store into a multi-tenant retail building and the addition of a 6,000 square foot multi-tenant (retail / business) out-lot building.

Review Information

Name of Reviewer: Lt. Clyde Heineman
Reviewer Contact Information: Lincolnwood Fire Department – 847-673-1545 – cheineman@lwd.org
Date of Plan Review: 6-10-2015

Action(s)/Approval(s) Required

- Fire sprinkler plans to be submitted, reviewed, and approved prior to construction of the system.
- Fire alarm plans to be submitted, reviewed, and approved prior to construction of the system.
- Fire hydrant layout plans to be submitted, reviewed, and approved prior to construction of the system.

Applicable Regulations/Requirements

- All plans will be reviewed to the currently adopted versions of the NFPA code set including, *but not limited to* NFPA 1 Fire Code 2009 Edition, NFPA 13 Standard for the Installation of Sprinkler Systems 2010 Edition, NFPA 70 National Electrical Code® 2011 Edition, NFPA 72 National Fire Alarm and Signaling Code 2010 Edition, NFPA 80 Standard for Fire Doors and Other Opening Protectives 2010 Edition, NFPA 101® *Life Safety Code*® 2012 Edition, NFPA 110 Standard for Emergency and Standby Power Systems 2010 Edition, as well as the 2006 International Fire Code and local amendments.

Additional Documents or Information Required/Requested

Building Square Footage: 62,459 Square ft. former grocery store / 6,000 square ft. multi-tenant building.
Proposed Occupancy Type: Retail / Business Use
Proposed Occupancy Load: To be determined based on individual occupancy sizes and uses.

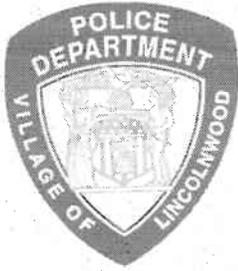
- The calculation of all spaces for occupancy loads, exit requirements, and travel distances to be provided in accordance with 2012 *Life Safety Code* "Table 7.3.1.2 Occupant Load Factor".

Plan Review Comments

- The location of the existing store as exists has ready access on all sides for fire suppression purposes.
- The location of the proposed out-lot on the site appears to provide for ready access on all sides for fire suppression purposes.
- Water supply and hydrant locations for fire suppression around the existing structure is adequate based on prior planning and construction when originally built.
- Existing hydrant locations in the area of the proposed building appear to be inadequate. The addition of a fire hydrant within 100' of the proposed structure will be necessary.
- The existing sprinkler system in the former grocery store building shall be reconfigured to supply each of the proposed tenant spaces individually, and compliant with NFPA 13.
- A NFPA 13 compliant sprinkler system shall be installed throughout the 6,000 square ft. multi-tenant building.
- Fire Department Connection location to be within 100' of a fire hydrant. Fire Department Connection location to be determined in conjunction with the Fire Prevention Bureau, the sprinkler contractor and the plan reviewer prior to final design for the 6,000 square ft. multi-tenant building.
- The existing fire alarm system in the former grocery store building shall be redesigned to be compliant with the Village of Lincolnwood "Ring by Tenant" requirements for strip-mall style occupancies. The system must be compliant with the NFPA 72® National Fire Alarm & Signaling Code.
- A complete fire alarm system compliant with NFPA 72® National Fire Alarm & Signaling Code shall be provided as required by NFPA 101® *Life Safety Code*® throughout the 6,000 square ft. multi-tenant building.
- The fire alarm systems must be connected to the fire department dispatch center by way of the Village of Lincoln fire alarm radio network. The fire alarm contractor will be required to coordinate with the Village of Lincoln for installation of the radio by the Village's radio contractor at the completion of the alarm systems installations.

Recommended Conditions

- The installation of a Knox Box® (Key Box) at the entrance(s) chosen by the fire department will be required.



LINCOLNWOOD POLICE DEPARTMENT

6900 N. Lincoln Avenue, Lincolnwood, IL 60712

(847) 673-2167

Development Review

Project Information

Petitioner or Project Name:	Dominick's Site Re-Use Plan
Subject Property Address:	6850 North McCormick Boulevard
List and Date of Plans Reviewed:	July 2, 2015. Site Plan prepared in concert with OKW Architects
Nature of Proposal:	Review of the plans on the site for re-use of the Dominick's building for multiple tenants and the construction of an out lot building with a drive through in the existing parking lot

Review Information

Name of Reviewer:	Lieutenant Randall Rathmell			
Reviewer Contact Information:	Work:	(847) 745-4751	Cell:	847 980-7894
	Email	rrathmell@lwd.org		
Date of Plan Review:	July 2, 2015			

Action(s)/Approval(s) Required

- None

Applicable Regulations/Requirements

- None

Additional Documents or Information Required/Requested

- Photometric Lighting Plan
- Security Plan

Plan Review Comments

- Submit a Security Plan for the property with approval by the Police Chief prior to issuance of the Certificate of Occupancy to include alarms, sensor lights, video surveillance cameras and intrusion detectors made visible to potential offenders and to assist in any criminal investigation

- Install public sidewalks along Northeast Parkway to facilitate the safe and efficient movement of pedestrians around the property
- Submit a private property traffic and parking impact study
- Repair and the west facing wooden fence in compliance with the Code

Recommended Development Approval Conditions

- None