AGENDA

Zoning Board of Appeals

Wednesday, January 28, 2026
7:00 PM
Temporary Village Hall
1000 E. Woodfield Rd.
Schaumburg, IL 60193

VILLAGE OF SCHAUMBURG
PROGRESS THROUGH THOUGHTFUL PLANNING

A G E N D A

Zoning Board of Appeals

MINUTES TO BE APPROVED

General Minutes (11/12)

Z2510-03 / Dill Dinkers (11/12)

Z2502-07 / New Stone Design (11/12 Continuation)

Z2509-01 / Golden Corridor YMCA (11/12)

General Minutes (12/3)

Z2508-05 / Experior Transport (12/3)

Z2508-04 / Long Avenue Development (12/3)

General Minutes (12/10)

Z2502-07 / New Stone Design (12/10)

Z2511-01 / Neos Eclectic Mediterranean (12/10)

Z2509-02 / Firefly Daycare (12/10)

Z2511-02 / Woodfield Village Green (12/10)

Z2503-03 / Loeber Farm Redevelopment (12/10)

CASES TO BE HEARD

Z2601-03 / THE BEVERAGE INCUBATORS / 935 National Parkway, Suite 30 / Special Use for a Laboratory and Testing Facility

Z2510-02 / HARBOR CHASE OF SCHAUMBURG / 2400 Progress Parkway / Special Use for an Assisted Living and Memory Care Facility, Development Framework Plan Review, Site Plan Approval, Street Wall Gap Variation and Parking Variation

COMMENTS FROM THE PUBLIC

ADJOURNMENT

In compliance with the Americans with Disabilities Act and other applicable Federal and State laws, the meeting will be accessible to individuals with disabilities. Persons requiring auxiliary aids and/or services should contact the Village Manager's Office at 847.923.4705, preferably no later than five days before the meeting.

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

General Minutes (11/12)
01/28/26
Zoning Board of Appeals

Presenter:
Lead Department: Community Development

Executive Summary:

Recommended Action:

ATTACHMENTS:
- FINALZ~4.DOC

ZONING BOARD OF APPEALS
GENERAL MINUTES
November 12, 2025

CALL TO ORDER
The meeting was called to order by Chairman Harry Raimondi at 7pm.

ROLL CALL

Members Present:	Chairman Harry Raimondi, James Dolbeare, Elizabeth Veatch, Pat Riley, Rob Morreale, Glenn Szurgot, Jeff Mytych and Dhitu Bhagwakar
Member(s) Absent:	Patty Errera

A quorum was present.

Also Present:	Todd Wenger Landscape & Design Planner	Parth Joshi Planning Manager

CONSIDERATION OF MINUTES
Mr. Szurgot made a motion, seconded by Mr. Mytych, to approve the following minutes:

Mtg Date	Case Number and Name
10/8	General Minutes Z2506-05 / Schaumburg Honda

All ayes **MOTION CARRIED**

PUBLIC HEARING(S)

1) Z2510-03 / DILL DINKERS / 895 American Lane / Special Use for a Pickleball Facility
2) Z2502-07 / NEW STONE DESIGN, INC / 1475 Rodenburg Road / Site Plan Amendment, Parking Variations, Landscape Variations and Business Operations Variation
3) Z2509-01 / GOLDEN CORRIDOR YMCA / 101 Barrington Road / Special Use for a Health Recreation Facility, Site Plan Amendment and Sign Variations

ADJOURNMENT
Mr. Szurgot made a motion, seconded by Mr. Morreale, to close the meeting.
All ayes **MOTION CARRIED**

There being no further business, the meeting was adjourned at 7:27pm.

_____
Mary Kirschbaum, Recording Secretary
Zoning Board of Appeals

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Z2510-03 / Dill Dinkers (11/12)
01/28/26
Zoning Board of Appeals

Presenter:
Lead Department: Community Development

Executive Summary:

Recommended Action:

ATTACHMENTS:
- FINALZ~1.PDF

Village of Schaumburg
Zoning Board of Appeals
November 12, 2025

CALL TO ORDER
The meeting was called to order by Chairman Harry Raimondi at 7pm.

ROLL CALL

Members Present:	Chairman Harry Raimondi, James Dolbeare, Elizabeth Veatch, Pat Riley, Rob Morreale, Glenn Szurgot, Jeff Mytych and Dhitu Bhagwakar
Member(s) Absent:	Patty Errera

A quorum was present.

Also Present:	Todd Wenger Landscape & Design Planner

Sworn in for testimony:	Parth Joshi Planning Manager	George Bahramis 895 American Lane Schaumburg

Mr. George Bahramis, representing the Petitioner, stated that the subject building has been vacant for four years, and they would like to open a pickle ball facility with a franchise out of Baltimore, MD, called Dill Dinkers. He added that they have sufficient parking.

Mr. Parth Joshi stated that the existing building is approximately 23,000 square feet. The Petitioner is proposing to use the space for nine indoor pickle ball courts, a small retail shop, offices and restrooms. An approximate 700 square-foot party room for small corporate gatherings and events is also being proposed. The Petitioner is proposing to use the space for a variety of events such as training, classes and leagues. The proposed hours of operation are 7 days per week from 8am – 10pm. Customers will be required to make appointments, but they may also occasionally have walk-ins. No exterior changes to the building are proposed at this time. Since the existing landscaping is not compliant, Staff had a landscape inspector do a mark-up of the missing landscaping. The Petitioner has been informed that they will be required to comply with the landscaping requirements as part of the occupancy permit. A condition pertaining to that is included in the Staff Report. There is a parking surplus of 25 spaces. Mr. Joshi said that Staff is supportive of the request and recommends approval.

Chairman Raimondi asked the Recording Secretary if all of the proper public notices were completed and she said, yes.

Chairman Raimondi asked if the public had any questions or concerns. There were none.

Chairman Raimondi asked the Board for their comments.

Messers. Morreale, Szurgot, Mytych, Dolbeare and Mr. Riley had no questions.

Ms. Veatch had no questions.

Mr. Bhagwakar asked if they will be selling food and beverages onsite. Mr. Bahramis said eventually, yes, and that customers will bring in their own food for private parties.

Chairman Raimondi asked if they plan to have big tournaments or any events that would require additional parking spaces. Mr. Bahramis said the tournaments would require more vehicles but added that next door, the previously occupied Experian property, has an empty lot. Chairman Raimondi said that they will have to make an agreement with the owner of that property. Mr. Bahramis said he would but doesn't foresee any big tournaments in the near future.

PUBLIC HEARING CLOSED

Mr. Szurgot made a motion, seconded by Mr. Morreale, to close the hearing. **MOTION CARRIED**

Mr. Dolbeare made a motion, seconded by Mr. Morreale, to recommend approval of a Special Use for a Pickleball Facility for Dill Dinkers located at 895 American Lane, Case No. Z2510-03 subject to the following conditions:

1. A building permit, in accordance with the current regulations and requirements of the Village of Schaumburg, must be issued within one (1) year from the date of adoption of the enabling ordinance by the Village Board which authorized the development proposal.
2. The proposed floor/equipment plan has been accepted as preliminary by the Environmental Health Division. The plans will receive a much more detailed review during the commercial building permit process.
3. The Special Use shall be substantially in accordance with the Project Narrative received by the Community Development Department on August 21, 2025
4. Prior to the issuance of an occupancy permit, the petitioner must restore the site in accordance with the approved landscape plan as illustrated in the staff landscape exhibit dated August 20, 2025.
5. The following plans/exhibits shall be adopted as part of the governing ordinance:
    a. Proposed Floor Plan, Sheet A-101, prepared by Douglas Design, dated September 4, 2025, and received by the Community Development Department on September 5, 2025.
    b. Plat of Survey, Sheet 1 of 2, prepared by United Survey Service LLC, dated August 3, 2017, and received by Community Development Department on August 2, 2025.
    c. Plat of Survey, Sheet 2 of 2, prepared by United Survey Service LLC, dated March 5, 2016 and received by Community Development Department on August 2, 2025.
    d. Business Narrative, received by the Community Development Department on August 21, 2025.

MOTION CARRIED: vote: 8 - 0 with one member(s) absent

A poll was taken:
Mr. Dhitu Bhagwakar - Yes
Mr. James Dolbeare - Yes
Ms. Patricia Errera - Absent
Mr. Jeff Mytych - Yes
Mr. Rob Morreale - Yes
Mr. Harry Raimondi - Yes

Mr. Pat Riley - Yes
Mr. Glenn Szurgot - Yes
Ms. Elizabeth Veatch - Yes

The Petitioner was advised that this recommendation will be forwarded to the Village Board for consideration at their meeting on Tuesday, 12/9/25.

ADJOURNMENT
The meeting was adjourned at 7:08pm.

Parth Joshi

Parth Joshi, AICP, Planning Manager
I have reviewed the minutes, and they accurately represent the actions taken by the Zoning Board of Appeals

Mary Kirschbaum, Recording Secretary
Zoning Board of Appeals

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Z2502-07 / New Stone Design (11/12 Continuation)
01/28/26
Zoning Board of Appeals

Presenter:
Lead Department: Community Development

Executive Summary:

Recommended Action:

ATTACHMENTS:
- FINALZ~1.DOC

Z2502-07 / NEW STONE DESIGN, INC / 1475 Rodenburg Road / Site Plan Amendment, Parking Variations, Landscape Variations and Business Operations Variation

CALL TO ORDER

The meeting was called to order by Chairman Harry Raimondi at 7:08pm.

ROLL CALL

Members Present: Chairman Harry Raimondi, James Dolbeare, Elizabeth Veatch, Pat Riley, Rob Morreale, Glenn Szurgot, Jeff Mytych and Dhitu Bhagwakar

Member(s) Absent: Patty Errera

A quorum was present.

Also Present:	Todd Wenger	Parth Joshi
	Landscape & Design Planner	Planning Manager

Mr. Parth Joshi stated that the Petitioner sent their public notice mailing incorrectly. Therefore, Staff requests that this case be continued to a date certain of 12/10/25.

Mr. Szurgot made a motion, seconded by Mr. Mytych, to continue this meeting to a date certain of 12/10/25.
All ayes. **MOTION CARRIED**

ADJOURNMENT

The meeting was adjourned at 7:09pm.

_____
Parth Joshi, AICP, Planning Manager
I have reviewed the minutes, and they accurately represent the actions taken by the Zoning Board of Appeals

_____
Mary Kirschbaum, Recording Secretary
Zoning Board of Appeals

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Z2509-01 / Golden Corridor YMCA (11/12)
01/28/26
Zoning Board of Appeals

Presenter:
Lead Department: Community Development

Executive Summary:

Recommended Action:

ATTACHMENTS:
- FINALZ~2.PDF

CALL TO ORDER
The meeting was called to order by Chairman Harry Raimondi at 7:08pm.

ROLL CALL

Members Present:	Chairman Harry Raimondi, James Dolbeare, Elizabeth Veatch, Pat Riley, Rob Morreale, Glenn Szurgot, Jeff Mytych and Dhitu Bhagwakar
Member(s) Absent:	Patty Errera

A quorum was present.

Also Present:	Parth Joshi Planning Manager

Sworn in for testimony:	Todd Wenger, PLA Senior Planner	Mark Kluemper 121 W. Wacker Drive Chicago, IL	Doug Britt 50 N. McLean Blvd. Elgin, IL

Mr. Mark Kluemper, Petitioner, stated that he is requesting a fitness facility which will be called the "Golden Corridor YMCA." They owned the former YMCA on Wise Road, which has closed. The subject property includes 101 Barrington Road and 141 Barrington Road. The 141 Barrington Road is the former 24-Hour Fitness facility, and they intend to operate that with minimal change. The adjacent 101 Barrington Road space, which is approximately 95,374 square feet, is the former At Home store. They are proposing to operate it as a sports club for volleyball, basketball, volleyball, pickle ball, etc. The two spaces will be connected physically but will have slightly different functions and hours of operation. There is an approximate 2,000 square-foot space with a separate entrance at the south elevation which is planned to be leased to a future physical rehab tenant. The sign variation requests are due to the different businesses each having separate entrances, and they feel signs are needed for way-finding purposes.

Mr. Doug Britt, owner of the Golden Corridor YMCA, stated that they would like to relocate their Alfred Campanelli YMCA to 101 Barrington Road. The space was originally approved as "24-Hour Fitness." They just need to complete the pool area and apply paint. They are proposing to build out the former At Home retail space with five basketball courts. They decided not to have a concession stand because there are many restaurants in that area. They will have vending machines. They would like to partner with a healthcare provider such as a physical therapy provider or similar tenant to rent out an approximate 2,000 square-foot space in the southeast corner of their building. He noted that they still run the after-school daycare program, Kasper, in partnership with the Schaumburg Park District.

Chairman Raimondi asked the Recording Secretary if all of the proper public notices were completed and she said, yes.

Mr. Todd Wenger stated that the subject site is located at the northeast corner of Barrington Road and Schaumburg Road. They are taking over the 24-Hour Fitness, which never opened, as well as the former At Home retail store. The combined square footage of these two spaces is approximately 131,000 square

feet. Code requires special use approval for recreational facilities over 4,000 square feet. The site is perfect for the YMCA, and the Village is happy and fortunate that the Golden Corridor YMCA was able to find another home in Schaumburg, which is so well tailored to their needs. They will punch through the former At Home space, which has a nice open floor plan and will accommodate their sport courts easily. Volleyball, pickleball, basketball, soccer courts as well as a running track and spectator seating will be throughout. A large workout area, with some smaller work-out rooms for classes, will also be provided. They are proposing six new windows on the east elevation and several new bike racks. The new windows will provide light into the multi-purpose rooms and in the physical therapy space. The proposed windows will match the existing windows along the west façade and blend with the existing architecture.

The first sign variation is for a projecting sign above the north entrance canopy. The words, "Golden Corridor YMCA" will project approximately 10 inches above the canopy. Should this sign have been mounted to the wall, it may not have been visible from all angles. This type of sign has been approved in other locations, including Charles Schwab on Golf Road. The second sign variation is for an additional wall sign along the south entrance. Because there will be two facilities with two entrances working in tandem, it makes sense to have a sign above the second entrance to denote that, particularly for the sport courts where tournaments will be held. This will help visitors with wayfinding. Mr. Wenger said that Staff is supportive of the overall project and recommends approval.

Chairman Raimondi asked if the public had any questions or concerns. There were none.

Chairman Raimondi asked the Board for their comments.

Mr. Szurgot stated that the YMCA has a good program and is glad that they are returning to Schaumburg.

Mr. Mytych, Mr. Bhagwakar and Ms. Veatch had no questions or comments.

Mr. Dolbeare stated that this is a fantastic project.

Mr. Riley stated that he is delighted to see the YMCA return to Schaumburg and added that they have chosen a great location. He asked Mr. Britt if he anticipates allowing people to stay at the YMCA for a one or two-week stay as YMCA's used to do many years ago. Mr. Britt said, no. Mr. Riley also asked if they will be holding religious services as YMCA's used to do. Mr. Britt said not currently, but that they are open to religious services, as it is part of their heritage.

Mr. Morreale stated that he is excited to have the YMCA back in Schaumburg. He said many people were sad to see them leave their former Wise Road location.

Chairman Raimondi asked if they would keep "Campanelli" as part of the name. Mr. Britt said it will be called the "Capanelli YMCA" on the fitness side. Chairman Raimondi said that he is concerned about the drive aisle off of Schaumburg Road. He suggested that the owner of the shopping center may want to consider a crosswalk of some sort with a stop sign. Mr. Wenger said it is a good point. Chairman Raimondi said he would appreciate it if the property owner and Village Staff can look into that. Mr. Wenger concurred.

PUBLIC HEARING CLOSED

Mr. Morreale made a motion, seconded by Mr. Dolbeare, to close the hearing. **MOTION CARRIED**

Mr. Dolbeare made a motion, seconded by Mr. Riley, to recommend approval of a Special Use for a Health Recreation Facility, Site Plan Amendment and Signage Variations for Golden Corridor YMCA, located at 101 Barrington Road, Case No. Z2509-01, subject to the following conditions:

1. The proposed Golden Corridor YMCA shall remain in substantial conformance with the adopted business narrative.
2. A building permit, in accordance with the current regulations and requirements of the Village of Schaumburg, must be issued within one (1) year from the date of adoption of the enabling ordinance by the Village Board which authorized the development proposal. The development approvals granted herein, without need for further action by any Village board, commission or official, shall become null and void if no building permit is issued within the one (1) year requirement. The Village Board may, by motion and majority vote, extend the development approvals granted herein for periods of up to one (1) year upon the written request of the owner of the subject property or his authorized agent.
3. Separate Sign Permits are required for the installation of each canopy and wall signs.
4. All refuse and recycling bins must be stored in an adequately sized dumpster enclosure.
5. The proposed plans have been accepted as preliminary by the Environmental Health Division. The plans will receive a much more detailed review during the Building Permit process.
6. Establish an accessible ADA route to the door of the rehab entrance to the south, by providing a ramp or depressed curb, adjacent to the access aisle. Shift the two ADA parking spaces north by one parking space to ensure that the access aisle aligns with the front door.
7. Call out existing and proposed bike racks on the site plan and provide a data box on the site plan to show the number of existing bike parking spaces (23) and proposed number of bike parking spaces (6).
8. The following plans shall be adopted as part of the governing ordinance:
    a. Architectural Plans, Sheets 1-15, prepared by Baker Barrios Architects, dated October 13, 2025, and received by the Community Development Department on October 13, 2025.
    b. Interior Architectural Rendering, Sheet 1 of 1, prepared by Baker Barrios Architects, dated October 13, 2025, and received by the Community Development Department on November 4, 2025.
    c. Plat of Survey, Sheet 1 of 1, prepared by Jorgensen & Associates, received by the Community Development Department on October 13, 2025.
    d. Project Narrative, received by the Community Development Department on October 13, 2025.

MOTION CARRIED: vote: 8 - 0 with one member(s) absent

A poll was taken: Mr. Dhitu Bhagwakar - Yes
Mr. James Dolbeare - Yes
Ms. Patricia Errera - Absent
Mr. Jeff Mytych - Yes
Mr. Rob Morreale - Yes
Mr. Harry Raimondi - Yes
Mr. Pat Riley - Yes
Mr. Glenn Szurgot - Yes
Ms. Elizabeth Veatch - Yes

The Petitioner was advised that this recommendation will be forwarded to the Village Board for consideration at their meeting on Tuesday, 12/9/25.

ADJOURNMENT
The meeting was adjourned at 7:27pm.

Todd Wenger, PLA, ASLA Senior Planner
I have reviewed the minutes, and they accurately represent the actions taken by the Zoning Board of Appeals

Mary Kirschbaum, Recording Secretary
Zoning Board of Appeals

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

General Minutes (12/3)
01/28/26
Zoning Board of Appeals

Presenter:
Lead Department: Community Development

Executive Summary:

Recommended Action:

ATTACHMENTS:
- ZBAGEN~1.DOC

ZONING BOARD OF APPEALS
GENERAL MINUTES
December 3, 2025

CALL TO ORDER
The meeting was called to order by Chairman Harry Raimondi at 7pm.

ROLL CALL

Members Present:	Chairman Harry Raimondi, Elizabeth Veatch, Pat Riley, Rob Morreale, Glenn Szurgot, Patty Errera, Jeff Mytych and Dhitu Bhagwakar
Member(s) Absent:	James Dolbeare

A quorum was present.

Also Present:	Parth Joshi Planning Manager	Todd Wenger Senior Planner

CONSIDERATION OF MINUTES

None

PUBLIC HEARING(S)

1) Z2508-04 / Long Avenue Development / 1001 W. Irving Park Road / Plat of Annexation, Plat of Consolidation, Plat of Vacation, Plat of Dedication, Plat of Easement, Rezone from A (Agricultural) to M-1 (Manufacturing) Upon Annexation, Site Plan Approval, Variations: Landscape, Parking Setback, Building Setback, Building Height, Sign and Fence

2) Z2508-05 / Experior Transport, LLC / 1001 W. Irving Park Road / Plat of Subdivision and Consolidation, Plat of Easement, Site Plan Amendment, Variations: Landscape, Parking Setback and Fence

ADJOURNMENT
Mr. Szurgot made a motion, seconded by Ms. Errera, to close the meeting.
All ayes **MOTION CARRIED**

There being no further business, the meeting was adjourned at 8:11pm.

_____
Mary Kirschbaum, Recording Secretary
Zoning Board of Appeals

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Z2508-05 / Experior Transport (12/3)
01/28/26
Zoning Board of Appeals

Presenter:
Lead Department: Community Development

Executive Summary:

Recommended Action:

ATTACHMENTS:
- FINALZ~2.PDF

Z2508-05 / EXPERIOR TRANSPORT, LLC / 1001 W. Irving Park Road / Plat of Subdivision and Consolidation, Plat of Easement, Site Plan Amendment, Variations: Landscape, Parking Setback and Fence

CALL TO ORDER
The meeting was called to order by Chairman Harry Raimondi at 8pm.

ROLL CALL

Members Present:	Chairman Harry Raimondi, Elizabeth Veatch, Pat Riley, Rob Morreale Glenn Szurgot, Patty Errera, Jeff Mytych and Dhitu Bhagwakar
Member(s) Absent:	James Dolbeare

A quorum was present.

Also Present:	Todd Wenger Senior Planner

Sworn in for testimony:	Parth Joshi Planning Manager	Charles Smith Arete Design Studio 13543 185th Street Mokena, IL	Ben Fish LPC Acquisition Co. 191 N. Wacker Dr Chicago

Mr. Charles Smith, representing the Petitioner, stated that most of the issues pertaining to Experior were addressed in the Z2508-04 / Long Avenue Development case which was heard at the public hearing just before this case on 12/3/25. There are a number of easements that are being put in place on the site in conjunction with the Long Avenue Development, which was also addressed at the aforementioned public hearing.

Mr. Parth Joshi stated that the subdivision and consolidation are no longer being requested for this case. A plat of easement is required. Referring to the site plan changes, he said that Experior is proposing to modify the existing detention ponds and to construct the east/west access for trucks to enter off of Rodenburg Road and to access the LPC site. The Petitioner is proposing a parking lot expansion to add more truck parking spaces and construct the north/south access drive for drivers who want to access the LPC site from the Metra Station Drive. There will be similar shared site components, as mentioned in the aforementioned public hearing, including detention, ingress and egress regarding access and stormwater management will be shared.

The landscape bufferyard and parking setback variation are being requested as the result of the proposed subdivision boundary lines and given the intended use of the subject area as truck parking to coincide between the 2 properties, staff is supportive of this request. Ten feet of landscaping and 5' of parking setbacks are required, and given the shared lot line configurations, compliance with that setback would not be feasible. Once constructed, the development will appear as one comprehensive unified development.

The fence variation was approved as part of the Experior project, however, due to grading changes and revisions, the fence will be moved slightly. Code requires that the fence be installed within 6" of the property line. However, this was already approved. As with similar reasonings to the aforementioned

public hearing, they have taken the existing topography of the site and landscaping and propose this visual delineation between the 2 properties.

As with the aforementioned public hearing, a condition needs to be revised. It will state that the lease and easement agreements must be recorded.

Mr. Joshi said that Staff is supportive of the overall project and recommends approval.

Chairman Raimondi asked if the public had any questions or concerns. There were none.

Chairman Raimondi asked the Board for their comments.

Ms. Veatch and Ms. Errera had no questions.

Messrs. Riley, Szurgot, Mytych and Bhagwakar had no questions.

Mr. Morreale asked what Experior's timing is to start building the gas station, buildings, etc. Mr. Smith said the Experior project has been stalled due to financial and trucking industry issues. The plans for the maintenance building and the fueling station have gone through the review process and are ready for permit pick-up.

Chairman Raimondi asked about the ground lease. Is it correct that it's only for certain sections and not the entire Experior. Mr. Ben Fish, LPC Acquisition Co., stated that the ground lease pertains to the very southern edge of LPC's property, which is approximately 1.5 acres. Experior will add about 50 trailor stalls as part of that ground lease. In return, LPC will get access through Experior's site and the stormwater drainage system.

PUBLIC HEARING CLOSED

Mr. Szurgot made a motion, seconded by Mr. Morreale, to close the hearing. **MOTION CARRIED**

Mr. Morreale made a motion, seconded by Mr. Mytych to recommend approval of a Plat of Subdivision and Consolidation, Plat of Easement, Site Plan Amendment, Variations: Landscape, Parking Setback and Fence for Experior Transport, LLC located at 1001 W. Irving Park Road, Case No. Z2508-05 subject to the following conditions:

1. All terms and conditions of Ordinance No. 22-030 not specifically revised herein are hereby reaffirmed by reference.
2. Prior to the issuance of a land development permit, the Lease Agreement and Easement Agreement between Experior Group LLC and LPC Acquisition Company LLC must be recorded.

3. A land development permit and fee are required prior to commencing any site work, and prior to receiving any building permits for the site. A Letter of Credit or Subdivision Bond must be submitted prior to issuance of said land development permit. The Letter of Credit or Subdivision Bond must be written for a period of 2 years in the amount of 50 percent of the approved construction cost estimate, which includes landscaping and site lighting. Sample forms of the project security are available upon request. The fee for the land development permit is based on the current village fee schedule.

4. Access to the Experior truck parking lot at the southwest corner of the property is limited for the use of emergency purposes only.

5. Provide a Knox Box at the emergency access gate.

6. Provide an explanation for the need of the proposed width of the emergency access gate entrance. If the increased width is required to accommodate emergency vehicle turning movements, include a truck-turning template demonstrating the need for a wider curb cut.

7. Any plat associated with the development must be revised to omit "Village Plan Commission" from the document.

8. A complete set of as-built record drawings must be submitted to the Village of Schaumburg Community Development Department for review and approval when the project is completed. These final drawings must be received and approved prior to full release of the project security.

9. The proposed photometrics plan is accepted as preliminary. A detailed review of the plan will be done during the land development permit review. Full compliance with the Village site lighting ordinances will be required.

10. A review of the existing lift station will be done during the land development permit review. Provide specifications, drawings and all details related to the existing design of the lift station.

11. Prior to the issuance of a land development permit, plans must be revised to address the following:

    a. Truck turning templates were provided as requested for the T-intersection of the new east-west access road and the existing north-south access road on the Experior Logistics site. However, there were no auto turn exhibits for the southbound to westbound movement nor the eastbound to northbound movement. Please provide.

    b. Provide a detail for the movable fence/gate shown going through the proposed entrance of the parking lot at the far southwestern corner of the site.

12. Prior to the issuance of a land development permit the landscape plans must be revised to address the following comments:

    a. Provide a short or long-term maintenance and monitoring plans with vegetation performance standards.

b. The Experior Logistics Facility Naturalized Stormwater Management Basins must meet the required Maintenance and Monitoring requirements and vegetation performance standards, as the western bio-basins will be used by the Long Avenue Project.

13. The following plans shall be adopted as part of the governing ordinance:

a. ALTA/NSPS Land Title Survey, Sheets 1 through 7, prepared by Manhard Consulting, Ltd, dated May 22, 2025, and received by the Community Development Department on August 18, 2025.

b. Plat of Easement, Sheets 1 through 3, prepared by Manhard Consulting, Ltd, dated August 7, 2025, and received by the Community Development Department on August 18, 2025.

c. Plat of Easement Grant, Sheet 1 of 1, prepared by Manhard Consulting, Ltd, dated November 14, 2025, and received by the Community Development Department on November 14, 2025.

d. Easement agreement between Experior Group LLC and LPC Acquisition Company LLC, received by the Community Development on November 6, 2025.

e. Ground Lease Agreement between LPC Acquisition Company LLC and Experior Group LLC, dated September 11, 2025, and received by the Community Development Department on November 20, 2025.

f. Project Narrative, prepared by Arete Design Studio Ltd, dated August 20, 2025 and received by the Community Development Department on August 19, 2025.

g. Site Plan, Sheet SP-1, prepared by Arete Design Studio Ltd, dated June 4, 2024, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

h. Site Character Aerial, Sheet EXH-1, prepared by Arete Design Studio Ltd, dated June 4, 2024, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

i. Photometric Plan, Sheet E-1.0, E-1.1, E-1.2 and E-1.3, prepared by Arete Design Studio Ltd, dated June 4, 2024, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

j. Cover Sheet, Sheet 0, prepared by Gary R. Weber Associates, Inc., dated October 10, 2025, and received by the Community Development on October 13, 2025.

k. Naturalized BMP Plan, Sheets 1 and 2, prepared by Gary R. Weber Associates, Inc., dated August 17, 2021, latest revised date October 10, 2025, and received by the Community Development on October 13, 2025.

l. Management Exhibit, Sheets 3, prepared by Gary R. Weber Associates, Inc., dated August 17, 2021, latest revised date October 10, 2025, and received by the Community Development on October 13, 2025.

m. Naturalized BMP Specifications, Sheets 1 through 4, prepared by Gary R. Weber Associates, Inc., dated August 17, 2021, latest revised date October 10, 2025, and received by the Community Development on October 13, 2025.

n. Title Sheet, Sheet 1, prepared by Manhard Consulting, Ltd, dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

o. Index of Sheets, Sheet 2, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

p. Existing Conditions and Demolition Plan – A, Sheet 3, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

q. Existing Conditions and Demolition Plan – B, Sheet 4, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

r. Existing Conditions and Demolition Plan – C, Sheet 5, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

s. Existing Conditions and Demolition Plan – D, Sheet 6, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

t. Overall Site Plan, Sheet 7, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

u. Site Dimensional and Paving Plan – A, Sheet 8, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

v. Site Dimensional and Paving Plan – B, Sheet 9, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

w. Site Dimensional and Paving Plan – C, Sheet 10, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

x. Site Dimensional and Paving Plan – D, Sheet 11, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

y. Grading Plan – A, Sheet 12, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

z. Grading Plan – B, Sheet 13, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

aa. Grading Plan – C, Sheet 14, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

bb. Grading Plan – D, Sheet 15, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

cc. Overall Utility Plan, Sheet 16, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

dd. Utility Plan – A, Sheet 17, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

ee. Utility Plan – B, Sheet 18, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

ff. Utility Plan – C, Sheet 19, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

gg. Utility Plan – D, Sheet 20, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

hh. Soil Erosion and Sediment Control Plan – North, Sheet 21, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

ii. Soil Erosion and Sediment Control Plan – South, Sheet 22, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

jj. Soil Erosion and Sediment Control Plan – Details, Sheet 23, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

kk. Construction Details, Sheet 24, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

ll. Construction Details, Sheet 25, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

mm. Construction Details, Sheet 26, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

nn. Construction Details and MWRD General Notes, Sheet 27, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

oo. Construction Specifications, Sheet 28, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

pp. Landscape Plan, Sheets L0.0 through L1.12, prepared by Upland Design Ltd., dated July 16, 2021, latest revised date October 10, 2025, and received by the Community Development on October 13, 2025.

qq. Tree Preservation Plan, Sheets T2.0 through T2.5, prepared by Upland Design Ltd., dated August 8, 2025, latest revised date October 9, 2025, and received by the Community Development on October 13, 2025.

rr. Truck Access Drive, Sheet 1 of 1, prepared by Manhard Consulting, Ltd., dated October 8, 2025, and received by the Community Development Department on October 13, 2025.

ss. Firetruck U-Turn, Sheet 3 of 3, prepared by Manhard Consulting, Ltd., dated August 7, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

tt. Utility Exhibit – Public vs. Private, Sheet 1 of 1, prepared by Manhard Consulting, Ltd., dates October 8, 2025, and received by the Community Development Department on October 13, 2025.

uu. Traffic Impact Study, prepared by Gewalt Hamilton Associates, Inc., dated September 30, 2025, and received by the Community Development Department on October 13, 2025.

vv. Wetland Determination Report, prepared by Gary R. Weber Associates, Inc., dated May 29, 22025, and received by the Community Development Department on October 13, 2025.

MOTION CARRIED: vote: 8-0 with one member(s) absent

A poll was taken:
Mr. Dhitu Bhagwakar - Yes
Mr. James Dolbeare - Absent
Ms. Patricia Errera - Yes
Mr. Jeff Mytych - Yes
Mr. Rob Morreale - Yes
Mr. Harry Raimondi - Yes
Mr. Pat Riley - Yes
Mr. Glenn Szurgot - Yes
Ms. Elizabeth Veatch - Yes

The Petitioner was advised that this recommendation will be forwarded to the Village Board for consideration at their meeting on Tuesday, 12/9/25.

ADJOURNMENT
The meeting was adjourned at 8:10pm.

Parth Joshi

Parth Joshi, AICP, Planning Manager
I have reviewed the minutes and they accurately represent the actions taken by the Zoning Board of Appeals

Mary Kirschbaum

Mary Kirschbaum, Recording Secretary
Zoning Board of Appeals

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Z2508-04 / Long Avenue Development (12/3)
01/28/26
Zoning Board of Appeals

Presenter:
Lead Department: Community Development

Executive Summary:

Recommended Action:

ATTACHMENTS:
- FINALZ~1.PDF

Z2508-04 / LONG AVENUE DEVELOPMENT / 1001 W. Irving Park Road / Plat of Annexation, Plat of Consolidation, Plat of Vacation, Plat of Dedication, Plat of Easement, Rezone from A (Agricultural) to M-1 (Manufacturing) Upon Annexation, Site Plan Approval, Variations: Landscape, Parking Setback, Building Setback, Building Height, Sign and Fence

CALL TO ORDER

The meeting was called to order by Chairman Harry Raimondi at 7pm.

ROLL CALL

Members Present:	Chairman Harry Raimondi, Elizabeth Veatch, Pat Riley, Rob Morreale Glenn Szurgot, Patty Errera, Jeff Mytych and Dhitu Bhagwakar
Member(s) Absent:	James Dolbeare
A quorum was present.	
Also Present:	Todd Wenger Senior Planner
Sworn in for testimony:	Parth Joshi Planning Manager
	Charles Smith Arete Design Studio 13543 185th Street Mokena, IL
	Ben Fish LPC Acquisition Co. 191 N. Wacker Dr Chicago
	Dan Brinkman 625 Forest Edge Dr. Vernon Hills, IL

Mr. Ben Fish, LPC Acquisition Company, stated that LPC (Logistics Property Company) is an industrial real estate company focused on the acquisition, development and long-term management of Class A, leed-certified, modern-logistic properties. They have eight offices throughout the U.S. They hope to establish themselves as great stewards of this property. Since they are long-term holders, they design their buildings to include high-end finishes, specialty concrete pavement and other sustainable features. Their tenant base includes mostly Fortune 500 companies across countless different industries. If approved, land closing will occur mid-to-late January, each homeowner then has the ability to utilize a 90-day post-closing occupancy period . Demolition will occur in mid-to-late April, and construction will begin in May or June, 2026. They anticipate completion in 2027. Both buildings will be built speculatively, meaning no tenants in place of this date.

Chairman Raimondi asked the Recording Secretary if all of the proper public notices were completed and she said, yes.

Mr. Charles Smith, representing the Petitioner, gave an overview of the plans. He noted that the next case that will be held at this public hearing is Experior. As he begins to walk through this and explain what is encompassed in the project, there is a synergy between the Long Avenue Development that LPC is doing in concert with Experior, they have worked with LPC in developing some easement agreements and some lease agreements that entail some sight modifications to the Experior project that provide access to the loading area of the LPC projects, as well as some detention redevelopment that would help support Experior and Long Avenue. As he walked through his presentation, he spoke about both cases because they are intertwined.

The two buildings are approximately 262,000 square feet, are designed from a standpoint of architectural elements, as well as colors to be bookends. In the front, the building is lower than the entrance because of grading issues. Travelling on Frontage Road to Irving Park Road gives a look at the entrance on the right-hand side, which is west and the loading dock area faces east. There are 22 residential lots that are under contract. To be successful with the rezoning and approval would be to close on this property. Part of the anticipated approval, would be the consolidation of those lots and subdividing them into two lots, which will be identified as Lot 1 and Lot 2. The site location drawing gives a quick overview. The salmon pink colored area is the Long Avenue proposal and the white area to the bottom of that image is the approved Experior. The Metra Train station is to the left, Wintrust Field is west of it as well. Frontage Road is on the north side. Experior is to the east and the airport is on the other side of Rodenburg. The Metra Road for Experior has been completed. Part of the parking lot has been completed and occupied and they are in the process of continuing to develop the detention basins and permitting for the fueling station, warehouse and maintenance facility. The north basin will be converted to include additional detention, as it will require a little bit of grading on the west side of the detention pond. To the immediate south of this detention pond will have an access drive all on Experior's property. The intent would be that any type of truck traffic would enter off of Rodenburg on the Metra Drive, they would go straight towards the west. There's an access drive on Experior that goes north and then any trucks accessing the Long Avenue Development would then go along that access drive up to the east end of the 2 buildings that are the loading dock and staging areas. Part of the redevelopment on Experior's lot would be to the south of Building 2. LPC has reached a lease agreement with Experior which is part of the agreement to allow access to the site and re-working the detention ponds which involves allowing them to add additional truck parking.

Regarding the Lot 1 building and Lot 2 building, there will be 2 entrances off of Frontage Road. One is far to the west, which provides access to the employee parking. It exits south all the way to the Metra Road. That area is only for domestic; there are no trucks that will access that. The only truck accessibility will be on Rodenburg Road and circulating through the Experior site. The truck traffic for the loading dock and staging area on the east side will have a right-in and right-out that is further towards the east on Frontage Road which will provide truck access from Frontage Road that gives access to the staging area. That has been designed so that trucks exit the site, they can either take the access drive that will be developed on the Experior site or they can take the access drive to Frontage Road and head toward the east, giving access to the expressway.

They will be constructing a retaining wall along the domestic parking lot on the west side. It will have a railing on it for protection. Both Building 1 and Building 2, the north elevation faces Frontage Road, the entrance and office component will be on the right-hand side of that. The east elevation will have the loading dock and over look the staging area, as well as overlook the Experior site towards the east. The west elevation is a 2-unit facility. There's an office on the north end and on the south end. They mirrored the office location. With the middle elevation, the offices are on the right-hand side and with the bottom elevation, the office component is on the left-hand side (north end of building). The dark, what appear to be windows, that are either on the left-hand side of Elevation B, that is not glass. It is painted an almost-dark-charcoal grey and from a distance it represents itself as glass. Mr. Smith said he has done this several times and it works very well. The glass elements are going to be primarily focused on the office component.

On the far corner either on the right or left will be curtain glass wall. Building 2 will be the same with regard to design and color selection.

Referring to the civil plan, the dark grey area located on the north end of the Experior parking lot will be the new access drive. The detention above that is going to be modified to be able to retain some of the detention that is required for the Long Avenue Development. The greyed out area to the south of Lot 2, is the area where Experior will be building approximately 52 additional parking spaces.

Referring to the landscape plan, Mr. Smith said that along the property line on the west and the east, which is between the existing Experior site and the Long Avenue site. On the Experior approval, there was a 50' buffer. They added additional plantings, but there is all that existing tree-line that was saved and augmented with additional plantings. Because of what MWRD (Metropolitan Water Reclamation District) is requiring in regards to bioswales prior to getting into detention. They will come back and re-plant on the Long Avenue side after the bioswales are developed.

Mr. Parth Joshi stated that the Petitioner is looking to annex the existing 22 residential lots into the Village of Schaumburg. It's called the Fenz Acre Subdivision and measures approximately 23 acres and is currently in uncorporated Cook County. Two of the lots are owned by the Village and the remaining 20 lots have homes on them. A public hearing is scheduled for the December 9th Village Board meeting for the annexation of the property itself.

Plat Items
The Petitioner is proposing to consolidate the 22 lots into 2 lots. Lot 1 will be on the north and Lot 2 will be on the south. They are also requesting a Plat of Vacation to vacate the existing right-of-ways on Long Avenue. There are some additional right-of-way slithers running east/west on Fenz Road, as well. A Plat of Easement is also being requested. This is likely the bulk of the request between the 2 properties. There will be multiple shared site components between the two properties, including stormwater management. The LPC property will be conveying their stormwater offsite to Experior. There is also some offsite grading work and sidewalk work at the northwest corner of the property that is on the Village's property. Therefore, an easement is required there.

Multiple access points are proposed and an easement is required for the following:

- One of the main ones is the east/west access point from Experior to the LPC site
- The connection to the Metra Drive to the south for customers and employees

At the Village's request, the Petitioner has provided a future cross access and utility easement on the south side of the property for the future development of the south Metra lot on the Village's end. In case the future Metra lot on the south develops, there will be some sort of connection that will be made.

The Petitioner is requesting to have the subject property rezoned. The zoning code requires that any property that is in excess of 5 acres or more, must be rezoned as agricultural. Upon annexation, the

Petitioner is requesting that it be changed to M-1, which is in line with the adjacent Experior zoning classification. Since the property is unincorporated, the Village's Comprehensive Plan doesn't really include a future land use designation. However, given the industrial area having good access to the 390 and the general industrial development, the proposed will blend in nicely with the Experior site.

Mr. Joshi noted a correction on Page 5 of the Staff Report under "Desirability." It should read as follows:

> *The proposed rezoning will not be detrimental to the health, safety, morals, or general welfare of persons working in the vicinity.*

The Petitioner is proposing a site plan of 2 office warehouse buildings consisting of approximately 220,000 square feet. They will be spec buildings, as there are currently no tenants. Two access points will be provided to the site off of Frontage Road. The one on the west side will be limited to employees and guests. The one on the east side will be a right-in and right-out only for truck access. The other access point will be off of Rodenburg Road from the Experior side. There is an additional south access point for employees and guests in the Experior lot leading to the Metra Station Drive.

A surface parking lot is provided on the west side of the buildings and 33 loading docks for the trucks will be on the east side. Additional truck parking is proposed on the LPC property which is south of the building on lot 2. However, the way the Petitioner is proposing those be used is primarily by the trucks for Experior.

An 8' tall privacy fence will be installed along the south side of the building on Lot 2. The primary building architecture will be constructed of pre-cast concrete wall panels. The office entrances for the 2 buildings will have prefinished aluminum canopy along with some windows at the front. Throughout all 4 sides of the buildings, they are providing nice panelized grid patterns to add additional depth and geometry. The top of the buildings will include a metal coping.

Landscape Bufferyard and Parking Setback Variation

Mr. Joshi said that the landscape bufferyard variation is being particularly requested on the south side of the property. This is the existing property line for the Fenz Acre subdivision. The zoning code requires a minimum of 10' landscape buffer and a minimum of 5' parking setback between properties. The parking and landscape will not be there due to the overlap of the parking areas. Staff is supportive of these variations because of the shared multiple site components. This lot line will be shared by LPC and Experior with a lease agreement. There are ingress and egress requirements for the truck drivers off of Rodenburg. Once constructed, the entire development will be a comprehensive, unified development.

Landscape Quantity Variation

The zoning code requires each lot to have 20% landscaping. The Petitioner is requesting a minor variation of 0.7% which will bring the green space down to 19.3%. Staff is supportive because the LPC property will be sharing an underground and above-ground detention system with the Experior site, which is offsite. Had those been included on this property, they would exceed that requirement. Overall, the landscape plans

include a mix of plantings, including shade, evergreen and ornamental trees and also includes nice shrubs for ground cover. Once it is installed, it will all be cohesive.

Building Height Variation
The Petitioner is requesting a minor building height variation. The maximum building height allowed in the M-1 zoning district is 45'. A portion of the north and south ends of the building measure 46' due to the screening requirements for the roof top units (RTU) that they have. Code requires all RTU's to be screened and need to be achieved by increasing the height of the parapet wall. Staff is supportive of this request.

Building Setback Variation
The Petitioner is requesting a building setback variation. The code requires a 58' building setback off of Frontage Road, and the Petitioner is requesting that it be reduced to 49'5". This only applies to a certain portion of the building. The plat shows that the property line goes down from east to west and it creates a unique situation for the building to not be tilted. Overall, the length of the building façade facing Frontage Road is 340', whereas the section does not comply with the minimum setback requirement is only 28'. This is approximately 8% of the overall building will be non-compliant. There are no adjacent users on the other side of the property. There are no negative visual impacts that this variation would be creating. Staff is supportive of the request.

Sign Variation
The Petitioner is requesting a sign variation. One wall sign is permitted per street frontage. Because both of the buildings will only have street frontage facing Frontage Road, they are only allowed to have one wall sign. During the review process, Staff worked closely with the Petitioner to include this variation to have additional wall signs on the east elevation. The ones in yellow will be permissible to the tenants and the ones in red are being requested for variations. The 4 on the east elevation will help with identification for the truck drivers since that provides a secondary access from the east off of Rodenburg, it also helps drivers travelling north/south on Rodenburg, as well. Overall, the Petitioner is not requesting to increase any square footage. They are requesting that each sign be 100 square feet, which is in alignment with code. A small, 10 square-foot developer wall sign is also being requested which will be a logo of the company. Staff is supportive of these requests.

Fence Variation
A fence variation is being requested on the south side of the building on Lot 2. The code requires that fences be installed within 6" of the property line. Achieving compliance with that code, in this situation, is not feasible because of the way the property line runs through the parking lot along with Experior. They have taken into consideration the existing topography and landscaping and in an effort to clearly delineate some shared maintenance responsibilities and visualize the property lines, they propose the fence on the south side of the building. Staff is supportive of this request.

Separation Between Two Driveways
Code requires a minimum setback of 200' between 2 driveways. The proposed variation is requested at 172'. Staff worked closely with the Petitioner to have a shared access to the site off of the Boomers' east

access to Frontage Road. However, there is a 10' grade difference between the 2 properties which makes a physical connection impossible which required that they propose a new access off of Frontage Road on this property. There is also the uniqueness of the use of this access to the Boomers' stadium on the east side, which is restricted for athletes and staff only. This access is not used by visitors; they use the access off of Springinsguth Road via the Metra station parking. Lastly, peak traffic for both uses is unlikely to interfere when there are ballpark games and activities. Staff is supportive of this request.

Parking

The overall parking required is 127 spaces for Lot 1 and the Petitioner is providing 117 spaces which generates a deficit of 10 spaces. Lot 2 also requires 127 spaces and the Petitioner is providing 159 spaces, which creates a parking surplus of 32 spaces. This will help offset the Lot 1 deficit. Overall, keeping the shared parking agreement in mind for the 2 buildings, there will actually be a 22-space parking surplus. Staff is supportive of this request.

Mr. Joshi stated that he would like the Board members to consider two revisions which Staff would like to add to the Staff Report. Under the conditions of approval, under the Plat of Annexation, Staff would like to request that the ZBA adopt the following 2 conditions:

11) Prior to the issuance of a land development permit, the Plat of Annexation must be revised to incorporate the eastern section of the Frontage Road adjacent to Lots 1 and 2.

Regarding the lease agreement, Staff would like to delete Condition #7 on Page 17 under Planning and Condition #18F on Page 19 and add the following condition:

> *Prior to the issuance of a land development permit, a lease agreement must be drafted between the subject property and the Experior Transport property. The agreement must include, but not be limited to, show the proposed off-site truck parking areas on an exhibit and maintenance responsibilities. A draft of the lease agreement must be submitted to the Village for review and upon acceptance, the agreement shall be recorded with the county.*

Mr. Joshi said that Staff is supportive of the overall project, as well as the aforementioned revisions and recommends approval.

Chairman Raimondi asked if the public had any questions or concerns. There were none.

Chairman Raimondi asked the Board for their comments.

Mr. Mytych stated that his question was answered regarding if they have tenants signed up yet for one or both of the new buildings. He also appreciated the timeline details.

Mr. Bhagwakar had no questions.

Ms. Veatch stated that the sign variation is not listed under the requested actions. Mr. Joshi thanked her for that and noted that the Staff Report will be revised to include the sign variation.

Mr. Riley asked if the Petitioner is agreeable to the conditions on the Staff Report. Mr. Smith said that Staff has been phenomenal throughout this process, and he and LPC are agreeable to all of the conditions.

Mr. Morreale asked if the reason LPC is creating 2 lots is in case they subdivided into 2 lets so it would be easier to sell one at a time. Mr. Smith said, yes and added that they will be 2 separate tax lots. Mr. Morreale asked how wide the space is in between the 2 lots, and Mr. Smith said 61'.

Mr. Szurgot asked why it was determined that Frontage Road will only have a right-in and right-out. Mr. Smith said it is a one-way road going towards east.

Ms. Errera asked if it's correct that there will be a lift station. Mr. Smith said that Experior has a lift station on the northeast corner sort of behind the church. He added that there is a forced main that goes from the lift station under the Experior approval that goes to the east on the north side of the church, underneath Rodenburg and ties into a gravity line and goes directly into the sewer. She asked how many trucks will be going in and out. Mr. Dan Brinkman, engineer, stated that based on national published information, truck trips on a daily basis for these 2 warehouses at full occupancy is approximately 260 trips and 130 trucks. He added that is on a 24-hour daily basis.

Regarding the truck maneuvering between the 2 buildings, Chairman Raimondi asked how it's going to work if there are 25 trucks there. Mr. Smith said they allow 60+ feet for where the truck stages (the circulation space where the trucks dock) and there is 80' in front of that. He added that there is not a holding area. Typically, they design a truck and staging area at 135'. Chairman Raimondi asked if vehicles travelling on Metra Drive can access the new buildings on the LPC site. Mr. Smith yes, patrons will be able to access the LPC site through the south drive aisle on Experior's property and that currently, there is only access for emergency vehicles on Metra Drive which has a Knox Box.

Ms. Errera asked why they didn't widen Rodenberg, and Mr. Joshi said that when Experior was approved in 2022, they were limited to any expansion on the south side of Rodenberg due to the airport.

PUBLIC HEARING CLOSED

Mr. Szurgot made a motion, seconded by Mr. Morreale, to close the hearing. **MOTION CARRIED**

Ms. Errera made a motion, seconded by Mr. Mytych, to recommend approval of a Plat of Annexation, Plat of Consolidation, Plat of Vacation, Plat of Easement, Rezone from A (Agricultural) to M-1 (Manufacturing) Upon Annexation, Site Plan Approval, Variations: Landscape, Parking Setback, Building Setback, Building Height, Sign and Fence for Long Avenue Development located at 1001 W. Irving Park Road, Case No. Z2508-04 subject to the following conditions:

1. A land development permit and fee are required prior to commencing any site work, and prior to receiving any building permits for the site. A Letter of Credit or Subdivision Bond must be submitted prior to issuance of said land development permit. The Letter of Credit or Subdivision Bond must be written for a period of 2 years in the amount of 50 percent of the approved construction cost estimate, which includes landscaping and site lighting. Sample forms of the project security are available upon request. The fee for the land development permit is based on the current village fee schedule.
2. A building permit, in accordance with the current regulations and requirements of the Village of Schaumburg, must be issued within one (1) year from the date of adoption of the enabling ordinance by the Village Board which authorized the development proposal.
3. Prior to the issuance of a land development permit, the petitioner shall make a cash contribution to the Village Police and Fire Fund in the amount of $44,316 which is $0.10 per gross square foot of each of the buildings.
4. Prior to the issuance of a Land Development Permit, the petitioner shall make a cash contribution in the amount of $8,317.25 in lieu of installing parkway trees along Frontage Road. This figure is based on the total lot frontage of 665.38 linear feet at $12.50 per linear foot. The parkway tree selection and installation will be coordinated with Villages Engineering & Public Works Department.
5. Provide an itemized landscape cost estimate at the time of Land Development Permit review. The estimate shall include an itemized listing for each plant, all mulched areas, turf, hardscape, tree removals, site furnishings, etc.
6. Prior to the issuance of a Certificate of Occupancy, a recorded traffic agreement is required. Traffic agreements between the Village and the property owner allow the village to enforce parking and traffic regulations on the property, including but not limited to, speed of vehicles, reckless driving, stop signs, fire lanes, loading zones, handicap parking, and the prohibition, restriction, or limitation of the stopping, standing, or parking of vehicles in and upon said property.
7. A complete set of as-built record drawings must be submitted to the Village of Schaumburg Community Development Department for review and approval when the project is completed. These final drawings must be received and approved prior to full release of the project security.
8. At minimum permits from the following external agencies will be required: MWRD, IDOT, IEPA.
9. Provide complete building and code compliance information, including accessibility, life safety, egress, and site verification details, to demonstrate compliance with all applicable codes and standards as adopted by the village of Schaumburg with submittal of building permit applications.
10. Any plat associated with the development must be revised to omit "Village Plan Commission" from the document.
11. Prior to the issuance of a land development permit, the plat of annexation must be revised to incorporate the eastern section of the Frontage Road adjacent to Lots 1 and 2.
12. Prior to the issuance of a land development permit, the plat of subdivision must be revised to include cross access and utility easement on the west side of lot 2 for the future connection towards the Schaumburg Metra station parking lot.

13. Sign permits will be required.
14. All roof top mechanical units shall be screened from view.
15. Tenantall signs shall be a maximum of 100 square feet each.
16. Wall signs for the building shall be individual channel letters.
17. The same tenant cannot have more than one wall sign.
18. If signs are illuminated, signs shall be internally illuminated.
19. Prior to the issuance of a land development permit, the petitioner must record the following plats/agreements with the county:
    a. Plat of annexation
    b. Plat of subdivision/consolidation
    c. Plat of vacation
    d. Plat of easement
    e. Easement agreement between Experior Group LLC and LPC Acquisition Company LLC
20. Prior to the issuance of a land development permit, a lease agreement must be drafted between the subject property and the Experior Transport property. The agreement must include, but not be limited to, show the proposed off-site truck parking areas on an exhibit and maintenance responsibilities. A draft of the lease agreement must be submitted to the Village for review and upon acceptance, the agreement shall be recorded with the county.
21. Prior to the issuance of a land development permit, the engineering plans must be revised to address the following:
    a. The existing overhead electric lines that run north south in Long Avenue also provide power to the street lights at the Metra Road. This service will need to be kept or re-routed.
    b. Show on the plans the jurisdictions at and adjacent to the frontage road area (Tollway, Village of Schaumburg, Township etc.)
    c. Truck turning templates were provided as requested for the T-intersection of the new east-west access road and the existing north-south access road on the Experior Logistics site. However, there were no auto turn exhibits for the southbound to westbound movement nor the eastbound to northbound movement. Please provide.
    d. Provide a detail for the movable fence/gate shown going through the proposed entrance of the parking lot at the far southwestern corner of the site.
    e. In between the two proposed buildings, sidewalks are now proposed from the emergency access doors to the parking lots. Continue finishing off the sidewalk in between to provide front to rear access for pedestrians.
    f. At the southwest corner of the southern building, relocate the ADA spaces to right in front of office door. N

g. Shift sanitary manholes E and F slightly to the west, so the lids would no longer be in the wheel paths of vehicles.

h. Provide a short or long-term maintenance and monitoring plans with vegetation performance standards. The Experior Logistics Facility Naturalized Stormwater Management Basins must meet the required Maintenance and Monitoring requirements and vegetation performance standards, as these basins will be used by the Long Avenue Project.

i. All preliminary engineering comments have been addressed. A review of the stormwater conveyance (storm sewer/overland flow route) calculations will be completed during final engineering.

j. Extend the proposed curbline westward to meet the existing driveway for Wintrust Field. This improvement will help resolve potential merging and circulation issues identified along the I-390 Frontage Road. The shoulder currently continues west to Springinsguth Road and should be extended accordingly, transitioning into a painted island where the proposed curb island projects into the I-390 Frontage Road.

k. Update the variances List to include a request for deviation from code section 151.06(O) for not meeting the minimum driveway separation of 200 feet.

l. Relocate ADA parking spaces to establish the shortest pedestrian accessible route to the front door that it's service.

m. Realign the 60' cross-access easement with the northernmost east-west drive aisle that connects with Springinsguth to the west and serves Wintrust Field and the Schaumburg Metra Station.

n. Show the adjacent parking lot design on the site plan for future coordination.

o. Crosswalks shall be striped with white pavement marking. When crosswalk lines are used, they shall consist of solid white lines that mark the crosswalk. According to IDOT standards, pavement marking shall be no less than 6 inches nor greater than 24 inches in width.

p. Update the truck turning templates with the 47' Schaumburg Fire Engine along with providing the WB-67 truck turning movement from southbound to westbound on the updated exhibits. The correct dimensions for the Schaumburg Fire Engine have been uploaded to the attachments for the applicant's use.

q. Prior to the issuance of a permit a recorded traffic agreement is required. As this was not received in the final concept submittal, provide the completed document for staff review.

22. The proposed photometrics plan is accepted as preliminary. A detailed review of the plan will be done during the land development permit review. Full compliance with the Village site lighting ordinances will be required.

23. Prior to the issuance of a land development permit the landscape plans must be revised to address the following comments:

    a. Sheets L2.1 through L2.6 still have a written and graphic scale of 1" = 40'. Please correct.

b. Note 19 in the General Notes indicates that the contractor is to use an erosion control blanket but a specific type is not indicated. Please provide a specific type of erosion control blanket.

c. On sheet L2.0 a hatch pattern and a seed mix for a 'Full Sun to Part Shade Prairie' is indicated but the hatch pattern doesn't appear on plans. Either remove the seed mix or show where it is to be used on the site.

d. Provide a clear delineation between the sod and seed areas at the NW corner of the site.

24. Prior to the issuance of a land development permit, the traffic impact study must be revised to address the following comments:

a. The Daily Sum for the proposed warehouse should be 996, not 732 .

b. Verify the volumes depicted on Exhibit 6: 2032 Total Traffic – All Vehicles. Please clarify which volume exhibits should be added up to get the volumes depicted in Exhibit 6 – Year 2032 Total Traffic – All Vehicles. Several of the volumes (along Frontage Road, along Springinsguth Road and along Rodenburg Road @ Metra) do not add up just using the volumes in Exhibit 4A and Exhibit 5C as stated in the TIS.

c. Revise Passage Timer for EB and WB Through movements to 7.0 seconds.

d. Modify the recall to maximum.

25. Prior to the issuance of a building permit, the architectural plans must be revised to address the following comments:

a. If high-piled storage is utilized, fire department access doors must be provided at 125' intervals. This is not achieved on the west side of the buildings. (Architectural Plans SP-1)

b. Relocate FDC's closer to office entrances. (Architectural Plans SP-1).

c. Prior to the issuance of a building permit, the sign on the north elevation on lot 1 building shall be removed or revised to 10 square feet.

24. The following plans shall be adopted as part of the governing ordinance:

a. ALTA/NSPS Land Title Survey, Sheets 1 through 7, prepared by Manhard Consulting, Ltd, dated May 22, 2025, and received by the Community Development Department on August 18, 2025.

b. Plat of Annexation, Sheet 1 of 1, prepared by Manhard Consulting, Ltd, dated August 29, 2025, latest revised date October 20, 2025, and received by the Community Development Department on October 21, 2025.

c. Plat of Subdivision, Sheets 1 through 6, prepared by Manhard Consulting, Ltd, dated August 7, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

d. Plat of Abrogation, Sheet 1 of 1, prepared by Manhard Consulting, Ltd, dated August 7, 2025, and received by the Community Development Department on August 18, 2025.

e. Plat of Easement, Sheets 1 through 3, prepared by Manhard Consulting, Ltd, dated August 7, 2025, and received by the Community Development Department on August 18, 2025.

f. Plat of Vacation, Sheet 1 of 1, prepared by Manhard Consulting, Ltd, dated August 7, 2025, and received by the Community Development Department on August 18, 2025.

g. Project Narrative, prepared by Logistics Property Company, received by the Community Development Department on August 18, 2025.

h. Easement agreement between Experior Group LLC and LPC Acquisition Company LLC, received by the Community Development on November 6, 2025.

i. Ground Lease Agreement between LPC Acquisition Company LLC and Experior Group LLC, dated September 11, 2025, and received by the Community Development Department on November 20, 2025.

j. Site Plan, Sheet SP-1, prepared by Arete Design Studio Ltd, dated June 4, 2024, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

k. Site Character Aerial, Sheet EXH-1, prepared by Arete Design Studio Ltd, dated June 4, 2024, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

l. Floor Plan, Sheet FP-1, Building 1, prepared by Arete Design Studio Ltd, dated June 4, 2024, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

m. Building Elevations, Sheets EL-1 and EL-2, Building 1, prepared by Arete Design Studio Ltd, dated June 4, 2024, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

n. Rendered Building Elevations, Sheets EL-1R and EL-2R, Building 1, prepared by Arete Design Studio Ltd, dated June 4, 2024, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

o. Floor Plan, Sheet FP-1, Building 2, prepared by Arete Design Studio Ltd, dated June 4, 2024, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

p. Building Elevations, Sheets EL-1 and EL-2, Building 2, prepared by Arete Design Studio Ltd, dated June 4, 2024, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

q. Rendered Building Elevations, Sheets EL-1R and EL-2R, Building 2, prepared by Arete Design Studio Ltd, dated June 4, 2024, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

r. Site Line Study, Sheet EXH-2, prepared by Arete Design Studio Ltd, dated June 4, 2024, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

s. Photometric Plan, Sheet E-1.0, E-1.1, E-1.2 and E-1.3, prepared by Arete Design Studio Ltd, dated June 4, 2024, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

t. Cover Sheet, Sheet 0, prepared by Gary R. Weber Associates, Inc., dated October 10, 2025, and received by the Community Development on October 13, 2025.

u. Naturalized BMP Plan, Sheets 1 and 2, prepared by Gary R. Weber Associates, Inc., dated August 17, 2021, latest revised date October 10, 2025, and received by the Community Development on October 13, 2025.

v. Management Exhibit, Sheets 3, prepared by Gary R. Weber Associates, Inc., dated August 17, 2021, latest revised date October 10, 2025, and received by the Community Development on October 13, 2025.

w. Naturalized BMP Specifications, Sheets 4, prepared by Gary R. Weber Associates, Inc., dated August 17, 2021, latest revised date October 10, 2025, and received by the Community Development on October 13, 2025.

x. Title Sheet, Sheet 1, prepared by Manhard Consulting, Ltd, dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13 2025.

y. Index of Sheets, Sheet 2, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

z. Existing Conditions and Demolition Plan – A, Sheet 3, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

aa. Existing Conditions and Demolition Plan – B, Sheet 4, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

bb. Existing Conditions and Demolition Plan – C, Sheet 5, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

cc. Existing Conditions and Demolition Plan – D, Sheet 6, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

dd. Overall Site Plan, Sheet 7, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

ee. Site Dimensional and Paving Plan – A, Sheet 8, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

ff. Site Dimensional and Paving Plan – B, Sheet 9, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

gg. Site Dimensional and Paving Plan – C, Sheet 10, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

hh. Site Dimensional and Paving Plan – D, Sheet 11, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

ii. Grading Plan – A, Sheet 12, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

jj. Grading Plan – B, Sheet 13, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

kk. Grading Plan – C, Sheet 14, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

ll. Grading Plan – D, Sheet 15, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

mm. Overall Utility Plan, Sheet 16, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

nn. Utility Plan – A, Sheet 17, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

oo. Utility Plan – B, Sheet 18, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

pp. Utility Plan – C, Sheet 19, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

qq. Utility Plan – D, Sheet 20, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

rr. Soil Erosion and Sediment Control Plan – North, Sheet 21, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

ss. Soil Erosion and Sediment Control Plan – South, Sheet 22, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

tt. Soil Erosion and Sediment Control Plan – Details, Sheet 23, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

uu. Construction Details, Sheet 24, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

vv. Construction Details, Sheet 25, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

ww. Construction Details, Sheet 26, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

xx. Construction Details and MWRD General Notes, Sheet 27, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

yy. Construction Specifications, Sheet 28, prepared by Manhard Consulting, Ltd., dated August 8, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

zz. Landscape Plan, Sheets L2.0 through L2.7, prepared by Upland Design Ltd., dated August 8, 2025, latest revised date October 9, 2025, and received by the Community Development on October 13, 2025.

aaa. Tree Preservation Plan, Sheets T2.0 through T2.5, prepared by Upland Design Ltd., dated August 8, 2025, latest revised date October 9, 2025, and received by the Community Development on October 13, 2025.

bbb. Truck Access Drive, Sheet 1 of 1, prepared by Manhard Consulting, Ltd., dated October 8, 2025, and received by the Community Development Department on October 13, 2025.

ccc. Firetruck U-Turn, Sheet 3 of 3, prepared by Manhard Consulting, Ltd., dated August 7, 2025, latest revised date October 8, 2025, and received by the Community Development Department on October 13, 2025.

ddd. Utility Exhibit – Public vs. Private, Sheet 1 of 1, prepared by Manhard Consulting, Ltd., dates October 8, 2025, and received by the Community Development Department on October 13, 2025.

eee. Traffic Impact Study, prepared by Gewalt Hamilton Associates, Inc., dated September 30, 2025, and received by the Community Development Department on October 13, 2025.

fff. Wetland Determination Report, prepared by Gary R. Weber Associates, Inc., dated May 29, 22025, and received by the Community Development Department on October 13, 2025.

MOTION CARRIED: vote: 8-0 with one member(s) absent

A poll was taken:
Mr. Dhitu Bhagwakar - Yes
Mr. James Dolbeare - Absent
Ms. Patricia Errera - Yes
Mr. Jeff Mytych - Yes
Mr. Rob Morreale - Yes
Mr. Harry Raimondi - Yes
Mr. Pat Riley - Yes
Mr. Glenn Szurgot - Yes
Ms. Elizabeth Veatch - Yes

The Petitioner was advised that this recommendation will be forwarded to the Village Board for consideration at their meeting on Tuesday, 12/9/25.

ADJOURNMENT
The meeting was adjourned at 8pm.

Parth Joshi

Parth Joshi, AICP, Planning Manager
I have reviewed the minutes and they accurately represent the actions taken by the Zoning Board of Appeals

Mary Kirschbaum

Mary Kirschbaum, Recording Secretary
Zoning Board of Appeals

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

General Minutes (12/10)
01/28/26
Zoning Board of Appeals

Presenter:
Lead Department: Community Development

Executive Summary:

Recommended Action:

ATTACHMENTS:
- FINALZ~1.DOC

ZONING BOARD OF APPEALS
GENERAL MINUTES
December 10, 2025

CALL TO ORDER
The meeting was called to order by Chairman Harry Raimondi at 7pm.

ROLL CALL

Members Present:	Chairman Harry Raimondi, Rob Morreale, Glenn Szurgot, Patty Errera, Jeff Mytych and Dhitu Bhagwakar
Member(s) Absent:	James Dolbeare, Elizabeth Veatch and Pat Riley

A quorum was present.

Also Present:	Julie Fitzgerald Director of Community Development	Parth Joshi Planning Manager	Todd Wenger Senior Planner
	Monica Richart Sustainability Planner		

CONSIDERATION OF MINUTES
None

PUBLIC HEARING(S)
1) Z2502-07 / New Stone Design, Inc / 1475 Rodenburg Road / Site Plan Amendment, Parking Variations, Landscape Variations and Business Operations Variation

2) Z2511-01 / Neos Eclectic Mediterranean / 680 Mall Drive / Site Plan Amendment for Site Modifications and Landscape Variations

3) Z2509-02 / Firefly Daycare / 129 S. Roselle Road / Special Use for a Daycare Center and Site Plan Amendment

4) Z2511-02 / Woodfield Village Green / 1400-1572 E. Golf Road / Amendment to Approved Shopping Center Signage Plan

5) Z2503-03 / Loeber Farm Redevelopment / 2014 N. Meacham Road / Site Plan Approval, Special Use For A PUD, Special Use to Construction In The Wetlands, Streams and Aquatic Resources Protection Overlay District, Rezone from R4 to R6 PUD, Preliminary and Final Plat Approval, Plat of Vacation, Building Setback Variations, Building Height Variation, Parking Variations, Lot Size Variations, Lot Width Variations, Lot Coverage Variation, Floor Area Ratio (FAR) Variation and Building Height Credit

ADJOURNMENT
Mr. Szurgot made a motion, seconded by Mr. Morreale, to close the meeting.
All ayes **MOTION CARRIED**

There being no further business, the meeting was adjourned at 9:53pm.

Mary Kirschbaum, Recording Secretary
Zoning Board of Appeals

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Z2502-07 / New Stone Design (12/10)
01/28/26
Zoning Board of Appeals

Presenter:
Lead Department: Community Development

Executive Summary:

Recommended Action:

ATTACHMENTS:
- FINALZ~4.PDF

CALL TO ORDER
The meeting was called to order by Chairman Harry Raimondi at 7pm.

ROLL CALL

Members Present:	Chairman Harry Raimondi, Rob Morreale, Glenn Szurgot, Patty Errera, Jeff Mytych and Dhitu Bhagwakar		
Member(s) Absent:	James Dolbeare, Elizabeth Veatch and Pat Riley		
A quorum was present.			
Also Present:	Julie Fitzgerald Director of Community Development	Todd Wenger Senior Planner	Monica Richart Sustainability Planner
Sworn in for testimony:	Parth Joshi Planning Manager	Greg Munik 1475 Rodenburg Rd	

Mr. Greg Munik, Petitioner, stated that his business has been in Schaumburg for 18+ years and would like to expand his showroom.

Chairman Raimondi asked the Recording Secretary if all of the proper public notices were completed and she said, yes.

Mr. Parth Joshi noted that the Staff Report inadvertently left out the following requested action on the first page. It will be included in the revised Staff Report for the 1/13 Village Board packets and will read as follows:

- Variation to Exceed the Maximum Floor Space Permitted for a Showroom from 1,000 square feet (10%) to 3,730 square feet (14.05%) [Title 15, Chapter 154, Section 154.188(B)(4)]

Mr. Joshi stated that the Petitioner is a granite contractor. The primary use of the subject building is for fabrication of granite, stone and other stone-related products. The east and south sides of the property are primarily used for storage purposes. An approximate 1,700 square-foot building addition is proposed at the southwest corner of the site to accommodate a larger showroom. The building will be constructed of brick veneer on the outside, a nice storefront window is being proposed, as well as a black canopy above the main entrance. The Petitioner is also proposing to make some site modifications to the property, which includes landscaping and adding three more parking spaces on the south side of the building.

Landscape Variations
Foundation landscaping is required to be 10' wide around the building. The Petitioner is requesting that it be waived because of the existing drive aisle, which is required to be 24'. Adding any sort of foundation landscaping on the south side of the building would interfere with the minimum drive-aisle requirement. In addition, the Petitioner has site size constraints, so they cannot push their parking spaces and drive aisle to

the south side of the building. Currently, the parking pavement on the south side is zero feet from the property line. The second landscape variation is to reduce the overall landscaping from the required 20% green space to 16.5%. By keeping the existing landscape island at the southwest corner of the lot which measures approximately 445 square feet, the overall greenspace on the property would be increased to 17.7%. The zoning code requires each zoning lot to contain a minimum of 20% greenspace. The existing property does not comply with the 20% greenspace requirement as the current greenspace of the property is 18.8%. Staff researched the original landscape plan on file and discovered that the majority of the onsite landscaping complies with the approved landscape plan. Staff is supportive of this variation. Staff researched the property's original approved landscape plan. Almost 90% of the site complies with landscaping, however, there used to be a landscape island at the southeast corner of the property where they currently use it for storage. Staff believes that island was removed without Village approval. Had that island been there, they would have exceeded the 20% variation. The proposed landscape plan does include a mix of landscape types including shrubs and trees to be installed adjacent to the proposed building addition, which will enhance the property frontage that faces Rodenburg Road.

Business Operations Variation

The zoning code pertaining to business operations limits the Petitioner's showroom to be 1,000 square feet or 10% of the overall building size, whichever is less. The current showroom is 2,000 square feet, and they are currently non-compliant. The Petitioner would like to propose the showroom addition up to 14.05%. Staff is supportive of it because of the primary use of their business, which is to manufacture granite onsite. The showroom component is an ancillary use and will not occupy a majority of the building. Also, they do not anticipate any walk-ins; all customers are required to schedule an appointment.

Parking Variations

The required onsite parking is 37 spaces, and the Petitioner is providing 21 spaces. This is a deficit of 16 spaces. Although it is a large variation, Staff is supportive of this request since customers will come by appointment only and the retail component is an accessory use for their primary business. The zoning code requires all off-street parking to be a minimum of 25 feet away from the front lot line. The Petitioner is requesting a front yard parking setback variation to reduce the distance from the front lot line to 14'8". Staff is supportive if this request because the Petitioner is proposing to add three new parking spaces primarily for their customers who will be entering the showroom addition on the south side of the building. This is already an existing condition; the pavement is there but the spaces are not striped. Adding three more spaces will reduce their other variation request which is to reduce the overall parking quantity.

Chairman Raimondi asked if the public had any questions or concerns. There were none.

Chairman Raimondi asked the Board for their comments.

Mr. Bhagwakar asked if a bike rack is required, and Mr. Joshi said it is required per code.

Mr. Morreale stated that he is happy about the proposed addition and landscaping plans.

Mr. Szurgot noted that Page 2 of the Staff Report, under Site Plan Amendment, had an error in the first sentence. It should read "southwest" instead of southeast. Mr. Joshi thanked him.

Ms. Errera asked if all the granite stored outside and Mr. Munik said yes. She asked if there are any issues that would prevent the fire trucks from getting around. Mr. Joshi said no because the overall height of the building is not 30'. Fire access is provided on the north and west sides of the building.

Mr. Mytych asked the Petitioner if he agrees with the conditions on the Staff Report and Mr. Munik said, yes.

Chairman Raimondi asked if the Petitioner stores anything inside the building. Mr. Munik said he uses half of the building for storage. Chairman Raimondi asked if customers will be permitted to see the granite outside, and Mr. Munik said, yes. Chairman Raimondi asked how many employees work at New Stone Design and Mr. Munik said seven.

PUBLIC HEARING CLOSED
Mr. Morreale made a motion, seconded by Mr. Mytych, to close the hearing. **MOTION CARRIED**

Mr. Szurgot made a motion, seconded by Mr. Mytych, to recommend approval of a Site Plan Amendment, Parking Variations, Landscape Variations and Business Operations Variation for New Stone Design, Inc located at 1475 Rodenburg Road, Case No. Z2502-07 subject to the following conditions:

1. Prior to the issuance of a site maintenance or land development permit, the petitioner shall remove the 4 parking spaces at the far west side of the northern drive aisle. The spaces do not conform to the minimum length of a parking space.
2. The Special Use shall be substantially in accordance with the Project Narrative received by the Community Development Department on August 4, 2025.
3. A building permit, in accordance with the current regulations and requirements of the Village of Schaumburg, must be issued within one year from the date of adoption of the enabling ordinance by the Village Board which authorized the development proposal.
4. A site maintenance or a land development permit will be required.
5. Per submitted the plans, the showroom will be separated from the remainder of the building. The showroom will be required to be provided with sprinklers per Village of Schaumburg Amendment 903.2.7.
6. Exterior access shall be provided to the sprinkler riser.
7. Provide complete building and code compliance information, including accessibility, life safety, egress, and site verification details, to demonstrate compliance will all applicable codes and standards, as adopted by the Village of Schaumburg.
8. Petitioner hereby agrees, at no cost to the Village, to allow for a temporary construction easement on PIN 07-33-103-029 in the area identified on the attached plat for the construction of bike path improvements, under such terms and conditions as shall be needed at the time construction is set to occur.

9. Prior to the issuance of a site maintenance or land development permit, the petitioner must revise the plans to include the following:
   a. Provide hydrant detail, village prefers clow hydrants.
   b. Add the Village of Schaumburg standard detail for accessible parking space
   c. Remove the 3 western most parking spaces in the south drive aisle as shown on the plans where there is currently landscaping on-site.
10. Prior to the issuance of a site maintenance or land development permit, the petitioner must revise the plans to include the following:
   a. Separate the landscape information onto their own Landscape Plan sheets as combining all information on one sheet is too confusing and doesn't meet record copy requirements.
   b. Remove existing dead arborvitae along Rodenburg Road and from right-of-way area along north drive isle. No plantings other than parkway trees are allowed in the right-of-way, which could obstruct motorists' visibility.
   c. Change proposed plant species along building addition foundation from barberry which are considered invasive and boxwood which would be difficult to grow in this location to other more suitable species (i.e.: Japanese Yew, Dwarf Korean Lilac, Dwarf Cranberry bush Viburnum, etc.).
   d. Provide additional foundation plantings (i.e.: daylilies, hosta, spirea, etc.) along the new building addition to add color/interest and meet the 10' min. foundation planting requirement and to justify the requested landscape variations for reduction in green space and foundation plantings.
   e. Specify the variety of Elm trees selected for the area along Rodenburg Road.
   f. All parking areas shall be screened from the street with plant material and include a shade tree at the end of each row of parking. Show existing plantings and/or provide additional plantings to meet village requirements.
   g. Provide a note on plans that all planting beds shall have a spaded edge and be mulched with shredded bark mulch.
   h. Provide note on plans that all turf areas shall be restored with sod.
11. The following plans shall be adopted as part of the governing ordinance:
   a. Site Plan, Sheet T-1, prepared by MD Architects, dated October 17, 2024, latest revised date September 29, 2025, and received by the Community Development Department on September 9, 2025.
   b. Existing Floor Plan, Sheet D1, prepared by MD Architects, dated October 17, 2024, latest revised date September 29, 2025, and received by the Community Development Department on September 9, 2025.
   c. New Addition Foundation and Floor Plan, Sheet A1, prepared by MD Architects, dated October 17, 2024, latest revised date September 29, 2025, and received by the Community Development Department on September 9, 2025.
   d. Elevations, Sheet A2, prepared by MD Architects, dated October 17, 2024, latest revised date September 29, 2025, and received by the Community Development Department on September 9, 2025.

e. Color Elevations, Sheet R1, prepared by MD Architects, dated October 17, 2024, latest revised date September 29, 2025, and received by the Community Development Department on September 9, 2025.

f. Bike Rack Specs, received by the Community Development Department on September 9, 2025.

g. Project Narrative, received by the Community Development Department on February 2, 2025.

h. Variation Narrative, received by the Community Development Department on September 9, 2025.

MOTION CARRIED: vote: 6-0 with three member(s) absent

A poll was taken:
Mr. Dhitu Bhagwakar - Yes
Mr. James Dolbeare - Absent
Ms. Patricia Errera - Yes
Mr. Jeff Mytych - Yes
Mr. Rob Morreale - Yes
Mr. Harry Raimondi - Yes
Mr. Pat Riley - Absent
Mr. Glenn Szurgot - Yes
Ms. Elizabeth Veatch - Absent

The Petitioner was advised that this recommendation will be forwarded to the Village Board for consideration at their meeting on Tuesday, 1/13/26.

ADJOURNMENT

The meeting was adjourned at 7:15pm.

_____
Parth Joshi, AICP, Planning Manager
I have reviewed the minutes and they accurately represent the actions taken by the Zoning Board of Appeals

_____
Mary Kirschbaum, Recording Secretary
Zoning Board of Appeals

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Z2511-01 / Neos Eclectic Mediterranean (12/10)
01/28/26
Zoning Board of Appeals

Presenter:
Lead Department: Community Development

Executive Summary:

Recommended Action:

ATTACHMENTS:
- FINALZ~1.PDF

CALL TO ORDER
The meeting was called to order by Chairman Harry Raimondi at 7:15pm.

ROLL CALL

Members Present:	Chairman Harry Raimondi, Rob Morreale, Glenn Szurgot, Patty Errera, Jeff Mytych and Dhitu Bhagwakar		
Member(s) Absent:	James Dolbeare, Elizabeth Veatch and Pat Riley		
A quorum was present.			
Also Present:	Julie Fitzgerald Director of Community Development	Todd Wenger Senior Planner	Monica Richart Sustainability Planner
Sworn in for testimony:	Parth Joshi Planning Manager	Akeel Ramzanali 680 Mall Drive Schaumburg	

Mr. Akeel Ramzanali, Petitioner, stated that he is seeking approval to operate his business, Neos Eclectic Mediterranean.

Mr. Parth Joshi stated that the Petitioner is requesting to reduce the north bufferyard from 10' to 1'8" and a variation to waive the parking lot and island requirement for a new Type "A" restaurant. In June 2021, the Village Board approved construction of an outdoor patio, along with some façade and site modifications. Construction was completed by the previous owner, however, some additional work was performed without Village approval. The previous owner added a pathway on the north side of the patio, which was not identified in the approved plans. As a result, the Petitioner is requesting a bufferyard variation. The previous owner was also supposed to install 2 landscape islands in the front of the building, and they also striped some parking spaces that were not in the approved plans. The Petitioner is requesting approval on the existing modifications and to re-stripe some parking spaces. One of the variations is to reduce the north bufferyard landscape. Ten feet of landscaping is required, however, once they added the walkway that brought it down to 1'8". Staff is supportive of this variation because the walkway is properly constructed and is operable. This will allow customers who park in the rear of the building to access the outdoor patio from that walkway. The property to the north is a utility use so the reduced bufferyard will not negatively affect any properties. In the front, the approved drawings showed the 2 end-landscape islands which the previous owner was going to do. However, they were not installed, and the Petitioner is requesting approval to keep the existing parking lot as is. Mr. Joshi said that Staff is supportive of this request since it is an existing condition. The Petitioner will need to re-stripe 4 parking spaces in front of the building. They have to remove the striped parking spaces adjacent to the main entrance, and a permit is not required for that.

Chairman Raimondi asked the Recording Secretary if all of the proper public notices were completed and she said, yes.

Chairman Raimondi asked if the public had any questions or concerns. There were none.

Chairman Raimondi asked the Board for their comments.

Mr. Szurgot, Mr. Mytych, Ms. Errera and Mr. Morreale had no questions.

Mr. Bhagwakar asked if the new bathroom was approved and Mr. Joshi said it was approved in 2021.

Chairman Raimondi asked if the Petitioner can dress up the area where the landscape islands would have been by adding a planter. Mr. Joshi said they could, but then they would have to re-orient or re-sketch all of the ADA parking spaces because a striped buffer area is required next to each handicap parking space. Chairman Raimondi asked the Petitioner if he agrees to the conditions on the Staff Report, and Mr. Ramzanali said, yes.

PUBLIC HEARING CLOSED
Mr. Szurgot made a motion, seconded by Mr. Morreale, to close the hearing. **MOTION CARRIED**

Mr. Morreale made a motion, seconded by Mr. Mytych, to recommend approval of a Site Plan Amendment for Site Modifications and Landscape Variations for Neos Eclectic Mediterranean located at 680 Mall Drive, Case No. Z2511-01 subject to the following conditions:

1. A site maintenance permit is required to address the drainage issue around the pathway.
2. The following plans, exhibits and documents shall be adopted as part of the governing ordinance:
    a. New Landscaped Area Plan, Sheet SP-3b, prepared by Architectural Consulting Services, dated July 21, 2021, latest revised date July 27, 2022, and received by the Community Development Department on October 28, 2025.
    b. Variation justification letter, prepared by the applicant, dated October 28, 2025, and received by the Community Development Department on October 28, 2025.

MOTION CARRIED: vote: 6-0 with three member(s) absent

A poll was taken:
Mr. Dhitu Bhagwakar - Yes
Mr. James Dolbeare - Absent
Ms. Patricia Errera - Yes
Mr. Jeff Mytych - Yes
Mr. Rob Morreale - Yes
Mr. Harry Raimondi - Yes
Mr. Pat Riley - Absent
Mr. Glenn Szurgot - Yes
Ms. Elizabeth Veatch - Absent

The Petitioner was advised that this recommendation will be forwarded to the Village Board for consideration at their meeting on Tuesday, 1/13/26.

ADJOURNMENT
The meeting was adjourned at 7:22pm.

Parth Joshi
____

_____
Parth Joshi, AICP, Planning Manager
I have reviewed the minutes and they accurately represent the actions taken by the Zoning Board of Appeals

_____
Mary Kirschbaum, Recording Secretary
Zoning Board of Appeals

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Z2509-02 / Firefly Daycare (12/10)
01/28/26
Zoning Board of Appeals

Presenter:
Lead Department: Community Development

Executive Summary:

Recommended Action:

ATTACHMENTS:
- FINALZ~3.PDF

CALL TO ORDER
The meeting was called to order by Chairman Harry Raimondi at 7:22pm.

ROLL CALL

Members Present:	Chairman Harry Raimondi, Rob Morreale, Glenn Szurgot, Patty Errera, Jeff Mytych and Dhitu Bhagwakar		
Member(s) Absent:	James Dolbeare, Elizabeth Veatch and Pat Riley		
A quorum was present.			
Also Present:	James Thiede 11 Virginia Pkwy Schaumburg	Julie Fitzgerald Director of Community Development	Parth Joshi Planning Manager
	Todd Wenger Senior Planner		
Sworn in for testimony:	Monica Richart Sustainability Planner	Bogdan Mamalat 0N654 Brandon Blvd. Winfield, IL	

Mr. Bogdan Mamalat, Petitioner, stated that he is seeking approval for a special use for a daycare center and a site plan amendment for a landscape and playground. The proposed building will be approximately 1,600 square feet.

Chairman Raimondi asked the Recording Secretary if all of the proper public notices were completed and she said, yes.

Ms. Monica Richart stated that there is an existing medical office on the second floor of the subject building. The Petitioner is proposing to occupy the first floor to operate a daycare for children ages 2 to 5 years. They will have a maximum of 109 students and the proposed hours of operation will be Monday – Friday, 7am – 6:30pm. They will employe 6 teachers, 6 assistants, 1 cook and 2 floating support teaching staff. The facility will have 6 classrooms and a centrally located kitchen. Parents and guardians will be required to accompany their children into the building and pick them up inside the building. The main change that is taking place is installation of a playground in the southeast corner of the rear yard. There are 2 landscape buffers that will be installed in the northeast and the pedestrian walkway that connects the building to the proposed playground. The Petitioner will be removing an existing concrete ramp and replacing it with landscaping. The Petitioner will also be addressing some of the existing site plan issues including resurfacing the parking lot, re-striping, some additional lighting and re-painting the railings. Ms. Richart said that Staff is supportive of the overall project and recommends approval.

Chairman Raimondi asked if the public had any questions or concerns.

Mr. James Thiede stated that he is a resident in the Old Town subdivision, as well as a member of the Board of Directors. The Old Town subdivision is directly adjacent to the subject property on the north side. He asked how far north the playground will go and if it will fully encompass the property or if it will be 5 – 20 feet short of the fence. Mr. Mamalat said there will be a buffer from the property line so it will be approximately 6 to 7 feet from the edge. Mr. Thiede asked how many trees will be removed. Mr. Mamalat said that 5 trees will be removed where the playground will be constructed. Mr. Thiede asked when the construction will be completed. Mr. Mamalat said that they will start construction as soon as they receive permits and anticipates it will take 3 to 4 months to complete. Mr. Thiede asked if it's correct that there will be no exterior construction to the building. Mr. Mamalat said they are not modifying the building but may update some doors and replace the broken window. They will be adding a bike rack and will change some concrete curbing but will not be doing any exterior structural work.

Chairman Raimondi asked the Board for their comments.

Ms. Errera asked if the medical office on the second floor is in favor of the proposed and Mr. Mamalat said they are fine with it and noted that not all of the tenant spaces on the second floor are occupied.

Mr. Mytych asked the Petitioner if he agrees with the conditions on the Staff Report and Mr. Mamalat said, yes.

Mr. Morreale asked if parking is sufficient, and Ms. Richart said there is 4-car parking surplus.

Mr. Szurgot asked if the children will be safe to play in the playground since the dumpster area will be near it. Mr. Mamalat said that the existing dumpster area is in disrepair and will be replaced with a new and secured dumpster enclosure.

Mr. Bhagwakar and Chairman Raimondi had no questions.

PUBLIC HEARING CLOSED

Mr. Szurgot made a motion, seconded by Ms. Errera, to close the hearing. **MOTION CARRIED**

Mr. Szurgot made a motion, seconded by Mr. Mytych, to recommend approval of a Special Use for a Daycare Center and Site Plan Amendment for Firefly Daycare located at 129 S. Roselle Road, Case No. Z2509-02 subject to the following conditions:

1. Prior to the issuance of an occupancy permit, the property owner shall address existing property maintenance issues that were identified at the site by code enforcement on 8/19/2025.
2. Prior to submittal of Building Permit drawings, the Architectural Plan shall be revised to state the correct address for the property.
3. A building permit, in accordance with the current regulations and requirements of the Village of Schaumburg, must be issued within one (1) year from the date of adoption of the enabling ordinance by the Village Board which authorized the development proposal.

4. A Land Development Permit and fee are required prior to commencing any site work, and prior to receiving any building permits for the site.
5. A Sign permit will be required for any signage proposed on the property.
6. The proposed plans have been accepted as preliminary by the Environmental Health Division. The plans will receive a much more detailed review during the commercial building permit process.
7. Drive aisles on south, west, and north side of the building shall be dedicated as fire lanes. Curbs shall be painted yellow and "No Parking Fire Lane" signs shall be provided.
8. Prior to the issuance of building permits, building plans shall be revised to show:
    a. The proposed water supply to sprinkler room shall be protected from freezing and enclosed within a 2-hour fire-rated assembly, per IBC/IFC fire-resistance requirements.
    b. Details of the method for supporting the water supply line from the building structure shall be provided. Structural calculations shall be submitted to verify that the proposed supports are adequate to carry the load of the water line.
9. Prior to the issuance of land development permits, a completed traffic agreement shall be submitted to the village for review and approval.
10. Prior to the issuance of a Land Development permit the Engineering and Landscape plans shall be revised to:
    a. Indicate the type of proposed pavement i.e. concrete or asphalt within the legend on sheet C2 of the Engineering Plan.
    b. Omit the stop control on sheet 2 of the Landscape plan and instead provide a W11-2 Pedestrian Crossing warning sign with a W16-6pL left turn arrow plaque, consistent with MUTCD standards.
    c. Provide solid white pavement markings defining the limits of the crosswalk to the rear playground and front entrance.
11. A permit from Cook County Department of Transportation and Highways is required for work in Roselle Road.
12. Prior to the issuance of a Land Development Permit, the Engineering Plans shall be revised to include the following:
    a. A 60-inch valve vault for the new 8-inch water service valve
    b. Confirm the connection point for the water main proposed for the hydrant.
    c. Add the Village standard detail for valve, valve vault and water main in trench.
    d. Add Village of Schaumburg standard engineering notes.
    e. Add a note that compacted trench back fill is required where the water main is under pavement.
    f. Add a note that 3 #5 rebar are required where sidewalk passes over the water main trench (refer to Village standard).
13. The landscape plan shall be revised to provide additional groupings of perennial plantings along the west side of the building in front of the proposed junipers to add color and interest.
14. The Tree Preservation Plan shall be revised to protect all existing trees to remain which are within 20' of any new construction, including fencing or playground equipment.
15. The following plans/exhibits shall be adopted as part of the governing ordinance:
    a. Title Sheet, Sheet T-1, prepared by Purohit Architects, dated September 5, 2025, latest revision dated November 11, 2025, and received by the Community Development Department on November 10, 2025.

b. Proposed Main Plan, Sheet A1.0, prepared by Purohit Architects, dated September 5, 2025, latest revision dated November 10, 2025, and received by the Community Development Department on November 10, 2025.
c. Egress Plan, Sheet A2.0, prepared by Purohit Architects, dated September 5, 2025, latest revision dated November 10, 2025, and received by the Community Development Department on November 10, 2025.
d. Existing Exterior Elevations, prepared by Purohit Architects, dated October 25, 2025, latest revision dated November 10, 2025, and received by the Community Development Department on November 10, 2025.
e. Title Sheet, Sheet C1, prepared by Fluenta Consulting , dated November 1, 2025, latest revision dated November 21, 2025, and received by the Community Development Department on November 21, 2025.
f. Site Plan, Sheet C2, prepared by Fluenta Consulting , dated November 1, 2025, latest revision dated November 21, 2025, and received by the Community Development Department on November 21, 2025.
g. Grading and Drainage Plan, Sheet C3, prepared by Fluenta Consulting , dated November 1, 2025, latest revision dated November 21, 2025, and received by the Community Development Department on November 21, 2025.
h. Erosion and Sediment Control Plan, Sheet C4, prepared by Fluenta Consulting , dated November 1, 2025, latest revision dated November 21, 2025, and received by the Community Development Department on November 21, 2025.
i. Tree Preservation Plan, prepared by Kestrel Design, dated October 25, 2025, latest revision dated November 10, 2025, and received by the Community Development Department on November 10, 2025.
j. Landscape Plan, prepared by Kestrel Design, dated October 25, 2025, latest revision dated November 10, 2025, and received by the Community Development Department on November 10, 2025.
k. Project Narrative, prepared by Bogdan Mamalat, received by the Community Development Department on November 10, 2025.

MOTION CARRIED: vote: 6-0 with three member(s) absent

A poll was taken:
Mr. Dhitu Bhagwakar - Yes
Mr. James Dolbeare - Absent
Ms. Patricia Errera - Yes
Mr. Jeff Mytych - Yes
Mr. Rob Morreale - Yes
Mr. Harry Raimondi - Yes
Mr. Pat Riley - Absent
Mr. Glenn Szurgot - Yes
Ms. Elizabeth Veatch - Absent

The Petitioner was advised that this recommendation will be forwarded to the Village Board for consideration at their meeting on Tuesday, 1/13/26.

ADJOURNMENT
The meeting was adjourned at 7:36pm.

_____
Monica Richart, Sustainability Planner
I have reviewed the minutes and they accurately represent the actions taken by the Zoning Board of Appeals

_____
Mary Kirschbaum, Recording Secretary
Zoning Board of Appeals

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Z2511-02 / Woodfield Village Green (12/10)
01/28/26
Zoning Board of Appeals

Presenter:
Lead Department: Community Development

Executive Summary:

Recommended Action:

ATTACHMENTS:
- FINALZ~2.PDF

CALL TO ORDER
The meeting was called to order by Chairman Harry Raimondi at 7:37pm.

ROLL CALL

Members Present:	Chairman Harry Raimondi, Rob Morreale, Glenn Szurgot, Patty Errera, Jeff Mytych and Dhitu Bhagwakar
Member(s) Absent:	James Dolbeare, Elizabeth Veatch and Pat Riley

A quorum was present.

Also Present:	Julie Fitzgerald Director of Community Development	Parth Joshi Planning Manager	Todd Wenger Senior Planner
Sworn in for testimony:	Monica Richart Sustainability Planner	Jenn Mathis Bridge 33 Capital 626 W. Jackson Blvd Suite 420 Chicago, IL	Michelle Forys Parvin-Clauss Sign 165 Tubeway Drive Carol Stream, IL
	Peter Ziarno 3010 Highland Pkwy Downers Grove, IL		

Ms. Jenn Mathis, Petitioner, stated that they would like to amend the previously approved signage plan for Woodfield Village Green Shopping Center. The plan currently has a limitation on the number of monument signs that are available. Two additional signs are being requested, one for Duly and one for Bridge 33 Capital. Mr. Peter Ziarno, representing Duly Health and Care, is requesting a monument sign along Remington and Meacham Roads to provide wayfinding for their patients.

Ms. Monica Richart stated that Woodfield Village Green has an existing signage plan which is something the Village provides for shopping centers over 500,000 square feet. It provides some flexibility for additional signage beyond what is normally allowed in the code. They are requesting to modify it to allow 2 additional monument signs--- one at the corner of Meacham and Golf Roads for the general tenant sign for the shopping center. The other one is for Duly at the Remington and Meacham Roads entrance. The signs are designed to be compatible with the existing signs in the shopping center, which are brick and have column features. There will be landscaping around the sign to screen the base. Because of where this is located and that there are different overlay districts, some consideration has been given to the design of the letters and cohesiveness of the color palate. The sign has black lettering on a white background, and the illumination is limited just to the letters on the sign and it will only be white illumination. The Duly sign will be slightly smaller at 5' high, 8' wide and will be located on the median at the entrance way. It will also have a very simple design and logo on a white background and will be compatible with the existing signage. Ms. Richart said that the requests are in line with the Woodfield Regional Center Design Guidelines and with the Golf Road Corridor, as well as the Comprehensive Plan. They comply will all

Village code requirements and are complimentary to the architecture of the shopping center. Staff is recommending approval.

Chairman Raimondi asked if the public had any questions or concerns. There were none.

Chairman Raimondi asked the Board for their comments.

Mr. Morreale stated that he frequents the Golf and Meacham Roads several times per week and feels it is a great idea. He added that this needed to happen sooner than later.

Mr. Mytych had no questions

Mr. Szurgot stated that the Duly sign looks off-centered and asked if it's a free-standing brick wall to the right. Mr. Ziarno said, yes, and added that it will be recessed a bit from the brick wall. Mr. Szurgot asked why they put it to the left. Mr. Ziarno said it's part of the design that their marketing team put together and it needed to include the address to provide visibility and wayfinding.

Ms. Errera stated that it shows 8 names of tenants but on the second one it shows Tenants 1 – 4. Ms. Forys said it was just to show the design for the landscaping. They had to modify the other sign. Ms. Errera added that the proposed landscaping looks beautiful and will make a big difference.

Mr. Bhagwaker stated that it looks good.

Chairman Raimondi stated that it will serve a good purpose.

PUBLIC HEARING CLOSED
Mr. Szurgot made a motion, seconded by Mr. Morreale, to close the hearing. **MOTION CARRIED**

Mr. Errera made a motion, seconded by Mr. Mytych, to recommend approval of an Amendment to Approved Shopping Center Signage Plan for Woodfield Village Green located at 1400-1572 E. Golf Road, Case No. Z2511-02 subject to the following conditions:

1. All terms and conditions of Ordinance No. 15-103 and enabling ordinances not specifically revised herein are hereby reaffirmed by reference.
2. A sign permit will be required for installation of the signs.
3. The following conditions shall apply to the Woodfield Village Green Signage Plan:
   a. Woodfield Village Green shall be allowed an additional monument sign on the corner of Golf Road and Meacham Road measuring 17 feet and 8 inches wide and 7.5 feet high.
   b. Duly Health and Care (1325 N. Meacham), or a subsequent business within the same tenant space, shall be allowed one additional monument sign measuring 8 feet wide and 5 feet high.
4. The following plans/exhibits shall be adopted as part of the governing ordinance:
   a. Sign Detail, prepared by Parvin-Clauss, dated October 14, 2025, received by the Community Development Department October 16, 2025.

b. Landscape Plan, prepared by Yellowstone Landscape, dated June, 2025, received by the Community Development Department November 3, 2025.
c. Plant List, prepared by Yellowstone Landscape, dated June, 2025, received by the Community Development Department November 3, 2025.
d. Landscape Rendering, prepared by Yellowstone Landscape, dated June, 2025, received by the Community Development Department November 3, 2025.
e. Sign Detail, prepared by Sign Palace Inc., dated May 2, 2025, received by the Community Development Department October 28, 2025.
f. Sign Plan, prepared by Sign Palace Inc., dated May 5, 2025, received by the Community Development Department October 28, 2025.
g. Landscape Plan, prepared by Pamela Self Landscape Architecture, dated May 15, 2025, received by the Community Development Department October 28, 2025.

MOTION CARRIED: vote: 6-0 with three member(s) absent

A poll was taken:
Mr. Dhitu Bhagwakar - Yes
Mr. James Dolbeare - Absent
Ms. Patricia Errera - Yes
Mr. Jeff Mytych - Yes
Mr. Rob Morreale - Yes
Mr. Harry Raimondi - Yes
Mr. Pat Riley - Absent
Mr. Glenn Szurgot - Yes
Ms. Elizabeth Veatch - Absent

The Petitioner was advised that this recommendation will be forwarded to the Village Board for consideration at their meeting on Tuesday, 1/13/26.

ADJOURNMENT
The meeting was adjourned at 7:46pm.

_____
Monica Richart, Sustainability Planner
I have reviewed the minutes and they accurately represent the actions taken by the Zoning Board of Appeals

_____
Mary Kirschbaum, Recording Secretary
Zoning Board of Appeals

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Z2503-03 / Loeber Farm Redevelopment (12/10)
01/28/26
Zoning Board of Appeals

Presenter:
Lead Department: Community Development

Executive Summary:

Recommended Action:

ATTACHMENTS:
- FINALM~1.PDF

Z2503-03 / Loeber Farm Redevelopment / 2014 N. Meacham Road / Site Plan Approval, Special Use for a PUD, Special Use to Construct in the Wetlands, Streams and Aquatic Resources Protection Overlay District, Rezone from R4 to R6 PUD, Preliminary and Final Plat Approval, Plat of Vacation, Building Setback Variations, Building Height Variation, Parking Variations, Lot Size Variations, Lot Width Variations, Lot Coverage Variation, Floor Area Ratio (FAR) Variation and Building Height Credit

CALL TO ORDER

The meeting was called to order by Chairman Harry Raimondi at 7:43pm.

ROLL CALL

Members Present: Chairman Harry Raimondi, Rob Morreale, Glenn Szurgot, Patty Errera, Jeff Mytych and Dhitu Bhagwakar

Member(s) Absent: James Dolbeare, Elizabeth Veatch and Pat Riley

A quorum was present.

Also Present:

Julie Fitzgerald Director of Community Development	Todd Wenger Senior Planner

Sworn in for testimony:

Parth Joshi Planning Manager	Nico Nitti 132 N. York Street Suite 2F Elmhurst, IL	Dan Free V3 Companies 7325 Janes Avenue Woodridge, IL
Carl Peterson Gary R. Weber Associates 402 W. Liberty Dr. Wheaton, IL	Andrew Bowen KLOA 9575 Higgins Road Rosemont, IL	Luke Sherry Christopher Burke Engineering 9575 W. Higgins Rd Rosemont, IL
Jedd Anderson Wetland Consultant Christopher Burke Engineering 9575 W. Higgins Rd Rosemont, IL	Elizabeth Jensen Traffic Engineer Christopher Burke Engineering 9575 W. Higgins Rd Rosemont, IL	

NOTE: Comments from residents are identified in the minutes

Mr. Nico Nitti, Petitioner, stated that they are excited to share their vision for the Loeber Farm community in Schaumburg. It is a modern, well-planned neighborhood designed to meet the area's growing housing needs. The project is backed by a highly experienced team. The Nitti Group and Nitti Development bring decades of quality construction. The Loeber Farm site is ideally located near Meacham and Algonquin Roads with convenient access to major employment centers, retail and recreation. Single-family homes are

adjacent to the north, east and part of the west. There are 2 major apartment complexes to the south and west. Their plan brings a mix of single-family homes, townhomes and rowhomes designed for today's buyers, from young professionals to empty nesters. He added that market studies show strong demand for modern, for-sale housing in Schaumburg, and this site is perfectly positioned to deliver. They are building on the success of Summit Grove and already have a high interest level and pent-up demand for this project.

The south phase includes beautifully landscaped pocket parks and courtyards, and walking paths connect homes and amenities. They have also designed ample residents and guest parking that blends into the community, avoiding the look and feel of large parking lots. In the south phase, they will offer 3-story rowhomes with 2-to-3 bedrooms ranging from 1,600 to 1,947 square feet. Townhomes with 2-to-3 bedrooms ranging from 1,950 to 2,200 square feet and Village Homes with 3-to-4 bedrooms around 2,300 square feet. The Village Homes are a product rarely seen in this market, which they expect will be very popular. One of their townhome models will feature a first-floor primary suite. Buyers will have structural options in the design selection process to personalize layouts and finishes to their lifestyle.

The north phase features multiple pocket parks--- including a tot-lot for young children and extensive open space along Salt Creek. Like the south phase area, it is designed for walkability with pads linking homes and green spaces. They will offer single family homes with 2-to-5 bedrooms that range from 2,100 to nearly 4,000 square feet. Like the south phase, these homes include structural customization options in the design process so buyers can make their home truly their own.

Mr. Nitti said that they are requesting rezoning to R-6 PUD (Planned Unit Development), special use approvals and variations for lot size and setbacks. These adjustments will allow them to create a cohesive, high-quality community while preserving open space and natural features. They have received support from the Village Project Review Group (PRG) and hope that the Zoning Board will do the same. He concluded that the Loeber Farm will deliver what Schaumburg needs--- modern housing and community built on proven success.

Stormwater Management

Mr. Dan Free, civil engineer, stated that they have gone through a lot of extensive analysis and review of this site, including the impacts to Salt Creek which is at the center of the site, and it is critical in making the site plan work. Part of it includes a bridge to be built over Salt Creek for access to the north side of the site. He referred to the drawings showing the site plan within an aerial overlaid with the floodplain and floodway limits. He noted some areas where some improvements to the creek will be made. Currently, there are areas where significant erosion has occurred. The dash yellow line in a few spots along the creek indicate significant erosion and the plan is to restore and stabilize those creek banks to prevent further erosion and protect the Salt Creek corridor from further erosion in the floodplain area. He addressed public concerns about the flood plan mapping accuracy. The flood plan maps were revised in August 2008. Much of the nearby commercial and residential development in the area had already happened at that point, and even some of the recent re-developments have been modifications to the existing developments that have not seen a great significant increase in the impervious area. One such redevelopment is the Veridian project

which is a redevelopment of the former Motorola campus. That development did not add a significant amount of impervious area. Along with that, the ordinance requiring detention and volume control has changed since then, based on MWRD's (Metropolitan Water Reclamation District) requirements. So, there is much more detention and volume control that was provided for each of the recent projects in recent history. Along with that detention and volume control, this project will be following all categories of the WMO (Watershed Management Ordinance). This includes approximately 8-acre feet of detention storage which is nearly 3 million gallons of detention and volume control. It will also help to slow down that runoff from the added impervious area by this project. Mr. Free said this project was not only reviewed by V3 Companies but was also independently reviewed by Christopher Burke, the Village's review engineer. They are also going to be seeking additional approvals from FEMA (Federal Emergency Management Agency), IDNR (Illinois Department of Natural Resources), OWR (Office of Water Resources), Army Corps of Engineers and MWRD. Referring to the drawings of the FEMA flood maps, he said the blue areas indicate where there is floodplain and floodway. There was concern about overtopping into the Treehouse Apartments, just upstream of this subject development. The Treehouse's pond is actually doing what it was designed to do as illustrated on the FEMA maps. That's because that pond is actually part of the Salt Creek system. As the creek fills up, that pond will fill up and then overtop into the channel of the creek.

Chairman Raimondi asked the Recording Secretary if all of the proper public notices were completed and she said, yes.

Landscaping

Mr. Carl Peterson, landscape architect and natural resource consultant, stated that the subject parcel has some challenges and feels that the entire team has done a good job of addressing those challenges. Their approach to the landscaping centered around Salt Creek, its riparian habitat and the stormwater management requirements. There is an open space corridor going through the center of the site with naturalized stormwater management that will be planted and managed with deep-rooted native vegetation. A significant portion of the site is an undisturbed, existing wooded area that is within that riparian corridor. The bridge that crosses Salt Creek spans the entire channel. There are no impacts or impediments to the existing channel, which keeps it open for wildlife passage and preserves an important part of the site. From there, they looked at pathways to connect the areas to ensure that they have sidewalks along all of the roads and parkway trees. The multi-family area to the south has a courtyard-like feature with pocket parks, landscaping and fencing along the large, visible entrance coming in and out of the development. From a planning standpoint, Mr. Peterson feels that the team has done a great job on this project, and he is proud to be a part of it.

Traffic Study

Mr. Andrew Bowen, traffic consultant, stated that they studied the intersections right along the side of the frontage on Meacham Road, at the signals to the north of Old Plum Grove Road and to the south at Algonquin Road. They used this to project future conditions. They estimated the traffic which this type of development will generate based on survey data from the Institute of Transportation Engineers. With all that information, they have made a projection of what the future will look like and analyzed that. Starting

with the access point of the development on Meacham Road, it is aligned opposite Brookdale Lane, which will reduce the number of points where vehicles are turning on Meacham Road. On top of that, when they looked at the future numbers at the access drive, it was determined that turn lanes would be necessary to make sure that traffic keeps flowing along Meacham Road. As part of the development, a northbound left-turn lane will be provided to accommodate vehicles entering the site, as well as a southbound right-turn lane. As the road will be widened to accommodate this northbound left-turn lane, a southbound left-turn lane onto Brookdale Lane will be provided. With the volume of traffic that will be generated, Brookdale Lane is not expected to increase capacity, and the turn lane will still be beneficial. They looked at the expected queues of vehicles waiting to enter the site at the existing entrance of the site, especially for the northbound left and found that those queues can be accommodated within the proposed turn lane, since these turn lanes will hold vehicles and traffic will be able to flow efficiently along Meacham Road. After looking at the area traffic signals, they found that the traffic from this subject development is low enough that it will have very little impact on them and that changes there are not necessary. The study has been reviewed by the Village of Schaumburg and has been submitted to IDOT (Illinois Department of Transportation) because Meacham Road is an IDOT route.

Mr. Parth Joshi, Planning Manager, stated that the Loeber Farm property is located north of Algonquin Road and west of Meacham Road. The approximate 33-acre site is north of the International Village Apartments and east of the Treehouse Apartments and is bisected by Salt Creek, which runs east-west and limits the construction of the project in two phases, north and south. The Petitioner is proposing to consolidate the 6 parcels into 43 single-family lots, in addition to dedicating 5 additional outlots for the HOA (homeowners' association).

Site Plan

The overall site plan includes a mix of single-family homes, townhomes and rowhomes. Because Salt Creek bisects the property, development is clustered within the north and south portion of the site. The Petitioner has designed the site plan in an effort to preserve as many trees as possible while giving consideration to the sensitivity of the unique site constraints. As was mentioned, access to the development will be off of Meacham Road, and there will only be one access to the site for primary residents. An emergency access point is proposed off of Brockway Street, which leads to Rolling Meadows. That access will not be used by residents; there will be a fence with a gate and access to that gate will be maintained and owned by the Village of Schaumburg's Fire Department and will only be used for emergency purposes.

Referring to the north site plan, Mr. Joshi stated that it includes 30 single-family lots which will be a mix of customizable 2-story homes combined with ranch models. There are 2 amenity areas in the north section of the property. One of them is the large landscape island in the cul-de-sac which will include a pocket park and a tot-lot at the intersection along the main street which will include traditional play structures and bench seating with landscaping. The site plan on the south side will include 13 single-family homes on the north side of the street which are being referred to as Village Homes. The south side of the street will include 16 townhome buildings and 8 rowhome buildings. Additional amenities are also proposed in the area just east of the rowhomes such as a pocket park, which will have bench seating and a pergola. The Petitioner is

proposing a courtyard style amenity area between the rowhomes. There will be 3 access points for the townhome section, however, the most eastern access will be right-out only. There will be no right-turn lanes going north into the development and people will not be entering the townhome area by the easternmost access from the street. The rowhome section is limited to one access point from the main roadway. The single-family homes and Village Homes will be 2 stories, and the rowhomes will be 3 stories. Since Salt Creek does bisect the property, a bridge will be constructed over the top of the creek to provide connectivity from south to north. Staff will work closely with the Petitioner on the final design of that bridge during the permitting stage. Sidewalks are proposed on both sides of the street, and paths have been provided throughout the development to provide internal connections and complete pedestrian connections.

The PUD code requires buildings and structures to be positioned to provide the maximum use of open space. Therefore, the Petitioner has provided natural amenities and features. The code also requires that passive and active requirements be met. Passive requirements include benches and gazebos, which the Petitioner is providing, and the tot-lot is considered as the active requirement. As mentioned, the Petitioner is preserving approximately 1/3 of the property, which is 33% and then 47% of the property will be maintained by the HOA. An HOA will be created to ensure the maintenance of the common areas, including wetlands, detention ponds, storm sewers, landscaping and the HOA park. Upon approval of the case, the Village will also create a dormant SSA (Special Service Area) in case the HOA were to default in the future. In that case, the Village will come in and take over the maintenance and charge a tax rate to the future residents of the property.

Special Use to Construct in the Wetland Streams and Aquatic Resources for the Protection Overlay District.

The purpose of the special use to construct in the wetlands, streams and aquatic resources protection overlay district is to protect persons and property within adjacent wetlands and prevent degradation of land and water. The development does avoid direct impact to wetlands and Salt Creek except for a single bridge crossing which is required along the creek and restoration of a few eroded sections of the creek's streambank is also warranted. A brief summary of the stormwater for the project will also be addressed later in his presentation.

Preliminary and Final Plat of Subdivision

The Petitioner is proposing to consolidate the 6 parcels into 43 single family lots. Five additional outlots will be dedicated to the HOA. The drawings illustrate long pieces of grey areas on the eastern side of the property. Staff has researched the ownership information and found that those grey shaded areas on the plat are not part of the Village of Schaumburg. Ownership information was not found. Staff is requiring that the developer incorporate those shaded grey areas into their property. The Petitioner has been made aware of this requirement as they would like to pursue a legal process to claim ownership of the tract lands. A condition has been added to the Staff Report addressing this situation.

Plat of Vacation for Sue Lane

A plat of vacation is also required for Sue Lane, which is an existing Village street on the north side of the property. Referring to the drawing noted as option 1 listed in the Staff Report, the green section will be vacated and become part of lots 24 through 26. The Petitioner will then provide ownership of the northern section which is shown in red in this exhibit and that is due to a Rolling Meadows resident whose driveway access is off of Sue Lane. In order to continue providing them access, the Petitioner will provide ownership of that section and the Village of Schaumburg will own the section marked in orange for emergency purposes. A condition has been added to the Staff Report addressing the aforementioned.

Rezoning from R-4 to R-6 PUD

Mr. Joshi said that Staff is supportive of the rezoning from R-4 to R-6 PUD for the following reasons:

- One of the main directives in the Village's Comprehensive Plan is to provide a diverse range of housing options. The proposed development will include townhomes, rowhomes and single-family homes.
- The placement of the buildings on this particular land provides a smoother transition along the R-6 PUD existing zoning. The Petitioner is providing rowhomes and townhomes, which will blend in nicely with the R-6 PUD. To the north, the Petitioner is providing single family homes to blend in and provide compatibility with the existing Rolling Meadows single-family homes.
- Third, the development will enhance the community by providing well-designed living spaces that include modern amenities and ample natural open and green spaces.

The proposed rezoning allows for more efficient and optimal land use. The proposed density is in line with the surrounding area's character--- especially given the existing multi-family development to the south and west sides of the property.

Landscaping, Tree Preservation, Stormwater and Wetlands

Mr. Todd Wenger, Senior Planner, stated that a lot of landscaping is proposed and being saved on this site. The 33% of open space cuts through primarily along the creek areas. Down the middle of the site, there is a lot of preservation taking place around the creek. While there are 349 trees being removed, 138 high-quality trees were identified as oak, hardwood, hickory and the like which the landscape consultants inspected, verified their condition and worked hard to preserve them and incorporate them into the site plan. While there are 138 being preserved, there are hundreds more along the creek areas that were not surveyed and are also being preserved in place and kept untouched. Very extensive new plantings will complement the architecture and buildings that are being proposed. Eight hundred and fifteen new trees, 2,200 shrubs and over 3,300 perennials and ground covers and over 14,000 wetland plantings to enhance and provide that native, deep-rooted perennial protection for the sides of the banks to establish and maintain both the detention areas, as well as some of the stream bank restoration that the Petitioner is proposing. He added that Staff is very happy with the work the Petitioner has done to preserve, protect, as well as replace the trees that they are removing and enhance the overall site with the top lots.

Mr. Luke Sherry, Christopher Burke Engineering, stated that he is primarily responsible for reviewing the stormwater and flood plan portions of the subject development. He focused on the stormwater management aspect, ensuring that the site was compliant with the Village code and MWRD's Watershed Management Ordinance. Those are the 2 regulations that they follow in terms of stormwater management, which is twofold. The WMO requires volume control storage, which is where you are trying to infiltrate water into the ground. In addition to that, there is a stormwater detention requirement for every new development. The important thing to note there is about 6 years ago, MWRD hired an Illinois State Water Survey to do a study of all the watersheds in Cook County. He said that they made sure that when they were sizing and designing their detention basins, that they were releasing from those basins in a way that was not going to create any additional flood problems. The Illinois State Water Survey came up with a certain release rate for the upper Salt Creek watershed. It's the most restrictive in Cook County so you need to provide the most storage and you release the lowest in the Salt Creek area. The subject site is compliant with those provisions. In tandem with the stormwater management, Salt Creek flows through the middle of the site, so floodplains and floodways are a huge concern. Outside of the Village, the IDNR and OWR regulate the floodway and the MWRD and FEMA also have their requirements. All of those agencies inevitably need to improve this plan. He said that there are a lot of eyes on this other than just the design engineer.

So, to recap, the floodway and floodplain impact the design. They have the 60' wide bridge structure, they had some grading within that floodplain area, but the Village code has a compensatory storage provision. Therefore, there is a 25% penalty for every scoop of dirt that you throw into the floodplain, and they have to excavate 1.25 times that. They are doing some work in the floodplain but they also have to excavate in other places of 1.25 times that. Mr. Sherry said that in the end, there is actually a net increase of flood storage with this project. Others at this public hearing have addressed the stream bank stabilization portion of the project. This is a great opportunity to fix a long-standing issue. When this project went before the Plan Commission in 2023, a couple of the residents stated that they have literally witnessed the creek widen over the years, and he believes every word of what they said. There is significant erosion going on, which is a problem for this site but if you live downstream, that is washing a lot of sediment your way also. So, it's a two-fold concern. They spent a lot of time scrutinizing the hydraulic modeling of Salt Creek, itself, to ensure there wasn't going to be any sort of impact upstream or downstream. Mr. Sherry and the V3 design engineer met with the IDNR and OWR in a pre-application meeting and showed them what they are proposing, walked them through all the impacts to the floodway, the proposed bridge and streambank stabilization to make sure there wasn't anything they saw that they either disagreed with or thought would be a bad idea. After that meeting, both agencies were in agreement that everything the Petitioner's team was doing was consistent with their rules and what they wanted to see. A letter of map revision from FEMA was received. The Petitioner's team will have to revise some of the floodplain mapping that is out there. They want to put some homes in a location that is currently mapped as floodplain so the last stop in this whole process is going to FEMA to revise those flood maps. He concluded that, all in all, it is compliant with the County and State requirements.

Mr. Jedd Anderson, wetland consultant on the Village's behalf, stated that he reviewed the project to confirm that it meets the Village's requirements. He also conducted reviews from MWRD's perspective. The Petitioner will be required to get an Army Corps of Engineers permit as part of the process. He confirmed that this project meets the requirements of the Village of Schaumburg's Wetland Streams and Aquatic Resources Protection Overlay District. He also confirmed that it complies with the WMRD Watershed Management Ordinance regulations. There are going to be minor wetland impacts for the bridge construction and the stream bank stabilization. That will be part of the restoration activities which they are proposing to the Salt Creek area as part of that mitigation for those temporary impacts. The Army Corps of Engineers will also require them to do maintenance and monitoring and the restoration of those areas associated with the bridge and the stream bank stabilization. The entire green space corridor, the natural area they are preserving, will be preserved by the HOA and in perpetuity, there will be a special service area that is established in case the HOA doesn't perform the required maintenance. The Village will have the right to enact that service area and raise taxes to fund that required activity.

Mr. Joshi continued his presentation by addressing the requested variations.

Lot Size Variations

Mr. Joshi said that the Petitioner is requesting lot size variations. The R-6 zoning code requires a 10,000 square-foot minimum lot size and the Petitioner is requesting the interior lots on the north side be 8,100 square feet. The Petitioner is proposing that the single-family lots on the south side, referred to as Village Homes, be at 4,680 square feet. He noted that 19 out of the 30 lots on the north side do conform to the 10,000 square-foot requirements and only 11 lots are being requested for an 8,100 square-foot variation. Staff is comfortable with this variation because a large amount of open space is being preserved because of the unique conditions of the property which limits the ability to construct homes on the site. He added that the Village Homes are unique and distinctive housing options and are integrated into green spaces and considered close-knit, community living. They are an excellent option for residents who want to age in place, desire upscale housing in the Village but don't want exterior maintenance, which is also a directive in the Village's Comprehensive Plan. Although the homes are architecturally different, due to the design trends, the development has been designed to blend in with the surrounding neighborhoods. There are existing subdivisions in the Village which are also similar sizes and some precedence has been set with reduction in the requested lot size.

Lot Width Variations

The Petitioner is requesting a lot width variation. The minimum lot width required in R-6 is 70'. On the north side, the homes will be 60' wide and the Village Homes on the south side will be 45' wide. The aforementioned reasons apply in this situation as the preservation of open space limits the number of lots that can be constructed onsite. This request is also consistent with other similar and comparable subdivisions in the Village and given the Village Homes, Staff is supportive of the small lots as it naturally decreases the ability to provide a 70' lot.

Lot Coverage Variation

The Petitioner is requesting a lot coverage variation. The R-6 zoning code limits the maximum lot coverage to 32%. The Petitioner is proposing to go up to 39% for a ranch model and first-floor master bedroom models only. The zoning code refers to an area or a portion of a lot that is occupied by buildings. A similar variation was approved for the Summit Grove subdivision, primarily for 2 reasons:

- It provides a good option for people who want to age in place so they can have a larger home and they will also be required to comply with the setback requirements.
- In terms of having a negative impact to the views of adjacent neighbors, those are not expected because they are not requesting any setback requirements for side and rear yards.

Building Setback Variation

The Petitioner is requesting a building setback variation for all of the single-family homes. The requirement is 30' from the front lot line, and they are proposing to have them setback 25'. The purpose is to provide a larger rear yard. If you push the home front, it gives more space and usability of the rear yard. Staff is supportive of this variation because it does provide functionality and usability of the rear yards for the future homeowners, and it will allow room to install play areas, landscaping and accessory structures such as sheds and patios. It also provides flexibility for future building additions. It is a unified request, so all of the homes will be setback 25' so there will be no impacts from the streetscape. It will maintain compatibility and will minimize any visual impacts for drivers.

Building Height Variation

The Petitioner is requesting a building height variation for 2-story models only. The maximum height allowed in the R-6 zoning district is 28' and the Petitioner is requesting to go up to 35'. This will allow the Petitioner to design a different type of housing option which they can provide to their perspective buyers. This also contributes to the Village's anti-monotony requirement, which is intended to provide variety to the front facades of homes. The code does state the same front façade of single-family residential buildings shall be at least 5 lots' distance from each other along either side of the same street. A similar variation was also granted to the Summit Grove development.

Floor Area Ratio (FAR) Variations

The Petitioner is requesting 3 FAR's (Floor Area Ratio) variations.

- Increase the minimum FAR from 32% to 37% (all single-family homes)
- Increase the maximum FAR from 40% to 48% (all single-family homes on the north side only)
- Increase the maximum FAR from 40% to 55% (all Village homes on the south side)

Per code, FAR is basically a percentage of the size of the home compared to the lot size. Referring to the table on the screen, Mr. Joshi said the code includes a laundry list of items that a home can get credits for. Some of those credits include building materials, certain setbacks, exterior trim details, an enclosed front

porch, etc. Staff will do a thorough analysis of each building permit in order to determine how many FAR credits can be provided. Staff will have the ability to approve them at the permitting stage. Staff has reviewed all of the elevations that the developer has submitted. These are just sample elevations and they are a total of 8 models. They will be constructed with high-quality building materials such as brick, stone and siding. All of these homes do qualify for a credit. In addition, pointing to the power point presentation, the image is a Village Home elevation. Staff is proposing to grant a 10% bonus to the Village Homes due to the small lots of the homes, as well as to provide flexibility and floor space for residents who prefer to age in place and would like to downsize. A similar variation was granted to other developments.

PUD Variations

Townhomes & Rowhomes - The Petitioner is requesting 2 variations in the PUD section of the development which includes building and parking setback variations. The building setback variations are primarily for the rowhomes and townhomes. All of the townhomes are required to be 36' away from the private roads. The Petitioner is proposing that those be 18' and the rowhomes are proposed to be at 18' as well but they are required to be 45'. The purpose of the required 30' setback is to ensure adequate space is dedicated for driveways, parking, aesthetics and pedestrian safety. During the review process, Staff worked closely with the Petitioner to provide full-length driveways. Ample guest parking is also being provided. There are no additional site components that are being impacted with these requested variations. In addition, the fire code requires aerial access for buildings over 30' in height. Both the townhomes and rowhomes are over 30'. Therefore, the fire code requires access to those buildings within 30' of the home. If they were to meet the setback requirements, they would not be able to meet the fire code, which is a life safety issue. The Petitioner is proposing that the townhomes be a little closer to the roadway so they can provide larger buffer yards for recreational purposes. The narrow street widths also comply with the adopted Design Guidelines for this property. The Fire Department has approved this from an emergency access standpoint.

Building Setback - The building setback variations are only being requested in Units 82 – 85. This variation is not out of character. The variation in question is for a building or structure setback from other buildings or structures. Basically, the patio distance between the units is required to be 45' whereas, an 11'4" variation is being requested. Between buildings, the required setback is 45' and the Petitioner is proposing that it be 32'9". These setbacks are based on the depth of the patio. However, this variation is not out of character with the adjacent townhome pattern within the development. Each patio will still maintain adequate functional outdoor spaces for residents. The areas in the rear are to provide a large setback to be landscaped and provides plenty of buffer. There will be no negative impacts with these variations. Because the aforementioned units are part of a PUD, the review setback functions as an internal condition rather than a bufferyard or a setback between adjacent properties. Staff is supportive of these variations.

PUD Parking - The PUD code requires drive aisles to be 20' away from the property line. In the southern section of the rowhome area is approximately 11' wide from the International Village Apartments property. This is somewhat of an existing situation on the other side of the street. The Petitioner is mirroring that

condition so it will not negatively affect any existing impacts to the adjacent property owner. The Petitioner can move the rowhome section to the north, but if they do, the wetlands provide a limitation on how much you can go up north. In order to avoid any negative impacts, the Petitioner is proposing 4 shade trees and a 6' tall vinyl fence to screen the adjacent property owner.

Building Height Credit - The Petitioner is also requesting a building height credit, which is different than the single-family homes since the rowhomes fall under the PUD code. The maximum height of homes in a PUD is 35'. The Petitioner is proposing to go as high as 42'6". The purpose and intent of a PUD is to permit and encourage a more creative, imaginative and desirable approach for a residential development. Staff believes the additional building height is mitigated by the distance between the homes that are setback approximately 724' off of Meacham Road. Similar variations have been granted for other developments in the vicinity. The proposed also meets the intent of the Comprehensive Plan and the PUD code.

Design Analysis - The PUD code requires high-quality architecture with respect to design material and demonstration of the buildings. The Petitioner has designed the proposed rowhomes to be a modern farmhouse style, influenced with craftsman-style homes. The rowhomes will have brick veneer or stone at the base and will have a combination of vertical and horizontal siding, along with gable bump-outs to create additional geometry. The rowhomes will also have second floor decks projecting. The townhomes will have a similar architecture, but they will have large, expansive facades with 2-car garages, large windows and gable bump-outs. Mr. Joshi said that Staff believes the proposed architectural development is compatible with the surrounding properties and conforms to the Design Guidelines for the site.

Ms. Elizabeth Jensen, Traffic Engineer, stated that she has reviewed the traffic study prepared by KLOA. She noted that they currently do not have an IDOT permit or approval, which the Petitioner will need. IDOT does have some comments that they will need to work through before starting on this project. The Village has emergency access on Brockway Street. It should be securely closed because cut-through traffic would use it otherwise and that street is not designed for high-volume. She and her team have reviewed IDOT's comments which mirror Christopher Burke's comments. Mr. Joshi reiterated that one access point is proposed off of Meacham Road, as the traffic consultant mentioned. This section of Meacham Road falls within IDOT's jurisdiction, so these are considered offsite improvements for which the developer will be required to obtain IDOT permits. They will be adding turn lanes in both directions. The submitted traffic study includes the level of service which is a measure of performance quality for transportation systems. It indicates user experience or service standards. So, the existing level of service in the area ranges from A – C, depending on the moment and time of the day. The traffic study does conclude that the proposed turn lanes will maintain and continue to operate with the same sort of level of services. These will be coordinated with IDOT, as well.

Parking Summary - Each single-family home is required to have 2 parking spaces. The Petitioner will exceed that by adding 2 parking spaces inside the attached garage, and each driveway will accommodate 2 parking spaces. The overall required parking for the single-family homes is 90 spaces, and they exceed that requirement by 86 spaces. The parking requirement for the PUD section of the code, the overall parking

required, including guest parking is 190 spaces. The Petitioner is exceeding that number by providing 347 spaces, which is a parking surplus of 157 spaces.

Mr. Joshi stated that Staff is recommending approval of the overall project with the conditions listed in the Staff Report.

Ms. Julie Fitzgerald, Director of Community Development, stated that Mr. Joshi laid out a couple of items. The Sue Lane vacation and the areas that have questionable titles such as the "No Man's Land" or the grey areas. Staff laid out the ideal scenarios or conditions that should be addressed by the Petitioners, but she pointed out alternatives in both of the aforementioned situations. For example, if Nitti Development is unable to get title to those areas or if an adjacent resident should come forward and claim some title to those areas through the court process, then the condition is written to allow that kind of flexibility. Mr. Joshi has laid out the ideal, but the condition is written a little differently in the Staff Report to lay out some flexibility if the court process does not proceed, thus, they (Nitti Development) could get clear title to the property. Similarly, for the Sue Lane vacation, should the homeowner to the north chose not to take that piece of property, then the Village would need to retain additional ownership of Sue Lane and that alternative is laid out in the Staff Report, and the condition is written for the developer to undertake one of those scenarios.

Chairman Raimondi asked if the public had any questions or concerns.

Rachel Barth
4807 Greenwich Court
Rolling Meadows

Ms. Rachel Barth stated the following comments and concerns:

She and her husband have lived on the banks of Salt Creek for the last decade. Referring to grey areas or "No Man's Land" in the Staff Report, it is planned to be a requirement of the developer to seek possession of this land through a quiet title action. As someone whose property directly abuts one of these areas, she asked that the residents be granted formal ownership of them. She said that contrary to the comments in the Staff Report, they do use this land today. They garden on it, maintain the trees and the landscaping. The previous owners before them did the same, as do their neighbors. To take this land away from them and allow the proposed development to encroach even closer to their homes is not necessary and they feel it is an overreach. The property is a vital part of the Salt Creek watershed. A watershed is a miscalculation in planning or development of this density and will have a disastrous impact on the surrounding areas. Based on the tree preservation, the majority of the existing trees on this property will not be preserved but removed. Dozens of studies have uncovered the impact of mature trees on flood plan and stormwater management and then all come back with the same thing. Mature trees are the best form of stormwater management. Based on these studies, the removal of the 350 trees on this property intercepts a quarter of a million gallons of rainfall per year and help avoid nearly 45,000 gallons of stormwater runoff. Those numbers are staggering. The existing mature trees on the property are incredibly important to the existing

stormwater management. Even with that, there still are floods on a regular basis. The density with which this land is proposed to be developed means that the runoff is expected to be 8% worse post development based on the stormwater management report. This land is vital to manage stormwater drainage in the area, but removing those 300 trees means that 8% of additional runoff will have nowhere to go except the already overflowed detention ponds in the surrounding neighborhoods. She said she understands that the developer plans to plant trees post-build but those are saplings and they are not mature trees, nor can they replace the removal of the 100 year-old specimens that are planned. This is also very dense. There is open space but only in that floodplain. This is going from 100% green space to just 30% green space. They are seeking to re-work and develop nearly every inch of land they can. The developer is seeking an exceptional amount of variances, all of which drive density. That is not necessary for any reason besides increasing profits. Asked to reduce lot widths by nearly half and lot size minimums by more than half? They are cited as being difficult to adhere to by the developers, but in reality, poor planning or drive for even more profits is what seems to be driving these asks. These homes will be on top of each other and they don't align with the area where lot sizes are generous and there is space between homes. Her last concern is the traffic that this development will create. The traffic study was completed 2.5 years ago and does not represent current conditions. Their development now did not exist when this study was completed like the massive new apartment complex being built at Veridian and the additional row homes. The Zurich building is already at capacity. None of these could have or would have been adequately accounted for in the early 2023 study. She works in the Zurich building and drives down Meacham Road every day. Traffic is regularly backed up all the way from the light at the junior high school to the light at Algonquin Road at a standstill. She understands that the development plans to re-work a section of the road to allow for a middle turn lane, that will not help the residents north or south of the development get in and out of their neighborhoods with additional traffic. The traffic conditions are not safe. She concluded that there are no sidewalks, accidents happen regularly and there have been fatalities.

Linda Nagle
Attorney
6401 N. Lincoln Avenue
Lincolnwood, IL

Ms. Linda Nagle stated that she represents the owner of the International Village Apartments complex to the south of the proposed development and has the following comments and concerns:

She feels that the May, 2023, traffic study should be updated. The International Village Apartments are at Meacham and Algonquin Roads. It's very important to have an accurate study. This developer has to go through our property in order to access the water and sewer. We are subject to a 1,000-foot easement that they have a right to. She has been corresponding over the last couple years with the developer off and on and she has read the hundreds of pages that the Village put on line for the public to access. They don't see anything about one of their big concerns which is, can the mains handle all this extra water and sewer? Our service lines are probably 50 years old. They don't know how old those water and sewer lines are. She has asked the question to the developer over the years and she did not receive any information about that and

has not seen any information on the Village website. That is a big concern. The last concern is the practical application of how this would work for their property. Last month, a counsel for the developer contacted her about an access agreement to try to facilitate the practicality of installing the utilities. Their plan is for us not to have any parking in that area for maybe 6 weeks. Where are they supposed to put the residents? They have no extra parking on that property. Put them in a hotel for a couple months? It's not practical, and it's not considerate. If the Village does approve this development, her client would like those considerations to be taken into account.

Karen McHale
1st Ward Alderman
2703 Old Mill Lane
Rolling Meadows, IL

Ms. Karen McHale, Rolling Meadows 1st Ward Alderman, had the following comments and concerns:

She expressed her sincere appreciation for the Village to listen to the concerns of the residents who will be directly impacted by the large residential development planned for the Loeber Farm site. Your engagement, your questions and your thoughtful approach mean a great deal to the families who call this area home. She represents many of the residents who live against the Loeber property that are attending this public hearing. Loeber Farm has a significant number of trees and a landscape barrier that historically has provided a natural setting for surrounding properties. In 2023 and 2025, the Village of Schaumburg received the Arbor Day Foundation's prestigious Tree City USA Growth Award. It recognizes the Village's commitment to planting, care and celebration of trees. Rolling Meadows is also a Tree USA City which has received the Growth Award. With the development of the Loeber Farm site, maintaining the natural aesthetic and mature trees along the periphery of the property will serve to benefit future home buyers within the new development, as well as existing residential properties that surround the site. She respectfully asked that the ZBA require as deep of a setback as possible along the boundary of the Loeber Farm site and secure a commitment from the developer to maintain as much of the natural landscape buffer along the property line to protect the natural beauty of the area. Doing so will not impact the developer's ability of the Loeber site but will align with the development of the Village's values of tree preservation that comes with being a Tree City USA community. As the project moves forward, they ask for careful attention to the day-to-day impact the construction will have on the surrounding neighborhoods. Many residents will experience increased noise, traffic and disruption over what may be several years. So, they are asking for common sense protections that maintain quality of life. One of the most important requests from residents is clear and consistent communication. Whenever significant work is scheduled, such as major grading or driving pylons or any activity that creates high noise levels or traffic interruptions, they ask that the developer provide advance notice to nearby residents. Many residents work from home, care for children, have schedules that are sensitive to sudden disruptive construction activity, and timely updates will go a long way in reducing frustration and allowing their households to plan ahead. She said they also respectfully ask the Board to set reasonable and allowable construction hours. Specifically, from 7am – 7pm. This development is embedded within an established residential area, and these hours strike a fair balance between allowing

progress on the project and preserving quiet time for the families who live here. In addition, construction traffic must be prohibited from using Brockway Street. It is a residential community and not an industrial corridor. Large trucks and heavy equipment on that road would pose safety risks, disrupt daily routines and negatively impact the character of the neighborhood. She concluded that they respectfully ask that construction access be routed through Meacham Road, which is better suited to handle that type of traffic.

Michael Bryskier
5100 Grove Road
Rolling Meadows, IL

Mr. Michael Bryskier stated the following comments and concerns:

He lives on the west line of the property and the creek cuts through his property. He said that he was the person who submitted the 25-page report to the ZBA and added that he hopes they have had a chance to look at it before making a decision. He said he will not go over any of that. He stated that he actually had nice things to say. He understands that the Loeber Farm development is important and inevitable. He did not attend this public hearing to stop development, rather he is present to support the most responsible version of it, one that matches the reality of the property. Everything he is about to say comes back to one thing. This is an exceptionally difficult site to build on with elevated risks to everyone--- especially the people who live next to it. Multiple proposals to develop this property have fallen through, going back decades-- even from some of the most "deep-pocketed developers" in the country. That fact, alone, tells us this site is extremely difficult to develop. The developer and the Village now publicly acknowledge this by seeking public funding. Before he began what he is asking for, he wanted to give Schaumburg some overdue credit. The Village Board, the Mayor, the ZBA and Staff all created thoughtful guidelines for this property, and it has shown discipline in applying them. In the past, he said that they have been willing to say no to proposals that fell short and that record matters. He acknowledged the Nitti Group, stating they have shown patience with this property, listened to the residents' feedback and adjusted their plans. Including pivoting from rental housing to single-family homes. They have stayed committed where others have walked away. That flexibility matters and he respects it. At the end of the day, they all want the same result, which is a successful project that works for everyone. What is being discussed is how they all get there. He is not here to tell everyone how to do their jobs. They are all professionals and you've been through this process many times. What he is asking the ZBA to do is imagine if they and their families were living next door to a construction zone for 5, 6, 7 or more years. He said he has not heard a single word about what will happen during construction. The next 5+ years of construction will impact hundreds of people surrounding this property. This will not be business as usual for any of them. This project will be built almost in their backyards. Even with the best intentions and the best contractor, years of construction will disrupt livability even under the best circumstances. There will be day-to-day problems and long-term challenges. For those who will be living through many years of construction on the front line, the difference between a tolerable experience and a miserable one is whether there is a real-time system for accountability. He is asking the Village to acknowledge the very real disruption this project will cause and to ensure that conditions don't become miserable. Residents need clarity when problems arise. Who do they call? Who is responsible for

fixing something? Without that, they are all left with nowhere to turn. What they need is a designated construction liaison with authority to solve problems quickly and regular communication about what's happening week-to-week. Everyone in the area also deserves an honest, overall timeline, and not marketing headlines. The 18-to-30- month buildout number does not seem realistic. Talk of how to deal with construction has been completely ignored. The developer gave the same timeline to Summit Grove, which had none of the aforementioned complications such as no bridge, no floodplain, no flooding creek, straightforward access and more than one entry point. Given the complexity of this site and its history, he feels they should receive a realistic phase, project timeline that spells out when construction will begin, how long each phase will take and when it will actually be complete. He reiterated that he is asking for 3 things, all reasonable and consistent with the Village's own disciplined approach to property:

1) Building real protection for residence. A designated construction liaison with clear authority and escalation and a realistic phase timeline that treats the residents' livability as a legitimate concern and not an afterthought. He asked that the Board make their approval conditional on there being clear protections provided to the surrounding neighborhood.

2) Continue the rigorous standard that has already been demonstrated. Match the level of review to the exceptional complexity of this site. Don't treat minimum compliance as sufficient judgment for a property this challenging.

3) He asks that the Village delay their decision at least one month. The TIF (Tax Increment Finance) process will take months, regardless. This is the holidays, and many people have been caught unaware or unable to participate. People deserve adequate time to review and respond to a project of this magnitude. He said he is not opposed to thoughtful development of this site.

Mr. Briskier concluded that what he is opposed to is "wishful thinking dressed up as a plan." After more than 20 years of failed proposals, this is the Village's chance to do it right. With a decision grounded in realism, discipline and fairness to the people who will live next door to years of major construction, and it all begins with the ZBA tonight.

Becky Booth
3143 California Court
Rolling Meadows, IL

Mrs. Becky Booth stated the following comments and concerns:

She said the primary issue is the egress. She lives north of the proposed development and has 7 ways to get out of her subdivision. When she and her husband were purchasing their home in 1985, long before the traffic was as it is now, she refused to look at any homes that had one egress onto Meacham Road. She feels sorry for the buyers of this development because of how many cars are going to be backing up to get out or to get in. How are Door Dash and Amazon going to get there? It will be a nightmare. That is an

amazing amount of traffic to get in and out with one way in and one way out. That is the primary issue. She respects the hours that have gone into this but maintained that the issue is the egress and the density. It's obvious that this is going to be a big problem for years to come. This area is exploding with more and more traffic. She concluded that there is only one road that could possibly be widened.

Erik Lund
2101 S. Meacham Road
Palatine, IL

Mr. Erik Lund stated the following comments and concerns:

He lives directly across the street at the southeast corner of the subject property. The vote here tonight will make the next 7 years of his life hell. He appreciates the thought that Nitti has done. It is way better than it was 1.5 years ago. Although it doesn't resolve some of the fundamental questions that are here. Referring to Mr. Bryskier's comments, Mr. Lund said that is critical. He works from home 2 days per week. He comes home to escape; he doesn't come home from 7am – 7pm even at the best proposal of construction 12 hours per day for the next 6 to 7 years of his life. He asked that there be some consideration there, whether the road is being widened, whether it's construction on the property itself. Regarding all the concerns about traffic. Coming south, he has to deal with trying to turn into his property every day of the week. It sometimes takes him 3-5 minutes where he is the one car blocking the lane or he has to go around the block. That will only get worse. To think that an uncontrolled intersection can work at that entry way is madness. There is no room to have a stop light, otherwise drivers will back up to Algonquin Road. Yet, there is no room not to have a stop light for all the traffic that goes through there. It's simply too dense. He referred to the Village's motto of "Progress through Thoughtful Planning." Moving in next to Schaumburg, he took a look at the Village's plan. He noted that part of the Village's criteria for variances is that it cannot be driven solely by financial gain of the property owner. That's literally what this is. They freely admitted the last time (a developer tried to build on the subject property) that they cannot do single family homes and be financially viable. By definition, that is against the Village's own code. He encouraged the Board to think about this; it is better but it's not where it needs to be. Chairman Raimondi informed the audience to keep in mind that the ZBA is a recommending body and that the Village Board makes the final say. Mr. Lund asked for clarification on the timeline. Ms. Fitzgerald suggested that after the public comments Chairman Raimondi can choose to let the developer clarify that point. Mr. Lund concurred.

Mr. Tom Hargrove
260 Brockway Street
Palatine, IL

Mr. Tom Hargrove stated the following comments and concerns:

He has lived in this area since 1979. He has driven through and around Schaumburg that entire time. When you enter Schaumburg, most of the entrance signs say, "Progress Through Thoughtful Planning." For the most part, that's what Schaumburg has done during the past 47 years. He feels this development is not

thoughtful planning. The developer wants a special PUD to build 85 connected and 35 standalone homes. The area to the north is a radical improvement over what he's had. Mr. Hargrove referred to the overhead screen and said that there are some townhomes which will abut Meacham Road directly. Meacham Road will be widened in our lifetime and when it is, those are going to have to go. If you build homes there when they are widened, they have to be paid for, torn down and people will have to move. It's going to add to the cost, it's going to add to the timeline and it's going to add to the hassle. The PUD ordinance in Schaumburg says "The purpose of the PUD regulations are to enhance the character of the Village in accordance with the Village's goals as set forth in the Comprehensive Plan." The Comprehensive Plan calls for single-family homes on this parcel. It has been that way for decades. The Village code also addresses tree preservation cited in Section 154.145 which reads, "The purpose of this section is to establish regulations limiting the removal and ensuring the replacement of trees removed from private property. In so doing, safeguard the ecological and aesthetic environment of the community." They are going to lose hundreds of trees and if you look at the list that was attached to the papers, some of these trees are over 4' in diameter at chest level. Viable, living red and white oaks, bur oaks, shagbark and hickories will be destroyed. According to the developer's planting list, they will be replaced by trees that are 2.5 to 4 inches in diameter and no more than 8' tall. Some of these trees are over 60' tall and will be turned into mulch. The ordinance also says that "Preserving trees is an important public resource to enhance the quality of life and the general welfare of the Village and to preserve the essential character of those areas throughout the Village which are heavily wooded and in a more natural state with plant materials indigenous to the region." That's what they have now and the developer wants to take them out and replace them with "crap" from the nursery. If you look at Summit Grove, look at the tiny little twigs that he (the developer) planted. The developer has a cadre of engineers at this public hearing. Mr. Hargrove has been a trial attorney for 32 years. He concluded that when you have a paid engineer coming to talk for you, he is here to support you. They are being paid to support the developer's position.

Ms. Kendra Kroll
4809 Woodcliff Court
Rollin Meadows, IL

Ms. Kendra Kroll said just because you can, doesn't mean you should. We're putting 10 pounds of "crap" in a 2-pound bag and pretending it's OK. It's not OK; it will never be OK and just so you know, I think the whole idea is miserable and I think everyone here thinks the same.

Ms. Jane Koszewski
5120 Grove Road
Rolling Meadows, IL

Ms. Jane Koszewski stated the following:

She has lived at the back side of the development for 40+ years and is downhill from the development. She has been building trenches to get the water away from her property. She is 62 years old and doesn't think

she can continue doing this. She concluded, please if you develop this, make sure you consider all of us who live down from this development.

Chairman Raimondi asked the Board for their comments.

Mr. Mytych had no questions or comments.

Mr. Bhagwakar asked that the comments and questions asked by the public be addressed.

Mr. Morreale stated that he understands the concerns of the neighbors and it is an empty track of land now. He appreciated the residents' comments and added that nothing is ever going to be perfect for them and he appreciated the information provided by Mr. Nitti. Mr. Morreale is hopeful that everyone can come to some sort of middle ground.

Mr. Szurgot asked if Staff can answer some of the questions. Mr. Szurgot asked if it's correct that the developer will build a 2-bedroom home. Mr. Nitti said they are offering ranch homes that will attract those who are aging in place. That model starts at 2 bedrooms and buyers will be able to upgrade to a 3-bedroom option. Mr. Szurgot asked if Salt Creek is a tributary because he knows it runs from north to south and this is going east-west across the property. It looks like it dumps in across Plum Grove Road at that point. Mr. Nitti said yes, it runs east-west throughout the Loeber property. Mr. Szurgot asked where Salt Creek begins. Mr. Free said that Salt Creek has a pretty big watershed and up to the point on the site, it's 16 square miles that flow to this point. He believes it is referred to as the west tributary of Salt Creek. It's not the main part of Salt Creek, but it generally goes north-south. Mr. Free added that he participated in a town project in Elmhurst that also backed up to Salt Creek. Mr. Szurgot asked where the road improvement begins and where it ends. He asked if it's correct that it ends further north on Plum Grove Road. He asked what is actually going to be done because one gentleman said it will be going on right in front of his house. He asked if it will go from 2 lanes to 4 lanes. Mr. Nitti said currently, Meacham Road is 2 lanes and there are no dedicated turn lanes. If a driver is waiting to turn left, they have to wait for oncoming traffic to clear and everyone else behind gets queued up. He noted that he got held up there upon leaving the site by a driver waiting to turn right onto Meacham Road to head south. He had a line of a few drivers waiting to turn left onto Brookdale. The recommendation to the Nitti Group was to add dedicated right-turn lanes. If someone needs to turn left, the traffic behind them can continue going without having to break up. Mr. Nitti said that they are presenting an upgrade. It runs from just north of the subject property, basically where International Village's property ends or a little past that. Then it runs north and stops just south of the bridge where Plum Grove Road goes over Salt Creek. Mr. Nitti said they are also doing some stormwater and utility work in the existing stream. Mr. Szurgot asked if the Village of Rolling Meadows ever intended to make Meacham Road 4 lanes from Algonquin Road all the way up through Palatine? Ms. Fitzgerald said there was a plan several years ago but doesn't recall the exact date. There was a plan at one point to widen it. It was going to be partially paid for, she believes by IDOT and the municipalities would take over sections of the roadway and that plan was not supported at the time, she believes, by Rolling Meadows. She is unaware of it being discussed in recent years. Mr. Szurgot asked how much roadwork they were

going to do out there and how far it was going to go up. Ms. Fitzgerald said it doesn't go far north and the only widening is to accommodate the construction of the turn lanes, which are required based on the level of service and the traffic study. Referring to "No Man's Land," Mr. Szurgot said if an HOA exists, is the HOA responsible for what happens in "No Man's Land?" Mr. Nitti said if they acquire the property, it will be managed by the HOA and added that they divided it into 3 sections. There's a north section which backs up to 3 future lots in their neighborhood. Those areas would become part of the new lots and the 2 sections to the south would be maintained by the HOA. Mr. Szurgot asked if it's correct that if it is not maintained, there are taxes to be paid for the maintenance of that. Ms. Fitzgerald stated that is separate from "No Man's Land." There are 2 different things. For approximately the past 10 to 15 years, when a residential subdivision has been approved in Schaumburg, the Village has required creation of a "Dorman SSA." It is a special service area that is a special taxing district where taxes can be levied for specific items that are to maintain that property. These became somewhat popular during the housing recession approximately 20 years ago when a larger development that wouldn't all get approved but there would be open space, detention or stormwater areas and there would not be enough homeowners to define maintenance of that. What the Village has been requiring is that this SSA is created and it is a taxing district but the Village only levies taxes if the common areas, like these detention areas, the HOA pocket parks or the playground fall dormant and are not maintained. The Village then has the right to maintain the property and levy taxes. So, the remainder of the Village tax payers are not bearing that burden, the Village would levy that tax against the properties in that area. Mr. Nitti said in an effort to clarify the gap areas, they are not using any of those gap lands in any of their calculations or planning. They will not be building on them. Mr. Nitti said they worked on a condition with Staff whereby the Nitti Group could give it to the neighbors but they are flexible either way. Mr. Szurgot told the audience that the Board members are concerned about the existing homes and want to make sure that what the developer is doing is right by everyone. Chairman Raimondi added that he recalled that when the Summit Grove development was in process, a Village employee was specifically assigned to communicate with the existing residents of that area. He said he assumes that they will do the same thing here and that the Village is not going to "dump" on the residents who live around there. He said that, "Progress Through Thoughtful Planning" is what the Village has been doing. He has lived in the Village for 55 years and has seen a lot of changes and a lot of growth. The Village does a wonderful job of taking care of its residents. He said the creek will be better on this property, but it will not make the existing homes any worse. Someone in the audience asked if what Chairman Raimondi said is a guarantee. Mr. Szurgot added that there are no guarantees in life. Mr. Morreale asked Mr. Nitti to address the timeline because the residents asked for 18 – 30 months. Mr. Nitti said there is confusion. There are 2 separate things. The 18 months referred to the "sell out" whereby they expect sales will take approximately 18 months. They anticipate that the construction process may take approximate 36-months. Referring to Ms. Nagle's comments (International Village Apartments), Mr. Szurgot asked how the water connection takes place. Mr. Nitti said they have an easement on the International Village property. The easement reads that 1,000 easterly feet of International Village property is allowed for a "Loeber Easement" for sanitary connections. It is something that Mark Loeber put in the deed when he sold the property to whomever built International Village, and it has been on every recorded deed on every transaction since. Mr. Nitti said that 2 water lines and one sanitary line go through the parking lot and his team planned it so that they would not require water from Rolling Meadows and they just began discussions with Ms. Nagle. He said that they

will be working out their construction plan and timeline with International Village, but it is designed so that the 2 water lines will actually be bordered around so as to have very limited interruption. Mr. Szurgot asked if that will resolve the parking problem that Ms. Nagle mentioned. Mr. Nitti said they will need limited time parking and right now, he is still working with his contractors before they lay out a plan. He said he will not leave parking lots with no parking for 6 weeks—that is not going to happen. There will be impacts on a day-to-day basis for certain time periods. They will break it up in sections and will do what they can to minimize the impact to the International Village residents. They have built apartment projects before and have had to be conscious of where parking needs are met. He said they will develop a reasonable plan that will take everything into consideration. It's still a work in progress as they are working on finalizing their plan, contractors, the scope to work and they will lay out a nice plan that minimizes the impact to them. Mr. Nitti said they don't have plans for anyone to have nowhere to park at night or during the day. They may be displaced for a few days, but he doesn't want anyone to come home and have no where to park. That is not going to happen. Chairman Raimondi noted that the Village will have their eyes on this proposed development constantly, and Mr. Nitti concurred.

Ms. Errera stated that she agreed with one of the resident's comments about one way in and out not being the best. She said that traffic has always been bad for several years. If it was opened up to 2 lanes each way, drivers would be able to get around easier. She asked how the Salt Creek water levels can be kept down and what can be done from a construction standpoint. She asked about retaining walls, or something that can keep the water so it's not overflowing as much. Mr. Free said that there are 16 square miles that are tributary to this area, so it is not just something they can do on this property that would make a significant impact. There are many feet of Salt Creek upstream of this and everything contributes to that, obviously. The floodplain is pretty expansive, specifically on this site, partially because the property does not come up in elevation as quickly, which is part of the reason why we have a 60' span bridge to go over that. As part of that, Mr. Sherry (Christopher Burke) stated that there is additional floodplain storage to mitigate the areas that will be impacted. Ms. Errera asked what "additional storage" means and she also asked what the lift station is. Mr. Free said the lift station is different. There's a cut and fill. Basically, they are filling portions of the floodplain in order to build a bridge. In order to help with the erosion, there are areas that need to be filled and as part of that, there's a compensation you need to cut additional streambank where you actually provide more area for the creek to overflow and flood out, too. The lift station is in regards to sanitary sewer. The creek is the low point and there is no nearby sanitary main. She asked if it's correct that all of the sewers from the homes go to a lift station. Mr. Free said, correct and it is then pumped up and basically goes into a gravity sewer right before it goes through International Village's property. She asked if they could connect it anywhere else, and Mr. Free said no. They did look at that but it is several thousand feet to get through International Village and then over to where there is a main that has enough capacity to get into MWRD's sewer system. She asked if there is a way to straighten the creek a little bit because it's by some of the existing homes. Mr. Free said that all of it impacts on the flow. The models are based on all the time it takes for the water to go around that. If they try to cut the channel through or to bypass and make it straighter, it would cause problems downstream. She asked if it's correct that they will fill in dirt on the sides to make it less erosive, and Mr. Free concurred. She asked if grading is not going to the existing homes. Mr. Free said, correct and that one of the residents who spoke mentioned that they live to the north

of Old Plum Grove Road. There is a section where the Loeber Farm property currently drains towards their property, which is probably part of the drainage issues they are having. The grading plan will provide for a swale in the rear yards of the proposed homes to be able to pick up that water between the properties and then bring it around to the detention basin. Ms. Errera said the proposed homes look beautiful but anticipates that the traffic will be bad for everyone on the subject property with all the construction at Algonquin and Meacham Roads. Mr. Nitti said that one thing he wants to clarify with the International Village connection is that Nitti development is not connecting to the International Village's sanitary. They are connecting to an MWRD receptor that is on the south side of International Village's property which they also connect to. The Nitti Group will be are upgrading that utility which they will share with International Village and have received proper MWRD approvals.

Chairman Raimondi stated that Schaumburg will be celebrating 70 years in 2026. Throughout the years, they take pride in working with people and companies. We have a good reputation. Staff spends endless hours preparing the Staff Reports so the Board members can understand what is being proposed. He doesn't want the Rolling Meadows residents to think they are getting "dumped on." The Village is trying to work with those who will be affected by this. A lot of issues that come up in discussion will be addressed during construction time, too. That's the communication that goes along with the developer and residents. The Village will have their eyes on this the whole time. Referring to the entrance off of Meacham Road, he said there will be turn lanes. He asked what other options were part of the initial conversation for that traffic and if another road was looked at. Mr. Bowen, traffic consultant, said the only connection would be Brockway Street, but from the get go, they did not want any residential traffic because they will keep it as an emergency access. There will be no construction there as the road is not rated for heavy construction. He added that the only time that will be used is in an emergency situation where the main access is blocked.

Debra Flannigan
4801 Woodcliff Court
Rolling Meadows, IL

Ms. Debra Flannigan stated the following comments and concerns:

She has lived in her home for 40 years. Loeber had 3 houses on the property and had 2 exits onto Meacham Road and asked why they can't have that other exit back again. Right now, it's closed down, there's a fence in front of it and there's a tree across it. Mr. Bowen said that Meacham Road is an IDOT road and there is almost no chance they would ever allow a second access on the frontage there.

Chairman Raimondi stated that he feels the Village will take care of those concerns now and in the future. Mr. Morreale complimented Staff for doing a great job on the Staff Report. Referring to the new turn lane going into the new neighborhood, Mr. Morreale asked how many cars that left-hand turn lane will hold. Mr. Bowen said it is 125' of storage which may equate to 5 or 6 cars.

Ms. Fitzgerald asked Chairman Raimondi if he would be agreeable to adding a construction condition since the Board made some comments about the need for a point of contact during construction. She noted that the Summit Grove development included a similar condition. Chairman Raimondi said, yes absolutely, adding that it should be a liaison between the Village, the developer and the residents. Ms. Fitzgerald said that Staff can draft that condition. She recalled that there was information on the Village website so the public knew who to contact during the Summit Grove development process. Mr. Nitti said that was correct.

She said there were some comments about the construction hours. Mr. Joshi said that the regular construction hours for the Village are Monday – Saturday from 7am – 9pm and on Sunday from 8am – 6pm. The residents were very upset. Ms. Fitzgerald said that as a point of clarification Staff wanted to provide those hours to allow some discussion. That is the default for the construction hours. There were some changes made at Summit Grove, which the developer agreed to. The Summit Grove hours were limited to 7am – 6pm, Monday – Saturday and exterior construction activity was prohibited on Sundays, however, interior work only was permitted on Sundays. She said that exterior construction activity could be permitted with the Director of Community Development's prior approval. So, if there was an extenuating circumstance, that could be approved. Chairman Raimondi said that he feels 7am – 6pm Monday – Saturday. Mr. Nitti said that he is agreeable to that and noted there have been no complaints during the Summit Grove development these past 4.5 years. Chairman Raimondi was agreeable to Staff drafting a condition very similar to the Summit Grove Staff Report that stipulates those hours. Mr. Morreale asked if it's correct that on Sundays, only interior work can occur from 8am – 6pm. Ms. Fitzgerald said that if they work inside, there is no timeframe.

PUBLIC HEARING CLOSED

Mr. Szurgot made a motion, seconded by Mr. Morreale, to close the hearing. **MOTION CARRIED**

Mr. Szurgot made a motion, seconded by Mr. Mytych, to recommend approval of a Site Plan Approval, Special Use for a PUD, Special Use to Construct in the Wetlands, Streams and Aquatic Resources Protection Overlay District, Rezone from R4 to R6 PUD, Preliminary and Final Plat Approval, Plat of Vacation, Building Setback Variations, Building Height Variation, Parking Variations, Lot Size Variations, Lot Width Variations, Lot Coverage Variation, Floor Area Ratio (FAR) Variation and Building Height Credit for Loeber Farm Redevelopment located at 2014 N. Meacham Road, Case No. Z2503-03 subject to the following conditions:

1. Prior to the issuance of a Land Development Permit, the petitioner shall make a cash contribution in the amount of $27,783 in lieu of installing streetlights along Algonquin Road. This figure is based on the total lot frontage of 882 linear feet at $31.50 per linear foot.
2. Prior to the issuance of a Land Development Permit, the petitioner shall make a cash contribution in the amount of $10,978.38 in lieu of installing parkway trees along Meacham Road. This figure is based on the total lot frontage of 882 linear feet at $12.50 per linear foot. The Village will coordinate the selection and installation of all parkway trees.

3. Prior to the issuance of a building permit, the petitioner shall provide a public sidewalk contribution to the Village for proportionate share of the path that will be located along the subject propertys frontage (approximately 882 LF) for future development on Meacham Road. A preliminary cost estimate has been prepared of $130 per linear foot of street frontage, which includes cost for excavation, installation, restoration of the rest of the parkway with topsoil and seed, traffic control, and engineering fees for construction observation. Staff has determined a total cost estimate in the amount of $114,660.
4. Prior to the issuance of permits for each building, the petitioner shall make a School District contribution of $206,500 or $1,692 per unit, based on total students x acres of school land per student (2 acres/100 students) x fair market value per acre of land x 50% (59 students x .02 acres per student x $350,000 per acre of land x 50% = $206,500). A calculation will be done based on the number of bedrooms for each unit prior to issuance of each building permit. The Impact Fee will be provided to Districts 15 and 211.
5. Prior to the issuance of permits for each building, the petitioner shall make a Palatine Park District contribution of $324,362.50 or $2,658 per unit, based on total residents x acres of park land per resident (5.5 acres/1,000 residents) x fair market value per acre of land x 50% (337 residents x .0055 acres per resident x $350,000 per acre of land x 50% = $324,362.50). A calculation will be done based on the number of bedrooms for each unit prior to issuance of each building permit.
6. Prior to the issuance of a building permit, the petitioner shall make a Police and Fire Fund contribution of $250.00 per unit. The total amount due is $30,500 (122 units x $250.00/unit = $30,500.00).
7. Prior to the issuance of a building permit, the petitioner shall make a Cultural Center Fund contribution of $200.00 per unit, or a total of $24,400 (122 units x $200.00 = $24,400.
8. Prior to the issuance of any permits, the developer shall develop a mechanism for communicating the construction schedule with the surrounding residents. The website must provide contact information or other means of submitting questions from residents about the construction schedule and any concerns.
9. Prior to the issuance of any building permits, the petitioner shall undertake all reasonable efforts to determine ownership of the gap areas identified on the Plat of Subdivision (prepared V3 and dated July 7, 2025), including, but not limited to, if factually and legally feasible, filing a quiet title action to obtain ownership over said gap areas, and if successful in obtaining ownership, shall voluntarily annex said gap areas to the Village of Schaumburg, which shall be incorporated into the subdivision and maintained by the HOA, or convey ownership to the adjacent homeowners. If the developer submits a petition for annexation, the Village agrees to annex the properties.
10. Prior to the issuance of any building permits for any of the proposed lots, with the exception of model units, the Declarations for the development shall be recorded against the property
11. A dormant Special Service Area (SSA) will be created upon approval of the plat of subdivision, and prior to the issuance of any building permits, except building permits issued for the construction of model homes, so that the Village has the right, but not the obligation, to perform maintenance work relative to common areas maintained by the Homeowner's Association, including but not limited to

wetlands, detention ponds, landscaping, retaining walls, fences, HOA Park, and paths, in the event that the Homeowners' Association fails to do so, and can recoup the costs of doing so through a SSA tax levy. The developer will reimburse the Village for the cost of creating the dormant special service area.

12. Prior to the issuance of a land development permit, the developer must select and execute either of the options regarding Sue Lane. The options must include maintaining emergency access to Brockway Street and maintain access to the driveway for the resident in Rolling Meadows.
13. Prior to the issuance of a land development permit, the plans must be revised to show improvements on Meacham Road to meet IDOT standards. This improvement will require an IDOT permit.
14. Prior to the issuance of a land development permit, the Plat of Consolidation shall be recorded and placed on file with the Cook County Recorder of Deeds.
15. The PUD is approved with a maximum height of 42.5 feet for the rowhomes and 35 feet for the single-family homes
16. The PUD is approved with a minimum FAR of 37% and maximum FAR of 48% for the single-family homes on the north side.
17. The PUD is approved with a maximum FAR of 55% for the Village Homes on the south side.
18. The PUD is approved with a maximum lot coverage of 39% for all ranch and first floor primary bedroom models only.
19. Construction hours shall be Mondays through Saturdays 7 am to 6 pm. No exterior construction is allowed on Sundays without prior written authorization from the Director of Community Development.
20. Access to Brockway Street is limited for the use of emergency purposes only. Residents of the development shall not be allowed to use this access to enter/exit the development.
21. The emergency access gate must remain locked at all times when it is not in use and must be closed as soon as possible following the end of the emergency event triggering its use.
22. Provide a construction plan illustrating truck staging and routes during construction for review and approval. Construction traffic on Sue Lane will not be permitted.
23. Enhance the bridge by incorporating design details such as formliner, staining, etc. Provide a plan to the Community Development Department showing an enhanced design prior to issuance of a land development permit.
24. The developer must use Meacham Road as the primary access for construction trucks, including but not limited to lumber trucks and concrete trucks. Any vehicles affiliated with construction of the subject property must park on the subject property.

25. Provide an itemized landscape cost estimate at the time of Land Development Permit review. The estimate shall include an itemized listing for each plant, all mulched areas, turf, hardscape, tree removals, site furnishings, etc.
26. A land development permit is required prior to commencing any site work, and prior to receiving any building permits for the site. Separate permits are issued for the site work and the building; therefore, separate applications and separate sets of plans are required.
27. A Project Security in the form of a Letter of Credit or Bond must be submitted prior to issuance of the land development permit. The Security must be written for a period of 2 years in the amount of 50 percent of the approved construction cost estimate, which should include landscaping and site lighting. Sample forms of the project security can be found on the Village's website or are available upon request.
28. Prior to the issuance of a permit, a recorded traffic agreement is required. Traffic agreements between the Village and the property owner allow the Village to enforce parking and traffic regulations on the property, including but not limited to, speed of vehicles, reckless driving, stop signs, fire lanes, loading zones, handicap parking, and the prohibition, restriction, or limitation of the stopping, standing, or parking of vehicles in and upon said property.
29. A thorough review of final lighting/electrical plans will be performed during permit review. Lighting/electrical plans must be submitted which shall include conduit routing/size/type and wire size/type/quantity, plus lighting details including pole foundation, pole handhole wiring/grounding/bonding detail, splicing/fusing detail, conduits burial detail, etc.
30. The applicant has acknowledged that the proposed work within the floodplain/floodway will require a FEMA Conditional Letter of Map Revision (CLOMR), LOMR and an IDNR-OWR Floodway Construction Permit. Since the proposed grading (fill) within the floodway associated with the basins is not considered an appropriate use of the floodway per IDNR-OWR Part 3708 Rules, nor is it allowed per §602.21 of the WMO, the proposed improvements cannot start until these approvals are obtained.
31. A review of the stormwater conveyance (storm sewer and overland flow route) calculations will be performed as part of the final engineering review. Please note that these calculations should account for any offsite drainage areas to the property.
32. Prior to the issuance of a land development permit, the petitioner shall revise the engineering plans to include the following –
    a. There is a swale located behind Lots 62-64 being directed towards Lot 65. Extend/design a swale to provide positive drainage to the street.
    b. Provide a swale between Lots 46 and 47 to direct drainage to the street.
    c. There is a significant amount of offsite drainage coming onto the dead end street from Brockway. An additional inlet will be needed at the corner.
    d. The east-west street in the rowhomes portion, has an inlet accepting 500 feet of roadway drainage. Determine if additional inlets are needed.

e. Move Structure ST 2-42 out of the sidewalk.

f. Show all drainage overflow routes on the grading plan.

g. For the pedestrian crossing near Lot 34, provide two W11-2 Ped Signs, each with W16-7P Slanted Down Arrow plaques.

h. Riprap the bank below the water line down to the stream bed up to approximately the elevation 710 or a little higher, to prevent the bank from undercutting/failing and moving laterally north.

i. Investigate moving the force main out of the property lines (lots 31-43).

33. Prior to the issuance of a land development permit, the petitioner shall revie the plat of subdivision to include the following –

    a. There is a light pole located on Lot 83 which is outside of Outlot 5. A utility easement will be required.

    b. There is a light pole located on Lot 77 which is outside of Outlot 5. A utility easement will be required.

34. A Floodway Construction Permit from IDNR-OWR is required for the proposed work within the regulatory floodway.

35. Prior to the issuance of a land development permit, the petitioner must revise the photometric plans to include the following -

    a. The pole locations and spacings along the main road and the roads around buildings 44 thru 85 do not match the photometrics. The pole locations shall be revised to match.

36. Prior to the issuance of a Land Development Permit, the petitioner shall revise the Landscape Plans to include the following changes:

    a. Provide a shade tree at the ends of each parking row in areas indicated on the Marked Exhibits. Light poles shall be shifted to avoid conflicts as required trees take precedent. Locate trees in islands which are shared with proposed fire hydrants such that they coexist and do not interfere with hydrant operations.

    b. Resolve conflicts between parking lot island trees and proposed light pole locations by shifting poles accordingly.

37. Prior to the issuance of a Land Development Permit, the petitioner must revise the lift station plans to include the following:

    a. Final Engineering Plans should include a profile of the forcemain with the ground elevation over it. The force main alignment is currently shown outside of the ROW in front of Lots 31-43. The ground profile also has a peak of around 737 in front of Lots 37-40 which would require a deep run of force main to keep a rising profile. Provide a profile of the forcemain for review.

    b. Provide sanitary manhole sizes.

c. Provide Contech bridge plans and elevations and sanitary profiles across the bridge.

d. Provide a detail with larger scale, showing the location of the lift station relative to property lines, easements, driveway, sidewalk, and other site elements as a part of final engineering plans.

38. The following plans/exhibits shall be adopted as part of the governing ordinance:

a. Loeber Farms Nitti – Title Sheet, Sheet 0.0, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

b. Loeber Farms Nitti – General Notes, Legend, and Abbreviations, Sheet 1.0, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

c. Loeber Farms Nitti – Specifications, Sheet 1.1, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

d. Loeber Farms Nitti – Demolition Plan, Sheet 2.0, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

e. Loeber Farms Nitti – Overall Site Plan, Sheet 3.0, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

f. Loeber Farms Nitti – Layout Plan Area 1 – Area 4, Sheets 3.1–3.4, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

g. Loeber Farms Nitti – Site Signage Plan, Sheet 3.5, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

h. Loeber Farms Nitti – Overall Grading Plan, Sheet 4.0, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

i. Loeber Farms Nitti – Grading Plan Area 1 – Area 4, Sheets 4.1–4.4, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

j. Loeber Farms Nitti – Typical Grading Sections, Sheet 4.5, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

k. Loeber Farms Nitti – Erosion Control Plan, Sheet 5.0, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

l. Loeber Farms Nitti – Erosion Control Details, Sheets 5.1–5.2, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

m. Loeber Farms Nitti – Overall Bank Stabilization Plans, Sheet 5.3, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

n. Loeber Farms Nitti – Bank Stabilization Plan Area 1 – Area 2, Sheets 5.4–5.5, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

o. Loeber Farms Nitti – Overall Utility Plan, Sheet 6.0, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

p. Loeber Farms Nitti – Utility Plan Area 1 – Area 4, Sheets 6.1–6.4, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

q. Loeber Farms Nitti – Offsite Utility Plan, Sheets 6.5–6.6, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

r. Loeber Farms Nitti – Plan and Profile STA. 10+00 to STA. 18+00, Sheet 7.1, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

s. Loeber Farms Nitti – Plan and Profile STA. 18+00 to STA. 27+00, Sheet 7.2, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

t. Loeber Farms Nitti – Plan and Profile STA. 27+00 to STA. 31+00, Sheet 7.3, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

u. Loeber Farms Nitti – Plan and Profile STA. 30+50 to STA. 34+50 / STA. 10+00 to STA. 11+81, Sheet 7.4, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

v. Loeber Farms Nitti – Construction Details, Sheets 8.0–8.2, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

w. Street Lighting Plan, Sheet P.0, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

x. Final Plat of Subdivision of Loeber Farm, Sheets 1-4, prepared by V3 dated August 3, 2025, last revised August 21, 2025, and received by the Community Development Department on September 29, 2025.

y. Plat of Vacation of Sue Lane, Sheet 1 of 1, prepared by V3 dated August 7, 2025, and received by the Community Development Department on August 7, 2025.

z. Landscape Plan Loeber Farm Cover Sheet L1.0, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

aa. Landscape Plan Loeber Farm Overall Landscape Plan L1.1, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

bb. Landscape Plan Loeber Farm Landscape Plan L1.2, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

cc. Landscape Plan Loeber Farm Landscape Plan L1.3, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

dd. Landscape Plan Loeber Farm Landscape Details L1.4, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

ee. Landscape Plan Loeber Farm Landscape Details L1.5, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

ff. Landscape Plan Loeber Farm Rowhome Foundation Plans L1.6, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

gg. Landscape Plan Loeber Farm Townhome Foundation Plans L1.7, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

hh. Landscape Plan Loeber Farm Typical Foundation Plans L1.8, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

ii. Landscape Plan Loeber Farm Layout Details L2.1, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

jj. Landscape Plan Loeber Farm Amenity Details L2.2, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

kk. Landscape Plan Loeber Farm Playground Details L2.3, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

ll. Landscape Plan Loeber Farm Monument Details L2.4, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

mm. Landscape Plan Loeber Farm Tree Preservation L3.1, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

nn. Landscape Plan Loeber Farm Tree Inventory L3.2, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

oo. Landscape Plan Loeber Farm Tree Inventory L3.3, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

pp. Landscape Plan Loeber Farm Landscape Specifications L4.1, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

qq. Fire Truck Route Exhibit, prepared by V3, dated August 2, 2025, and received by the Community Development Department on September 9, 2025.

rr. Loeber Farm Offsite Improvements, Title Sheet, Sheet 0.0, prepared by V3, dated August 22, 2025, and received by the Community Development Department on September 29, 2025.

ss. Loeber Farm Offsite Improvements, General Notes, Legend, and Abbreviations, Sheet 1.0, prepared by V3, dated August 22, 2025, and received by the Community Development Department on September 29, 2025.

tt. Loeber Farm Offsite Improvements, Specifications and Typical Cross Sections, Sheet 1.1, prepared by V3, dated August 22, 2025, and received by the Community Development Department on September 29, 2025.

uu. Loeber Farm Offsite Improvements, Demolition Plan, Sheet 2.0, prepared by V3, dated August 22, 2025, and received by the Community Development Department on September 29, 2025.

vv. Loeber Farm Offsite Improvements, Layout & Paving Plan, Sheet 3.0, prepared by V3, dated August 22, 2025, and received by the Community Development Department on September 29, 2025.

ww. Loeber Farm Offsite Improvements, Utility Plan, Sheet 4.0, prepared by V3, dated August 22, 2025, and received by the Community Development Department on September 29, 2025.

xx. Loeber Farm Offsite Improvements, Erosion Control Plan, Sheet 4.1, prepared by V3, dated August 22, 2025, and received by the Community Development Department on September 29, 2025.

yy. Loeber Farm Offsite Improvements, Erosion Control Details, Sheet 4.2, prepared by V3, dated August 22, 2025, and received by the Community Development Department on September 29, 2025.

zz. Loeber Farm Offsite Improvements, Plan and Profile, Sheet 5.0, prepared by V3, dated August 22, 2025, and received by the Community Development Department on September 29, 2025.

aaa. Loeber Farm Offsite Improvements, Construction Details, Sheet 6.0, prepared by V3, dated August 22, 2025, and received by the Community Development Department on September 29, 2025.

bbb. Loeber Farm Offsite Improvements, IDOT Details, Sheets 6.1 – 6.7, prepared by V3, dated August 22, 2025, and received by the Community Development Department on September 29, 2025.

ccc. Preliminary stormwater management report, prepared by V3, dated May 16, 2025, latest revision date September 26, 2025, and received by the Community Development Department on September 29, 2025.

ddd. Topo Work Map, Sheet 3, prepared by V3, dated February 14, 2025, latest revision date August 3, 2025, and received by the Community Development Department on September 29, 2025.

eee. Maintenance Responsibility Exhibit, Sheet EX, prepared by V3, and received by the Community Development Department on August 7, 2025.

fff. Draft Declaration for Loeber Townhome and Rowhome Owners Association, prepared by Kenneth M. Florey and Robbins Schwartz, and received by the Community Development Department on May 19, 2025.

ggg. Draft Declaration for Covenants, Conditions, Easements and Restrictions for Loeber Homeowners Association, prepared by Kenneth M. Florey and Robbins Schwartz, and received by the Community Development Department on May 19, 2025.

hhh. Building Height Credit Narrative, prepared by the Nitti Group, Pages 1 through 4, received by the Community Development Department on August 7, 2025.

iii. Single family homes renderings, prepared by Nitti Development, and received by the Community Development Department on May 19, 2025.

jjj. Architectural Plans, Rowhomes and Townhomes, Sheets 1 through 19, prepared by JMB Architects, Ltd, and received by the Community Development Department on May 19, 2025.

kkk. Village home architectural plans, Sheets B1 – B2, prepared by JMB Architects, Ltd, dated February 5, 2025, and received by the Community Development Department on March 3, 2025.

lll. Townhome architectural plans, Sheets B1 – B3.2, P1 – P10, prepared by JMB Architects, Ltd, dated February 5, 2025, and received by the Community Development Department on March 3, 2025.

mmm. Single family architectural plans, Sheets 1 – 7, prepared by JMB Architects, Ltd, and received by the Community Development Department on March 3, 2025.

nnn. Rowhome architectural plans, Sheets 1 – 4, prepared by JMB Architects, Ltd, and received by the Community Development Department on March 3, 2025.

ooo. Home renderings with material call outs exhibit, prepared by Nitti Development, and received by the Community Development Department on May 19, 2025.

ppp. Lot Exhibit, Sheet EX1, prepared by V3, and received by the Community Development Department on May 19, 2025.

qqq. Loeber – Lift Station Building Materials & Color Exhibit, received by the Community Development Department on May 19, 2025.

rrr. Project Narrative. prepared by the Nitti Group, received by the Community Development Department March 3, 2025.

sss. Variation justification letter, prepared by Nitti Development, received by the Community Development Department on December 1, 2025.

ttt. Traffic Impact Study Loeber Farm prepared by KLOA dated January 9, 2025, and received by the Community Development Department on March 4, 2025.

uuu. ALTA/Plat of Survey, Sheets 1 through 3, prepared by V3, received by the Community Development Department on March 3, 2025.

vvv. Conspan Bridge Details, Sheets D1 through D9, prepared by Contech Engineered Solutions, LLC, dated May 25, 2023, and received by the Community Development Department on March 5, 2025.

MOTION CARRIED: vote: 6-0 with three member(s) absent

A poll was taken:
Mr. Dhitu Bhagwakar - Yes
Mr. James Dolbeare - Absent
Ms. Patricia Errera - Yes
Mr. Jeff Mytych - Yes
Mr. Rob Morreale - Yes
Mr. Harry Raimondi - Yes
Mr. Pat Riley - Absent
Mr. Glenn Szurgot - Yes
Ms. Elizabeth Veatch - Absent

The Petitioner was advised that this recommendation will be forwarded to the Village Board for consideration at their meeting on Tuesday, 1/13/26.

ADJOURNMENT
The meeting was adjourned at 9:53pm.

Parth Joshi

Parth Joshi, AICP, Planning Manager
I have reviewed the minutes and they accurately represent the actions taken by the Zoning Board of Appeals

Mary Kirschbaum, Recording Secretary
Zoning Board of Appeals

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Z2601-03 / THE BEVERAGE INCUBATORS / 935 National Parkway, Suite 30 / Special Use for a Laboratory and Testing Facility
01/28/26
Zoning Board of Appeals

Presenter:

Lead Department: Community Development

Executive Summary:

Recommended Action:

ATTACHMENTS:

- Staff Report
- Beverage Incubators Location Map.pdf
- Z2601-03 The Beverage Incubators Application.pdf
- Project Narrative
- Parkway Corporate Place Plat of Survey
- Floor Plans, Suite 30

STAFF REPORT

TO: ZONING BOARD OF APPEALS

PREPARED BY: Ian Salzman
Associate Planner

HEARING DATE: January 28, 2026

DATE PREPARED: January 18, 2026

CASE NUMBER: Z2601-03

TITLE: Z2601-03 / THE BEVERAGE INCUBATORS / 935 National Parkway, Suite 30 / Special Use for a Laboratory and Testing Facility

BACKGROUND INFORMATION

Petitioner:	Lou Farinella
Address of Petitioner:	891 Busse Rd, Elk Grove Village, IL 60007
Status of Petitioner:	Prospective Tenant
Owner of Property:	PARKWAY WHITE SPE, LLC
Address of Property:	935 National Parkway, Suite 30 Schaumburg, IL 60173
Existing Zoning:	B-3 Planned Office Business District
Existing Land Use:	Office

Requested Action:

- Special Use for a Laboratory and Testing Facility [Title 15, Chapter 154, Section 154.174(B) Appendix A: Summary of Permitted and Special Uses of the Zoning Ordinance]

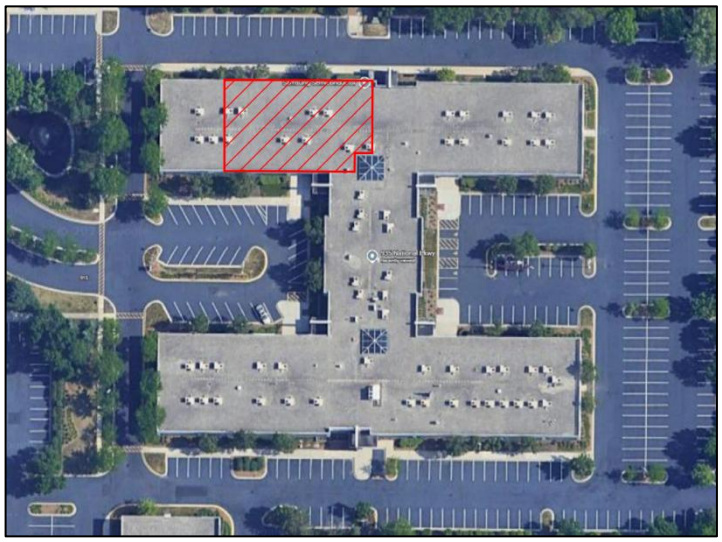
ANALYSIS



Staff Discussion:
The petitioner requests approval of a special use for a laboratory and testing facility for The Beverage Incubators, proposed to be located at 935 National Parkway, Suite 30, within Parkway Corporate Place office development. "Research laboratories and testing facilities" are allowed as a special use in the B-3 zoning district. The proposed use will be located on northwest side of the first floor of the office building.

The petitioner proposes to occupy 8,400 square feet of tenant space, which will include a lab, production plant, warehouse, bathrooms, conference rooms, and offices. As proposed, space will be utilized to conduct comparative tests concerning flavor of beverage products, including but not limited to coffee/tea, protein, energy, hydration, and functional beverages. Testing will be done by mixing tanks to make the liquid flavors. In addition,

the proposed business will use ethyl alcohol to produce flavors. Per the submitted business narrative, ethyl alcohol is a standard base used to dissolve flavor compounds in the flavor industry. Other proposed use of the space includes research and development for beverages, office, warehouse, production and storage.



The subject tenant space will only be used as a research and development facility concerning the flavors the applicant will create for their clients. Once the flavor/beverage formula is created and finalized, the flavors will be tested and sent to "co-manufacturers" who then will use the concentration to create the actual drinks for production.

The proposed business expects a maximum of 2 inbound deliveries and 3 outbound deliveries per week via straight truck with a lift gate. Hence, the petitioner is proposing to install a new double door on the north side of the tenant space. The door would match the appearance of other exterior doors at the office complex. The business will paint an area on the pavement outside the double doors to indicate a drop-off area for deliveries. The fire department has approved this concept, which will be subject to their final building permit review.

The business will have 10 employees on site at the beginning and the petitioner expects to hire an additional 20 employees as the business expands. The proposed hours of operation are Monday to Friday from 8 am to 5 pm.

Staff, including the Building Plans Examiner, Health Supervisor, and Fire Marshal, have reviewed the petitioner's request and are supportive of the special use. Even though the proposed ethyl alcohol is considered a flammable liquid, it will be stored in a flammable liquids storage room. The room, designated the "Fire Cabinet" in the floor plan, is proposed to be in the bottom right corner of the storage room on the submitted floor plan. The room will have fire separation, ventilation, spill control, and secondary containment. The petitioner will take the additional fire safety measure of only allowing trained employees to create the liquids. Lastly, the existing building includes sprinklers.

In September 2025, the Zoning Board and Village Board granted a special use to this petitioner (the Beverage Incubators) to operate a laboratory and testing facility at 955 American Lane (Case No. Z2508-02, Ord. No. 25-087). Their business plan, fire safety measures, square footage, and zoning were substantially similar in that case as compared to this one. One key difference is that the 955 American Lane has a loading dock, which the petitioner would have used for deliveries. In this case, the proposed drop-off zone on the north exterior of the building will serve that purpose. The ordinance for the special use at 955 American Lane included six conditions:

1. A building permit, in accordance with the current regulations and requirements of the Village of Schaumburg, must be issued within one year from the date of adoption of the enabling ordinance by the Village Board which authorized the development proposal. The development approvals granted herein, without need for further action by any Village Board, commission or official shall become null and void if no building permit is issued within the one-year requirement.

2. The Special Use shall be substantially in accordance with the project narrative received by the Community Development Department on September 3, 2025.
3. The proposed plans have been accepted as preliminary by the Environmental Health Division. The plans will receive a much more detailed review during the commercial building permit process.
4. An operational permit is required for the storage/use of hazardous materials.
5. Provide complete building and code compliance information, including accessibility, life safety, egress, and site verification details, to demonstrate compliance will all applicable codes and standards, as adopted by the Village of Schaumburg.
6. The following plans/exhibits for the sign shall be adopted as part of the governing ordinance:
    a. Proposed floor plan, prepared by JDJ Architects, dated July 25, 2025 and received by the Community Development Department on August 6, 2025
    b. Project narrative, received by the Community Development Department on September 3, 2025.

Staff recommends the same conditions for this special use approval, in addition to a condition about the delivery drop-off zone, as detailed in the recommendations section below.

Zoning History:

The property is part of Parkway Corporate Place office development. It was approved by the Village Board in 1998 under Ordinance 98-97. Village Board approved a site plan amendment in 2001 (Case No. SP0101-02, Ord. No. 01-12), which permitted the construction of a remote generator enclosure as well as site and landscaping modifications for a tenant at 935 National Parkway.

The village has previously granted approvals for three other laboratory and testing facilities at 935 National Parkway. The first instance was a special use approval for Samsung (Case No. Z0707-02). The second was International Flavors & Fragrances (IFF) in Suite 80 of the same building (Case No. Z1405-05, Ord. No. 14-071). IFF included on-site labs, test kitchen, flavors room, and a sweets room along with offices and a storage room for the creation of comparative tests concerning flavor and seasoning applications used in testing food products. The Beverage Incubators' proposed use will mirror the interior setup of IFF. The third instance was Hochiki America Corporation in Suite 64 of the same building (Case No. Z2411-04, Ord No. 25-016).

Surrounding Zoning and Land Uses:

North: B-3 Planned Office Business District (Marriott Courtyard Hotel, Hyatt House Chicago/Schaumburg)
South: B-3 Planned Office Business District (Woodfield Park Office Development)
East: B-3 Planned Office Business District (Various Restaurants and Personal Services – Fat Rosie's, Panera Bread, Duly Healthcare, Floyd's 99 Barbershop, Elase Medical Spas)
West: B-3 Planned Office Business District (Parkway Corporate Place – 915/955 National Parkway, DoubleTree by Hilton Schaumburg Hotel)

Compatibility with Surrounding Land Uses:

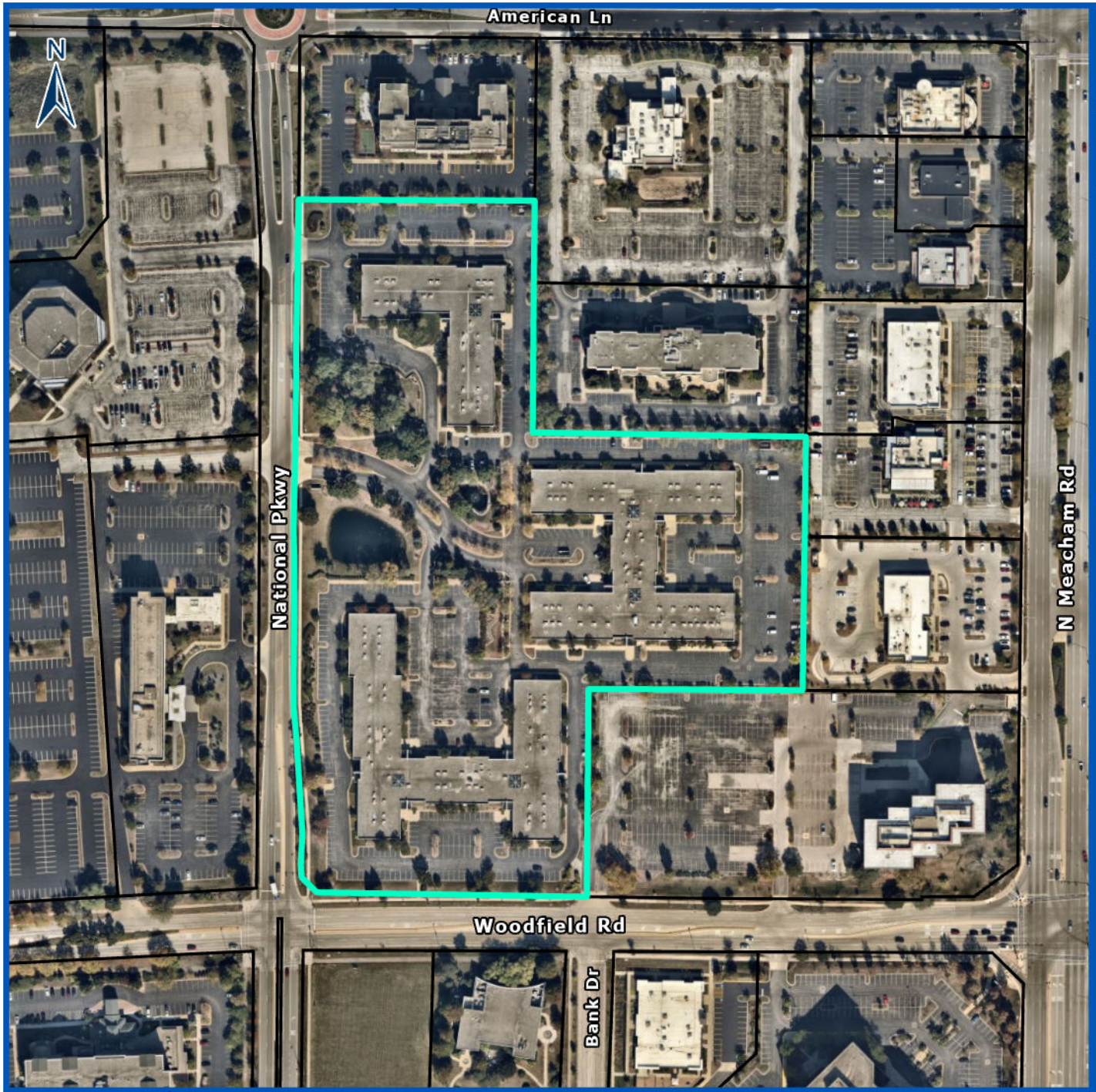
As stated in the Zoning Code, the purpose of the B-3 Planned Business District is to "provide an environment suitable for and limited to large office uses, research and development activities, and ancillary commercial functions." Due to the limited size of the testing facility and the type of product testing, the use will not have negative effects on other uses within Parkway Corporate Place, and it will be compatible with the other research and development uses on the property. The double doors that will be used for deliveries have been designed to blend with the existing building façade.

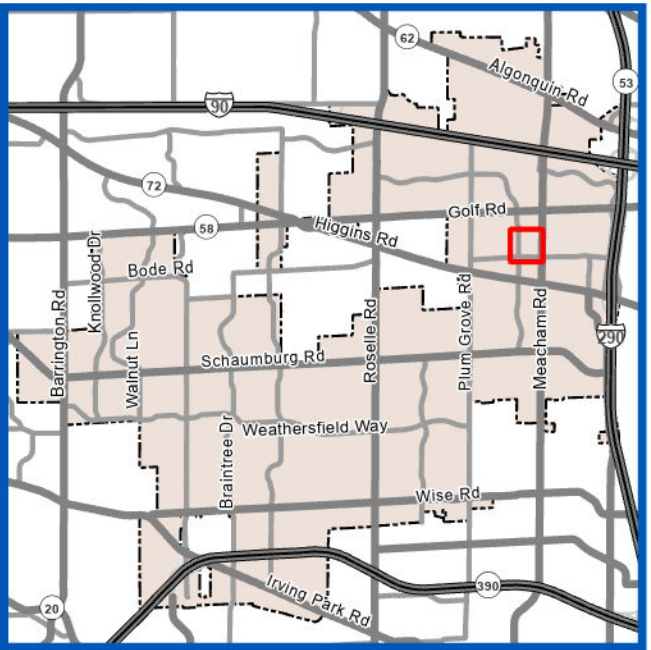
Comprehensive Plan Designation:
The subject property is designated for office and office/service uses according to the Village Comprehensive Plan. The proposed laboratory and testing facility is appropriate for this designation on a case by case basis.

RECOMMENDATION
Staff has reviewed the petitioner's request and is supportive of the project. Therefore, staff recommends **approval** of a Special Use for a Laboratory and Testing Facility for The Beverage Incubators, proposed to be located at 935 National Parkway, Suite 30, Case No. Z2601-03, subject to the following conditions:

1. A building permit, in accordance with the current regulations and requirements of the Village of Schaumburg, must be issued within one year from the date of adoption of the enabling ordinance by the Village Board which authorized the development proposal. The development approvals granted herein, without need for further action by any Village Board, commission or official shall become null and void if no building permit is issued within the one-year requirement.
2. The Special Use shall be substantially in accordance with the project narrative received by the Community Development Department on January 5, 2026.
3. The proposed plans have been accepted as preliminary by the Environmental Health Division. The plans will receive a more detailed review during the commercial building permit process.
4. The proposed delivery drop-off zone on the north exterior of the tenant space has been accepted as preliminary by the Fire Department. The plan will receive a more detailed review by the Fire Department before final approval.
5. An operational permit is required for the storage/use of hazardous materials.
6. Provide complete building and code compliance information, including accessibility, life safety, egress, and site verification details, to demonstrate compliance will all applicable codes and standards, as adopted by the Village of Schaumburg.
7. The following plans/exhibits shall be adopted as part of the governing ordinance:
   a. Proposed floor plan, received by the Community Development Department on January 5, 2026.
   b. Project narrative, received by the Community Development Department on January 5, 2026.

pc: Petitioner
Owner





Subject Property

Z2601-03

THE BEVERAGE INCUBATORS

Special Use for a Laboratory and Testing Facility

0 120 240
Feet

VILLAGE OF SCHAUMBURG

935 National Parkway, Suite 30

Prepared By:
Village of Schaumburg
Community Development Department

Record No: DEVR-26-3

Development Review Application

Status: Active

Submitted On: 1/5/2026

Primary Location

935 NATIONAL PKY
Schaumburg, IL 60173

Owner

PARKWAY WHITE SPE, LLC
VON KARMAN AVE 18881
IRVINE, CA 92612

Applicant

Lou Farinella
847-280-0184
lou@thebeverageincubators.com
935 National Parkway
Suite 93560
Schaumburg, IL 60173

Z2601-03 / THE BEVERAGE INCUBATORS / 935 National Parkway / Special Use for a Laboratory and Testing Facility

Internal Types

Comprehensive Plan Amendment

☐

Code Amendment

☐

Minor Amendment

☐

Minor Amendment Director Approval

Director Sign off on Minor Amendment

☐

Pre-Application Contact

Have you spoken to a Village planner about this project*

Yes

Who have you spoken to?*

Ian Salzman

Applicant Information

Is Applicant the Property Owner?

No

Relationship of Applicant to Property

Tenant

Property Owner Approval Confirmed

Yes

Property Owner Information

Property Owner Name*

PARKWAY WHITE SPE, LLC

Property Owner Street Address*

18881 Von Karman

Property Owner City*

Irvine

Property Owner State*

CA

Property Owner Zip Code*

92612

Property Owner Phone Number*

949-705-5028

Property Owner Email

jeremy.newman@sperryequities.com

Site Information

Is this Residential, Commercial, Industrial or Mixed Use?*

Commercial

PIN Number*

07-13-101-013-0000

Township of Subject Property?

Schaumburg

Approvals Requested

Sign Variation

☐

Parking Variation

☐

Landscape Variation

☐

Setback Variation

☐

Shopping Center Signage Plan Approval / Amendment

☐

Site Plan Approval New Building < 20,000 Sq. Ft.

☐

Site Plan Approval New Building > 20,000 Sq. Ft.

☐

Rezoning

☐

Special Use - Commercial

☑

Site Plan Amendment

☐

Plat of Easment

☐

Plat of Vacation

☐

Plat of Subdivision

☐

Plat of Dedication

☐

Plat of Consolidation

☐

PUD Site Plan Approval

☐

PUD Amendment

☐

Valet - Regular

☐

Valet - Special Event

☐

PUD Special Use Amendment

☐

PUD Administrative Amendment

☐

Fence Variation

☐

Variation - Other

☐

Brief description of the request*

The petitioner requests approval of a special use for a laboratory and testing facility for The Beverage Incubators, proposed to be located at 935 National Parkway.

Applicants Signature

Please note that the project will not be reviewed until this application has been fully completed and all required plans and other materials have been satisfactorily submitted to the Community Development Department. Incomplete submittals may result in a delay in the zoning approval process. It is strongly suggested that the applicant schedule an appointment with the Community Development Department so that materials can be reviewed for accuracy and completeness prior to submittal. The deadline for submittals is Monday at noon.

In consideration of the information contained in this application as well as all supporting documentation, it is requested that approval be given to the requested actions.

Applicant Signature

Louis A Farinella
Jan 5, 2026

Internal - Plan or Zoning?

Record/Case Number

Z2601-03

Case Title

Z2601-03 / THE BEVERAGE INCUBATORS / 935 National Parkway / Special Use for a Laboratory and Testing Facility

PRG Meeting Required?

☐

PRG 1 Comment Due Date

–

Plan Commission

☐

Zoning Board

☑

No Petitioner Notification Letter (ZBA)

☐

Third Party Engineering Review

☐

Third Party Landscaping Review

☐

Village Board ONLY

☐

Public Sign(s) Needed?

☑

Newspaper

☑

Letters to Property Owners

☑

Number of Public Hearing Signs

2

Street Name(s) for Public Hearing Sign(s)

Woodfield Road, National Parkway

Olde Schaumburg Architectural Review

☐

Petitioner Letter Information

Public Hearing Time

7:00 PM

Public Hearing Date

01/28/2026

Petitioner Public Notice Due Date (Tuesday)

01/13/2026

Postal Receipts and Property owner list due date (Friday before meeting)

01/23/2026

Location of Meeting

Village Board Room, 1000 Woodfield Road, Schaumburg, Illinois

Parker Hall

☐

Prairie Center

☐

1000 Woodfield

☑

Special Use Count (Fee based on this number)

Fee will not calculate if left as 0

Count of special use commercial

1

Count of special use residential

–

Special Use Residential - Plan Review Assignment

Health Review Needed

☐

Fire Review Needed

☐

Variation Fee Count (Fee will be calculated based on this number)

Fee will not calculate if left as 0

Critical Comments

Critical Comments Needed

☐

General Process Notes

General notes / comments needed?

☐

2nd Plan Review?

IS A 2nd PLAN REVIEW REQUIRED?

☐

-

Final Submittal Comments

Final submittal comments needed?

☑

---------- Please Select what departments need to add final submittal comments.----------

Final Engineering Comments

☐

Final Planning Comments

☐

Final Transportation Comments

☐

Final Fire Comments

☑

Final EPW Comments

☐

Final Landscaping Comments

☐

Final Building Comments

☑

Final Health Comments

☑

Final External Engineering Comments

☐

Final Third Party Landscape Comments

☐

Request Changes - Attachments Management

Revised Architectural Plans (second submittal)

☐

Revised Engineering Plans (second submittal)

☐

Revised Landscape Plans (second submittal)

☐

Supplemental Documents (second submittal)

☐

Response Letter (second submittal)

☐

Revised Architectural Plans (third submittal)

☐

Revised Engineering Plans (third submittal)

☐

Revised Landscape Plans (third submittal)

☐

Supplemental Dcouments (third submittal)

☐

Response Letter (third submittal)

☐

Project: Tenant Buildout at 935 National Parkway, Schaumburg, IL

Tenant Name: Joe Beverage, Inc, dba The Beverage Incubators

Tenant Description: Boutique product development firm focused on development & commercialization of innovative ready-to-drink beverage products, including Coffee, Protein, Energy, Hydration, and Functional beverages. Tenant also produces flavors on site (primarily liquid flavors) to sell to its beverage brand clients.

Proposed Use of Property: General office, warehouse, laboratory, production, storage and ancillary uses related to, including, but not limited to, beverage R&D and production of flavors and storage of non-hazardous goods, such as raw materials, work-in-process and finished goods related to production of flavors for the beverage and related industries.

Number of Employees: Approximately 10 employees on-site to start. Could grow to ~25 employees over the course of the lease.

Business Hours: Normal business hours are 8:00am to 5:00pm; will rarely work outside of those hours.

Inbound/Outbound Shipments: Tenant will have a double-door entry to their warehouse area to send/receive deliveries via straight-truck with lift gate. Tenant typically receives roughly ~1-2 inbound shipments per week and sends roughly ~2-3 outbound shipments per week. Tenant will also receive parcel delivery to their front door (via FedEx or UPS).

Tenant Operations: In addition to typical office activities, tenant will operate mixing tanks to produce their liquid flavors. Tenant will also operate small table-top pilot machinery such as homogenizers and pasteurizers. Tenant will require delivery and storage of ethyl alcohol (190 proof) for the production of some flavors, which is a standard base used to dissolve flavor compounds in the flavor industry.

LEGEND OF SYMBOLS & ABBREVIATIONS

UTILITY POLE	MANHOLE	P.O.C.	POINT OF COMMENCEMENT
LIGHT POLE	SANITARY MANHOLE	P.O.B.	POINT OF BEGINNING
TRANSFORMER	STORM STRUCTURE (CLOSED)	°	DEGREES
UTILITY PEDESTAL	STORM STRUCTURE (OPEN)	'	FEET/MINUTES
TRAFFIC SIGNAL	CURB INLET	"	INCHES/SECONDS
SIGNAL VAULT	VALVE VAULT	S.F.	SQUARE FEET
UTILITY VAULT	CLEAN OUT	(REC)	RECORD BEARING/DISTANCE
GAS VALVE	FLARED END SECTION	TF	TOP OF FOUNDATION
WATER VALVE	WATER LINE	FF	FINISHED FLOOR
ELECTRIC METER	TELEPHONE/CATV LINE	TP	TOP OF PIPE
GAS METER	GAS LINE	B.S.L.	BUILDING SETBACK LINE
FIRE HYDRANT	ELECTRIC LINE	P.U.E.	PUBLIC UTILITY EASEMENT
AUTO SPRINKLER	OVERHEAD WIRES	D.E.	DRAINAGE EASEMENT
MONITORING WELL	STORM SEWER	L	ARC LENGTH
GROUND LIGHT	SANITARY SEWER	R	RADIUS LENGTH
BOLLARD	CHAIN LINK FENCE	C	CHORD LENGTH
B-BOX	STOCKADE FENCE	CB	CHORD BEARING
SIGN	GUARD RAIL	CMP	CORRUGATED METAL PIPE
FLAG POLE	IRON FENCE		CONCRETE SURFACE

SIGNIFICANT OBSERVATIONS

A CONCRETE WALK LIES 2.72' NORTH OF THE SOUTH PROPERTY LINE.

VICINITY MAP - NOT TO SCALE



ZONING INFORMATION

THE SURVEYOR WAS PROVIDED WITH THE FOLLOWING ZONING INFORMATION. NV5 ZONING REPORT #7202402109 DATED DECEMBER 4, 2024.

EXISTING ZONING - B-3, PLANNED OFFICE BUSINESS DISTRICT AND WOODFIELD REGIONAL CENTER OF THE VILLAGE OF SCHAUMBURG.

SETBACKS - FRONT - 30' MINIMUM, PLUS 1 FOOT BACK FOR EVERY 3' INCREASE IN BUILDING HEIGHT OVER 16', OR AN ADDITIONAL 0.5'±.

SIDE - NO REQUIREMENT NOTED; INTERIOR SIDE YARD SETBACKS FOR BUILDINGS, INCLUDING PARKING STRUCTURES, SHALL BE DETERMINED ON AN INDIVIDUAL SITE BASIS.

REAR - NO REQUIREMENT NOTED; REAR YARD SETBACKS FOR BUILDINGS, INCLUDING PARKING STRUCTURES, SHALL BE DETERMINED ON AN INDIVIDUAL SITE BASIS.

MAXIMUM BUILDING HEIGHT - 50 FEET

MINIMUM LOT SIZE - 5 ACRES

MINIMUM LOT WIDTH -300 FEET

MINIMUM LOT DEPTH - NO REQUIREMENT NOTED

MAXIMUM LOT COVERAGE - 50%

MAXIMUM FLOOR AREA RATIO - 80% (0.80)

PARKING FORMULA - OFFICES AND PROFESSIONAL USES (GENERAL, INCLUDING UP TO 2 PERCENT FOR RETAIL/SERVICES): 0-49,999 SQ. FT. OF GFA PER BUILDING – 5/1,000 SQ. FT. OF NFA. 50,000-149,999 SQ. FT. OF GFA PER BUILDING – 4/1,000 SQ. FT. OF NFA – 150,000 OR MORE SQUARE FEET GFA PER BUILDING – 3.3 PER 1,000 SQUARE FEET OF NFA . REQUIRED PARKING - 653 SPACES.

EXISTING PARKING SPACE TABLE	
TYPE OF SPACE	TOTAL EXISTING
REGULAR	680
HANDICAP	18
TOTAL	698

MISCELLANEOUS NOTES

MN1 SURVEY PREPARED BY:
JLH LAND SURVEYING INC.
910 GENEVA STREET
SHOREWOOD, IL 60404
815.729.4000
INFO@JLHSURVEY.COM

MN2 ALL FIELD MEASUREMENTS MATCH RECORD DIMENSIONS WITHIN THE PRECISION REQUIREMENTS OF ALTA/NSPS SPECIFICATIONS.

MN3 THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

MN4 ALL STREETS SHOWN ARE PUBLIC RIGHT OF WAY, UNLESS OTHERWISE NOTED.

MN5 ASSUMED BEARING: THE EAST RIGHT OF WAY LINE OF NATIONAL PARKWAY TO BE NORTH 00 DEGREES 22 MINUTES 00 SECONDS EAST.

MN6 AT THE TIME OF THIS SURVEY THERE IS NO RECORD OR OBSERVED EVIDENCE OF A CEMETERY OR BURIAL GROUND.

MN7 AT THE TIME OF THIS SURVEY, THE ADDRESS WAS POSTED AS 915, 935 AND 955 NATIONAL PARKWAY.

MN8 THE SUBJECT PROPERTY HAS ACCESS TO AND FROM NATIONAL PARKWAY AND WOODFIELD ROAD WHICH ARE GOVERNED BY THE VILLAGE OF SCHAUMBURG.

MN9 IN REGARDS TO TABLE "A" ITEM 10, AT THE TIME OF THIS SURVEY, THERE WERE NO PARTY WALLS DESIGNATED BY THE CLIENT TO REFERENCE HEREON.

MN10 IN REGARDS TO TABLE "A" ITEM 16, AT THE TIME OF THIS SURVEY, THERE WAS NO VISIBLE EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS.

MN11 IN REGARDS TO TABLE "A" ITEM 17, AT THE TIME OF THIS SURVEY, THERE WAS NO RECENT STREET OR SIDEWALK CONSTRUCTION OR PROPOSED RIGHT OF WAY CHANGES PROVIDED.

FLOOD NOTE:

BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS IN ZONE(S) X OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL No. 17031C0191J, WHICH BEARS AN EFFECTIVE DATE OF 08/19/2008 AND IS NOT IN A SPECIAL FLOOD HAZARD AREA, BY CONTACT DATED 11/07/2024 TO THE NATIONAL FLOOD INSURANCE PROGRAM http://www.fema.gov/ WE HAVE LEARNED THIS COMMUNITY DOES CURRENTLY PARTICIPATE IN THE PROGRAM. NO FIELD SURVEYING WAS PERFORMED TO DETERMINE THIS ZONE AND AN ELEVATION CERTIFICATE MAY BE NEEDED TO VERIFY THIS DETERMINATION OR APPLY FOR A VARIANCE FROM THE FEDERAL EMERGENCY MANAGEMENT AGENCY.

ITEMS CORRESPONDING TO SCHEDULE B-II

8 BUILDING LINE AS SHOWN ON THE PLAT OF ANDERSON'S THIRD RE-SUBDIVISION, AFORESAID, RECORDED AUGUST 30, 1988 AS DOCUMENT NUMBER 88394485 OVER THE WEST AND SOUTH 50 FEET OF THE LAND. ITEM IS PLATTED.

9 NOTICE OF REQUIREMENTS FOR STORM WATER DETENTION DATED MAY 6, 1976 AND RECORDED JULY 26, 1976 AS DOCUMENT 23573180 MADE BY J. EMIL ANDERSON AND SON, INC., AS BENEFICIARY OF SCHAUMBURG STATE BANK, AS TRUST NUMBER 252, AND OTHERS RELATING TO THE DEVELOPMENT OF THE LAND AND OTHER PROPERTY NOT NOW IN QUESTION, AND THAT A SEWERAGE SYSTEM PERMIT HAS BEEN GRANTED BY THE METROPOLITAN SANITARY DISTRICT OF GREATER CHICAGO WITH RESPECT TO THE AFORESAID LAND AS SHOWN ON THE EXHIBIT 'A' ATTACHED THERETO, FOR THE CONSTRUCTION, ETC., OF SANITARY SERVICE SEWERS THEREON. ITEM IS BLANKET IN NATURE AND NOT PLATTED.

10 EASEMENT IN FAVOR OF CABLENET OF ILLINOIS, INC., THE ILLINOIS BELL TELEPHONE COMPANY, THE COMMONWEALTH EDISON COMPANY, NORTHERN ILLINOIS GAS COMPANY AND THE VILLAGE OF SCHAUMBURG, AND ITS/THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, TO INSTALL, OPERATE AND MAINTAIN ALL EQUIPMENT NECESSARY FOR THE PURPOSE OF SERVING THE LAND AND OTHER PROPERTY, TOGETHER WITH THE RIGHT OF ACCESS TO SAID EQUIPMENT, AND THE PROVISIONS RELATING THERETO CONTAINED IN THE PLAT RECORDED/FILED AS DOCUMENT NO. 88394485, AFFECTING THE THE WEST, SOUTH AND EAST 15 FEET AND THE SOUTH 15 FEET OF THE EAST 354.00 FEET AND THE NORTH 15 FEET OF THE EAST 452.00 FEET OF THE LAND. ITEM IS PLATTED.

11 EASEMENT FOR PUBLIC UTILITIES AND DRAINAGE OVER THE EAST 15 FEET, THE SOUTH 15 FEET OF THE EAST 354.00 FEET AND THE NORTH 15 FEET OF THE EAST 452.00 FEET OF THE LAND AS SHOWN ON PLAT OF ANDERSON'S THIRD RE-SUBDIVISION, AFORESAID.ITEM IS PLATTED.

12 COVENANTS, CONDITIONS AND RESTRICTIONS RELATING TO THE STRIPS OF GROUND AS SHOWN ON THE PLAT OF ANDERSON'S THIRD RESUBDIVISION AFORESAID RECORDED AS DOCUMENT 88394485, AS FOLLOWS:
WHICH STRIPS OF GROUND ARE MARKED EASEMENT RESERVED FOR THE USE OF PUBLIC UTILITIES FOR THE INSTALLATION AND MAINTENANCE OF WATER AND SEWER MAINS, UNDERGROUND CONDUITS AND CABLES, WITH ALL NECESSARY MANHOLES, PHONE AND ELECTRIC, SEWER, GAS AND WATER SERVICE; THE RIGHT TO ENTER UPON THE LOTS AT ALL TIMES TO INSTALL, LAY, CONSTRUCT, RENEW, OPERATE AND MAINTAIN WITHIN SAID EASEMENT AREA SAID CONDUITS, CABLES, MANHOLES, WATER VALVES, AND OTHER EQUIPMENT; AND FINALLY THE RIGHT IS GRANTED TO CUT DOWN AND REMOVE OR TRIM AND KEEP TRIMMED ANY TREES, SHRUBS, OR SAPLINGS THAT INTERFERE OR THREATEN TO INTERFERE WITH ANY OF THE SAID PUBLIC UTILITIES EQUIPMENT, ALL INSTALLATION SHALL BE UNDERGROUND OR ON THE SURFACE, BUT NOT OVERHEAD. IT IS FURTHER UNDERSTOOD THE ABOVE EASEMENTS SHALL BE NON-EXCLUSIVE. NO PERMANENT BUILDINGS OR OTHER STRUCTURES ARE TO BE ERECTED OR MAINTAINED UPON SAID STRIPS OF LAND, BUT OWNERS OF LOTS IN THIS SUBDIVISION SHALL TAKE THEIR TITLES SUBJECT TO THE RIGHTS OF THE PUBLIC UTILITIES AND TO THE RIGHTS OF OWNERS OF OTHER LOTS IN THE SUBDIVISION. NOTE: SAID INSTRUMENT CONTAINS NO PROVISION FOR A FORFEITURE OF OR REVERSION OF TITLE IN CASE OF BREACH OF CONDITION. (AFFECTS THE WEST, SOUTH AND EAST 15 FEET AND THE SOUTH 15 FEET OF THE EAST 354.00 FEET AND THE NORTH 15 FEET OF THE EAST 452.00 FEET OF THE LAND). ITEM IS PLATTED.

13 EASEMENT OVER THE SOUTHERLY 10 FEET OF LOT 11 (MEASURED PERPENDICULARLY FROM THE SOUTHERLY LINE OF LOT 11) EXCEPT THE WESTERLY 17 FEET THEREOF) IN ANDERSON'S WOODFIELD PARK, BEING A SUBDIVISION OF PART OF THE NORTHWEST 1/4 OF SECTION 13, TOWNSHIP 41 NORTH, RANGE 10, IN COOK COUNTY, ILLINOIS, AS ACQUIRED IN THE CONDEMNATION PROCEEDINGS HAD IN CASE 77CO1114 IN THE COUNTY COURT OF COOK COUNTY, ILLINOIS, VILLAGE OF SCHAUMBURG, A MUNICIPAL CORPORATION, AGAINST HERMAN W. FREISE AND AS SHOWN ON THE PLAT OF OXFORD CAPITAL PARTNERS RESUBDIVISION RECORDED JULY 23, 1998 AS DOCUMENT 98639897, AND ALL WHOM IT MAY CONCERN. (AFFECTS THE SOUTHERLY 10 FEET OF THE LAND). ITEM IS PLATTED.

AREA: 695,604.97 SF± OR 15.968 ACRES±

ITEMS CORRESPONDING TO SCHEDULE B-II

14 EASEMENT GRANTED FOR UTILITIES OF THE SOUTHERLY 10 FEET OF LOT 11 (MEASURED PERPENDICULARLY FROM THE SOUTHERLY LINE OF LOT 11) EXCEPT THE WESTERLY 17 FEET THEREOF IN ANDERSON'S WOODFIELD PARK, BEING A SUBDIVISION OF PART OF THE NORTHWEST 1/4 OF SECTION 13, TOWNSHIP 40 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, AS GRANTED AND SHOWN ON THE PLAT OF DEDICATION RECORDED NOVEMBER 16, 1977 AS DOCUMENT 24197568. (AFFECTS THE SOUTHERLY 10 FEET OF THE LAND). ITEM IS PLATTED.

15 A 15 FOOT PERMANENT NON-EXCLUSIVE EASEMENT IN FAVOR OF ANY ELECTRIC, GAS, TELEPHONE OR TELECOMMUNICATION COMPANY, CABLE T.V. COMPANY AND THE VILLAGE OF SCHAUMBURG, AND ITS,THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, TO INSTALL, OPERATE AND MAINTAIN ALL EQUIPMENT NECESSARY FOR THE PURPOSE OF SERVING THE LAND AND OTHER PROPERTY, TOGETHER WITH THE RIGHT OF ACCESS TO SAID EQUIPMENT, AND THE PROVISIONS RELATING THERETO CONTAINED IN THE PLAT RECORDED,FILED AS DOCUMENT NO. 98639897. (AFFECTS THE SOUTH, NORTH, WEST AND EAST 15 FEET OF LOT 2) (FOR EXACT LOCATIONS SEE PLAT). ITEM IS PLATTED.

16 A 15 FOOT PERMANENT NON-EXCLUSIVE DRAINAGE EASEMENT IN FAVOR OF THE VILLAGE OF SCHAUMBURG, COOK AND DUPAGE COUNTIES, ILLINOIS, AND ITS/THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, TO INSTALL, OPERATE AND MAINTAIN ALL EQUIPMENT NECESSARY FOR THE PURPOSE OF SERVING THE LAND AND OTHER PROPERTY, TOGETHER WITH THE RIGHT OF ACCESS TO SAID EQUIPMENT, AND THE PROVISIONS RELATING THERETO CONTAINED IN THE PLAT RECORDED/FILED AS DOCUMENT NO. 98639897. (AFFECTS THE NORTH AND EAST 15 FEET OF LOT 2). (FOR EXACT LOCATIONS SEE PLAT). ITEM IS PLATTED.

17 A PERMANENT NON-EXCLUSIVE EASEMENT RESERVED FOR AND GRANTED TO THE VILLAGE OF SCHAUMBURG, AND ITS SUCCESSORS AND ASSIGNS, IN, UPON, ACROSS, OVER, UNDER AND THROUGHT THE AREAS SHOWN AS AND/OR LABELED AS "ROADWAY IMPROVEMENT EASEMENT" WITHIN THE DASHED LINES SHOWN ON THE PLAT OF OXFORD CAPITAL PARTNERS' RESUBDIVISION RECORDED JULY 23, 1998 AS DOCUMENT 98639897, FOR THE PURPOSES OF INSTALLING, CONSTRUCTING, INSPECTION, OPERATING, REPLACING, REPAIRING, CLEANING AND MAINTAINING ROADWAY IMPROVEMENTS, SUCH AS SIDEWALKS, PARKWAY TREES, AND LIGHTING, TOGETHER WITH THE RIGHT OF ACCESS THERETO. NO PERMANENT BUILDINGS OR STRUCTURES OR TREES SHALL BE PLACED IN SAID EASEMENT. (AFFECTS THE WEST 15 FEET OF LOT 2). ITEM IS PLATTED.

18 THE PLAT OF RE-SUBDIVISION RECORDED JULY 23, 1998 AS DOCUMENT 98639897 HAS THE FOLLOWING STATEMENT: NOTE: NO ACCESS TO NATIONAL PARKWAY MAY OCCUR EXCEPT AS SHOWN ON SAID PLAT. ALSO THE CONSTRUCTION OF ANY FUTURE ACCESS POINTS TO ADJACENT ROADWAYS SHALL BE SUBJECT TO THE PRIOR APPROVAL OF THE VILLAGE OF SCHAUMBURG. ACCESS IS PLATTED.

19 BUILDING LINE AS SHOWN ON THE PLAT OF RESUBDIVISION AFORESAID, AS FOLLOWS: (AFFECTS THE SOUTH 50 FEET AND THE WEST 50 FEET OF LOT 2). ITEM IS PLATTED.

20 A NON-EXCLUSIVE EASEMENT AS CREATED BY EASEMENT AGREEMENT DATED APRIL 28, 1998 AND RECORDED MAY 6, 1998 AS DOCUMENT 98373511 FROM FIRST BANK OF SCHAUMBURG, AS TRUSTEE UNDER TRUST NUMBER 252 TO OXFORD SCHAUMBURG COMPANY, LLC AND AS SHOWN ON PLAT OF OXFORD CAPITAL PARTNERS RESUBDIVISION AFORESAID, FOR THE PURPOSE OF INGRESS AND EGRESS OVER THE FOLLOWING DESCRIBED LAND: THE SOUTH 105 FEET OF THE NORTH 380 FEET AND THE WEST 75 FEET OF LOT 1 IN ANDERSON'S THIRD RESUBDIVISION, BEING A RESUBDIVISION OF PART OF LOT 2 IN ANDERSON'S SECOND RESUBDIVISION, A RESUBDIVISION OF PART OF THE NORTHWEST 1/4 OF SECTION 13, TOWNSHIP 41 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS. ITEM IS PLATTED.

21 RIGHT OF WAY AGREEMENT-WATER IRRIGATION DATED OCTOBER 30, 2000 AND RECORDED NOVEMBER 28, 2000 AS DOCUMENT 00931034 BETWEEN PARKWAY CORPORATE PLACE L.L.C. AND VILLAGE OF SCHAUMBURG, AND THE TERMS, PROVISIONS AND CONDITIONS CONTAINED THEREIN. ITEM IS BLANKET IN NATURE AND NOT PLATTED.

22 EASEMENT AGREEMENT DATED MAY 29, 2001 AND RECORDED MAY 30, 2001 AS DOCUMENT 0010457075 BY AND BETWEEN LASALLE BANK N.A. AS TRUSTEE UNDER TRUST AGREEMENT DATED OCTOBER 1, 1991 AND KNOWN AS TRUST NO. 1237-CH, AND PARKWAY CORPORATE PLACE, L.L.C., AND THE TERMS, PROVISIONS, COVENANTS AND CONDITIONS CONTAINED THEREIN. (AFFECTS THE LAND AND OTHER PROPERTY). ITEM IS PLATTED.

23 RECIPROCAL EASEMENT AGREEMENT FOR ACCESS AND PARKING DATED FEBRUARY 18, 2004 AND RECORDED MARCH 29, 2004 AS DOCUMENT 0408918051 BY AND BETWEEN NSA PROPERTIES II, LLC AND PARKWAY CORPORATE PLACE, L.L.C., AND THE TERMS,PROVISIONS, COVENANTS AND CONDITIONS CONTAINED THEREIN. (AFFECTS THE LAND AND OTHER PROPERTY). ITEM IS BLANKET IN NATURE AND NOT PLATTED.

PROJECT REVISION RECORD

DATE	DESCRIPTION	DATE	DESCRIPTION
11/07/2024	FIRST DRAFT		
11/25/2024	REVISED TITLE COMMITMENT		
12/04/2024	ZONING		
FIELD WORK: SM & RC	DRAFTED: JAH	CHECKED BY: SR	FB & PG: N/A

LEGAL

THIS SURVEY WAS PREPARED FOR THE PURPOSE OF THIS REAL ESTATE TRANSACTION ONLY AND NO FURTHER PARTIES OTHER THAN THOSE CERTIFIED ABOVE SHALL RELY ON IT FOR ANY OTHER PURPOSE OR TRANSACTION.

RECORD DESCRIPTION

PARCEL 1:

LOT 2 IN OXFORD CAPITAL PARTNER'S RESUBDIVISION, BEING A RESUBDIVISION OF LOT 1 IN ANDERSON'S THIRD RESUBDIVISION, A RESUBDIVISION OF PART OF LOT 2 IN ANDERSON'S SECOND RESUBDIVISION, A RESUBDIVISION OF ANDERSON'S RESUBDIVISION OF PART OF LOT 11 IN ANDERSON'S WOODFIELD PARK, A SUBDIVISION OF PART OF THE NORTHWEST QUARTER OF SECTION 13, TOWNSHIP 41 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, EXCEPT THAT PART THEREOF DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF LOT 2 AFORESAID; THENCE NORTH ALONG THE WEST LINE OF SAID LOT, 20.00 FEET; THENCE SOUTHEASTERLY TO A POINT ON THE SOUTH LINE OF SAID LOT 20.00 FEET EAST OF THE SOUTHWEST CORNER THEREOF; THENCE WEST, ALONG SAID SOUTH LINE, 20.00 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

PARCEL 2:

A PERMANENT, NON-EXCLUSIVE RECIPROCAL EASEMENT FOR VEHICULAR AND PEDESTRIAN ACCESS AND PARKING AS DESCRIBED IN THE RECIPROCAL EASEMENT AGREEMENT FOR ACCESS AND PARKING RECORDED IN DOCUMENT NO. 0408918051, COOK COUNTY RECORDER OF DEEDS, COOK COUNTY, ILLINOIS.

PARCEL 3:

A PERMANENT, NON-EXCLUSIVE, IRREVOCABLE AND PERPETUAL EASEMENT FOR PEDESTRIAN AND VEHICULAR INGRESS AND EGRESS TO AND FROM EAST WOODFIELD ROAD AS DESCRIBED IN THE EASEMENT AGREEMENT RECORDED IN DOCUMENT NO. 0010457075, COOK COUNTY, RECORDER OF DEEDS, COOK COUNTY, ILLINOIS.

THE LANDS SURVEYED, SHOWN AND DESCRIBED HEREON ARE THE SAME LANDS AS DESCRIBED IN THE TITLE COMMITMENT PROVIDED BY FIDELITY NATIONAL TITLE INSURANCE COMPANY, COMMITMENT NO. FCHI2400802LI, DATED NOVEMBER 8, 2024.

ALTA/NSPS LAND TITLE SURVEY

for

PARKWAY CORPORATE PLACE UPDATE

NV5 PROJECT NO. 202404271-001
915, 935 AND 955 NATIONAL PARKWAY, SCHAUMBURG, IL

BASED UPON TITLE COMMITMENT NO. FCHI2400802LI
OF FIDELITY NATIONAL TITLE INSURANCE COMPANY
BEARING AN EFFECTIVE DATE OF NOVEMBER 8, 2024

SURVEYOR'S CERTIFICATION

To: PARKWAY WHITE SPE, LLC, A DELAWARE LIMITED LIABILITY COMPANY; HUNTINGTON NATIONAL BANK, A NATIONAL BANKING ASSOCIATION, ITS SUCCESSORS AND ASSIGNS; FIDELITY NATIONAL TITLE INSURANCE COMPANY AND BOCK & CLARK CORPORATION, AN NV5 COMPANY:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6a, 6b, 7a, 7b1, 7c, 8, 9, 10, 13, 14, 16, 17, 18, AND 19 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON NOVEMBER 5, 2024.

12-04-2024
DATE

JAMES L. HARPOLE, PLS
ILLINOIS REGISTRATION NO. 035-3190
EXPIRES 11-30-2026
ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184.007120
NETWORK PROJECT NO. 202404271-001 ICW

PROFESSIONAL LAND SURVEYOR
JAMES L. HARPOLE
035-003190
SHOREWOOD
IL
STATE OF ILLINOIS

SHEET 1 OF 2

Bock & Clark Corporation
an NV5 Company

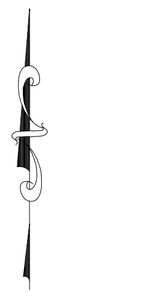
NV5

Transaction Services **1-800-SURVEYS (787-8397)**
4580 Stephen Circle N.W., Suite 300, Canton, Ohio 44718
www.BockandClark.com **maywehelpyou@bockandclark.com** **www.NV5.com**

SURVEY • ZONING • ENVIRONMENTAL • ASSESSMENT

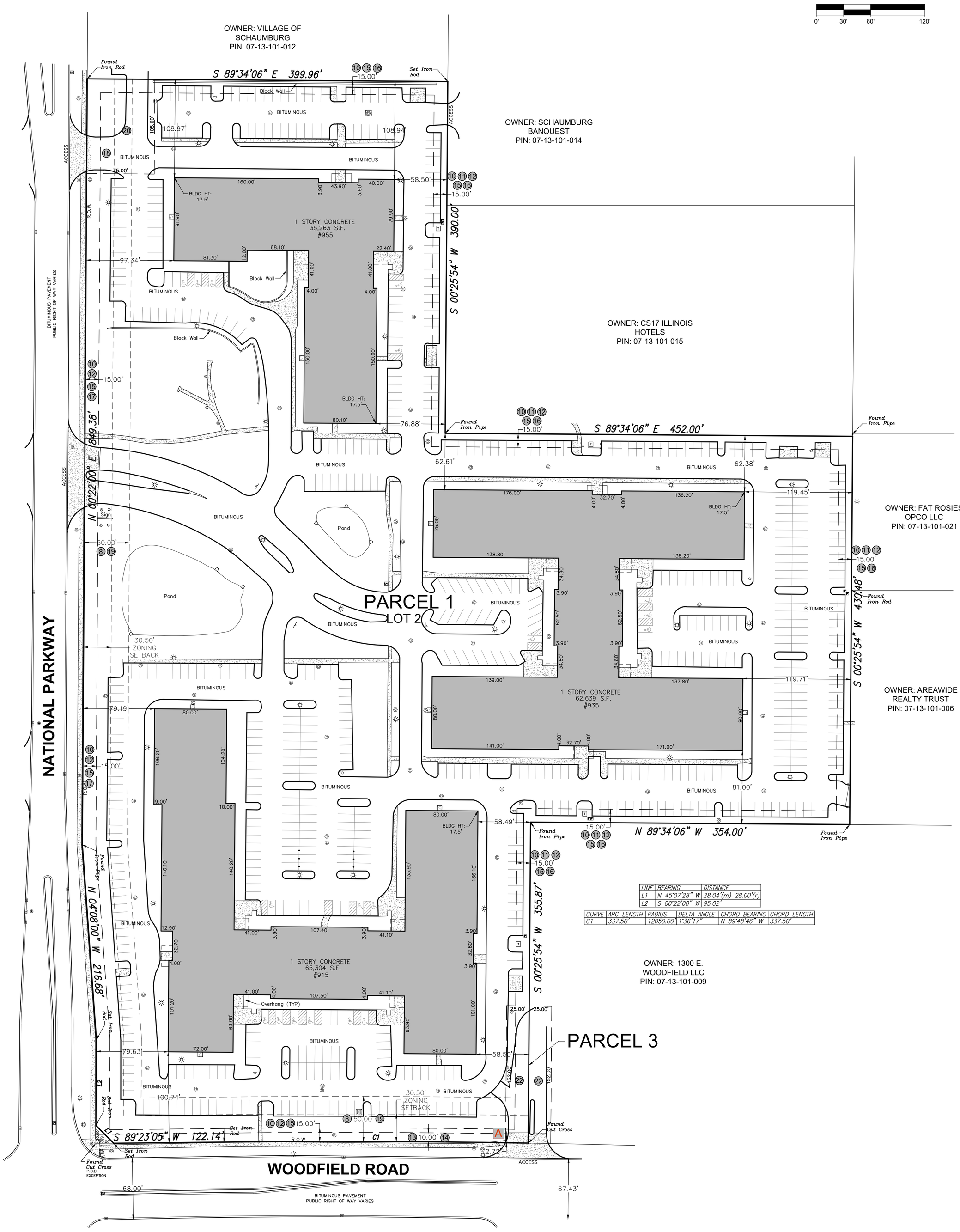
LEGEND OF SYMBOLS & ABBREVIATIONS

	UTILITY POLE		MANHOLE	P.O.C.	POINT OF COMMENCEMENT
	LIGHT POLE		SANITARY MANHOLE	P.O.B.	POINT OF BEGINNING
T	TRANSFORMER		STORM STRUCTURE (CLOSED)	°	DEGREES
	UTILITY PEDESTAL		STORM STRUCTURE (OPEN)	'	FEET/MINUTES
	TRAFFIC SIGNAL		CURB INLET	"	INCHES/SECONDS
SV	SIGNAL VAULT	W	VALVE VAULT	S.F.	SQUARE FEET
UV	UTILITY VAULT	C	CLEAN OUT	(REC)	RECORD BEARING/DISTANCE
	GAS VALVE		FLARED END SECTION	TF	TOP OF FOUNDATION
	WATER VALVE	—W—	WATER LINE	FF	FINISHED FLOOR
	ELECTRIC METER	—T—	TELEPHONE/CATV LINE	TP	TOP OF PIPE
	GAS METER	—G—	GAS LINE	B.S.L.	BUILDING SETBACK LINE
	FIRE HYDRANT	—E—	ELECTRIC LINE	P.U.E.	PUBLIC UTILITY EASEMENT
A	AUTO SPRINKLER	—OHW—	OVERHEAD WIRES	D.E.	DRAINAGE EASEMENT
M	MONITORING WELL	—STM—	STORM SEWER	L	ARC LENGTH
	GROUND LIGHT	—SAN—	SANITARY SEWER	R	RADIUS LENGTH
	BOLLARD	—x—	CHAIN LINK FENCE	C	CHORD LENGTH
	B-BOX	—□—	STOCKADE FENCE	CB	CHORD BEARING
	SIGN		GUARD RAIL	CMP	CORRUGATED METAL PIPE
	FLAG POLE		IRON FENCE		CONCRETE SURFACE



SCALE : 1" = 60'

0' 30' 60' 120'



LINE	BEARING	DISTANCE
L1	N 45°07'28" W	28.04'(m) 28.00'(r)
L2	S 00°22'00" W	95.02'

CURVE	ARC LENGTH	RADIUS	DELTA ANGLE	CHORD BEARING	CHORD LENGTH
C1	337.50'	12050.00'	1°36'17"	N 89°48'46" W	337.50'

ALTA/NSPS LAND TITLE SURVEY

PREPARED FOR

PARKWAY CORPORATE PLACE UPDATE

DATE OF FIELD SURVEY: NOVEMBER 5, 2024

NETWORK PROJECT NUMBER. 202404271-001 ICW

1-(800)-SURVEYS (787-8397)

TRANSACTION SERVICES

www.bockandclark.com maywehelpyou@bockandclark.com www.NV5.com

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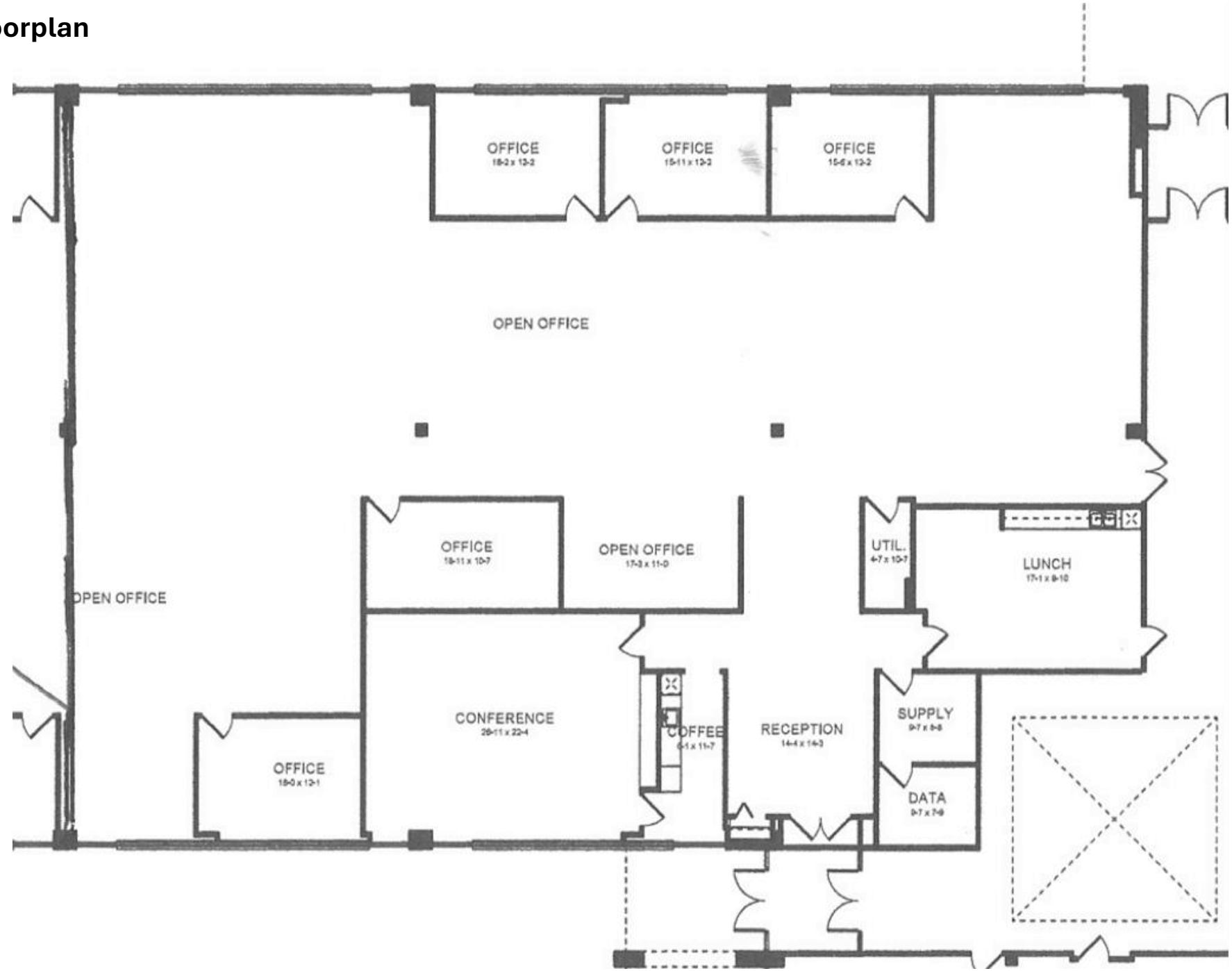
Existing Floorplan



Proposed Floorplan



Notes

- Fire cabinet to be used to store 55-gallon drums of Ethyl Alcohol
- Open ceiling to deck in Storage and Pilot & Flavor Mixing
- Open ceiling in Beverage Lab
- Flooring
  - Offices & Open Office – Carpet
  - Beverage Lab – LVT
  - Pilot & Flavor Mixing -- Epoxy
  - Storage – Epoxy
  - Lunch / Breakroom – LVT

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Z2510-02 / HARBOR CHASE OF SCHAUMBURG / 2400 Progress Parkway / Special Use for an Assisted Living and Memory Care Facility, Development Framework Plan Review, Site Plan Approval, Street Wall Gap Variation and Parking Variation

01/28/26
Zoning Board of Appeals

Presenter: Todd Wenger, PLA, ASLA, Senior Planner
Lead Department: Community Development

Executive Summary:

The petitioner requests Special Use Approval for an Assisted Living and Memory Care Facility, Development Framework Plan Review, Site Plan Approval, and Streetwall Gap Variation for a new 159-unit assisted living facility. A similar proposal for a Harbor Chase assisted living facility with 110-units was approved by the Village Board in 2019 (Case No. Z1808-04) but was never constructed. The current proposal improves on the prior plan with a taller, denser development which now includes independent living units to serve a broader range of resident needs.

Recommended Action:

Staff has reviewed the petitioner's request and is supportive of the project. The project is consistent with the site and building design guidelines for the ND West District. Therefore, staff recommends **approval** of a Special Use for an Assisted Living and Memory Care Facility, Development Framework Plan Review, Site Plan Approval, and Street Wall Gap Variation, for Harbor Chase of Schaumburg, located at 2400 Progress Parkway, Case No. Z2510-02, subject to the conditions listed in the Staff Report.

ATTACHMENTS:
- Z2510-02 Harbor Chase_Final Report.docx
- ZBA Submittal - Project Narrative - 2025.09.17.pdf
- ZBA Submittal - Location Map - 2026.01.13.pdf
- ZBA Submittal - Architectural Plans - 2025.12.11.pdf
- ZBA Submittal - Autoturn Exhibit - 2026.01.13.pdf
- ZBA Submittal - Landscape Plans - 2025.12.11.pdf
- ZBA Submittal - Revised Parking Memo - 2025.12.15.pdf
- ZBA Submittal - Revised Traffic Study - 2025.12.15.pdf
- Z2510-02 Harbor Chase Application.pdf
- ZBA Submittal - Engineering Plans - 2025.12.11.pdf

PROJECT REVIEW GROUP REPORT

TO: ZONING BOARD OF APPEALS

PREPARED BY: Todd Wenger, PLA, ASLA
Senior Planner

HEARING DATE: January 28, 2026

DATE PREPARED: January 22, 2026

CASE NUMBER: Z2510-02

TITLE: HARBOR CHASE OF SCHAUMBURG / 2400 Progress Parkway / Special Use for an Assisted Living and Memory Care Facility, Development Framework Plan Review, Site Plan Approval, Street Wall Gap Variation, and Parking Variation

BACKGROUND INFORMATION

Petitioner:	Dan Romnek
Address of Petitioner:	Three Leaf Partners 504 W. Juneau Avenue Milwaukee, WI 53203
Status of Petitioner:	Developer
Owner of Parcel:	HarborChase Schaumburg
Address of Owner:	958 20th Place, Second Floor Vero Beach, FL 32960
Existing Zoning:	North District West - Subdistrict D (Neighborhoods Within Walking Distance of Core)
Existing Land Use:	Vacant

Requested Actions:

- Special Use for an Assisted Living and Memory Care Facility [Title 15, Chapter 154, Section 154.190.8 (C) of the Zoning Ordinance]
- Development Framework Plan Review for Conformance with North District West - Subdistrict D Requirements [Title 15, Chapter 154, Section 154.190.10 of the Zoning Ordinance]
- Site Plan Approval to Construct a 79-Unit Independent Living, 48-Unit Assisted Living, and 32-Unit Memory Care Facility [Title 15, Chapter 154, Section 154.190.11 of the Zoning Ordinance]
- Variation to Increase the Street Wall Gap from 20% to 54% along Progress Parkway [Title 15, Chapter 154, Section 154.190.1(B)(2)) of the Zoning Ordinance]

ANALYSIS

Summary

The petitioner requests Special Use Approval for an Assisted Living and Memory Care Facility, Development Framework Plan Review, Site Plan Approval, and Streetwall Gap Variation for a new

159-unit assisted living facility. A similar proposal for a Harbor Chase assisted living facility with 110-units was approved by the Village Board in 2019 (Case No. Z1808-04) but was never constructed. The current proposal improves on the prior plan with a taller, denser development which now includes independent living units to serve a broader range of resident needs.

The petitioner is proposing to construct 79 independent living units, 48 assisted living units, and 32 memory care units of various sizes. The combined total of assisted living and memory care units constitute the primary use and are proposed on the west side of the building in the three-story section. The memory care units will be on the first floor, and the assisted living units on floors two and three. The independent living facility is comparable but technically a secondary use (by one unit) and is proposed in the five-story east tower section, occupying floors two through five over a first-floor enclosed parking garage. A large two-story amenity space connects the two sections of the building. The facility will be licensed by the Illinois Department of Health as an assisted living facility under the Assisted Living and Shared Housing Act.



The assisted living facility will include 38 one-bedroom units and 10 two-bedroom units. There are no cooking or laundry facilities in the assisted living units, but they will have a refrigerator and sink area. The memory care facility will consist of 32 units with a mix of individual studios and couples' suites. The development will include a wide range of amenities for the residents, such as a variety of dining options, art studios, game room, theater room, library, fitness room, salons, and two landscaped outdoor courtyards.

The building consists of high-quality materials including brick, precast concrete, and fiber cement siding. The base of the eastern three-story section will be brick, whereas the base of the western five-story section will be precast concrete. The concrete will have an alternating pattern of acid-washed finishes to help break up the expanse.



Above these base sections, vertical blocks of alternating reddish-brown brick along with dark grey, sage green, and wood tone fiber cement siding provide interest. The independent living units feature two different types of balcony railings, metal frame with structural glass at the premium northeast corner units and metal frame with wire mesh elsewhere. Rooftop mechanical units will be screened using a combination of extended parapets and louvered screening. Sightline studies were included which show no units will be visible from the adjacent roadways.

A modest monument sign is proposed at the Progress Parkway entrance along with a directional sign near the Algonquin Road entrance. The base of the monument sign will be constructed of brick to match the building with cast stone and a metal sign panel suspended from a tubular frame.

Master Plan Analysis

The Master Plan for the 90 ND West District identifies the subject property as a part of the North Pond Neighborhood. According to the Master Plan, the North Park Pond neighborhood should be designed to bring a variety of high-quality housing options within walking distance of jobs, shops, and parks proposed in the 90 ND West. Multi-family housing is identified as a potential land use for the subject property in the Master Plan. The proposed project includes multi-family housing, in addition to assisted living and memory care units, and will help diversify the housing stock in the district.

Special Use Approval

Per section 154.190.8 (C) assisted living and memory care facilities are allowable only as special uses in Subdistrict D. This requirement of special use approval allows the village to evaluate the proposed use relative to the specific property to ensure the use does not have a negative impact on the surrounding properties or community. In this case, the subject property is relatively isolated from the rest of the district, which makes the assisted living and memory care facility acceptable uses at the subject property; it is unlikely that staff would be supportive of this type of use in any location within the district. Staff has evaluated the proposed uses and believes it is appropriately placed and will contribute to the general welfare of the North Pond Neighborhood, Subdistrict D and the village as a whole.

In addition, the code further states that Subdistrict D's specific purpose is to create walkable blocks which are critical to creating a pedestrian friendly urban environment. Providing pedestrians with a

choice of routes with safe crossings at intersections are integral to the design of this district. The proposed development will include a new multi-use path along Algonquin Road that will connect to the multi-use path along Progress Parkway. Additionally, the block meets the block size requirements specified in 154.190.2 (C). Staff believes that the proposed development meets the intent of the overall NDW and Subdistrict D purpose/objectives.

Development Framework Plan Review

As stated in the NDW Zoning District code, the purpose of the Development Framework Plan is to,

> *"promote orderly development of whole blocks at a time in order to develop well-planned and coordinated blocks that meet the goals of the NDW and its Subdistricts."*

The petitioner is seeking to develop the entire parcel in the Subdistrict D block that is located west of the Progress Parkway and is not leaving any undeveloped portions of their block which need to be addressed via a future framework plan. In this case, the petitioner's proposed assisted living facility represents the entirety of the block to be developed. Staff is supportive of the petitioner's request and recommends approval of the proposed project Site Plan which doubles as their Development Framework Plan for the northern parcel in the Subdistrict D block west of Progress Parkway.

Site Plan Review

The NDW Zoning District code outlines compliance with the following four items when considering developments for approval within the district:

1. The requirements, purposes, and goals of the District
2. The Development Framework Plan
3. The approved Design Guidelines and Standards
4. The standards applicable to any requested exception or variance

The District purposes/goals, Master Plan analysis, Special Use analysis, as well as the Development Framework Plan were discussed in the sections above. In this section staff will discuss the project's compliance/deviations with the NDW District - Design Guidelines and Standards. Parking requirements and variations requested to the NDW District code will be discussed in the final sections of the Staff Report.

3.1 Site Guidelines

This section of the Design Guidelines discusses overall layout of the site, building and parking. The proposed assisted living facility meets all of the proposed site guidelines. An analysis of the compliance with the key site design guidelines is listed below.

- **How to approach site plans** – "*Regardless of location, all site plans should incorporate…planning principles to create vibrant street walls, pedestrian friendly developments and to minimize vehicular conflicts.*" The site has been designed with the building forward and surface parking primarily at the side or rear of the building, which establishes street

walls along Algonquin Road and Progress Parkway. The build-to-line along Progress Parkway is 15-30 feet at the subject property; there is no build-to-line along Algonquin Road. As proposed, the building is located a maximum of 19.35 feet from the property line, which meets the build-to-line requirements for this parcel.

- **How to shape buildings for a good site plan** – "*Avoid prototypical buildings that were designed for a generic site and do not respond to the unique properties of the block.*" The site includes considerable wetlands along the west and south portions of the parcel as well as being positioned at the corner of obliquely angled roadways. The building has been shaped to fit around the adjacent wetlands and designed to match the angles of the adjacent roadways, responding to the unique properties of the block.
- **How to minimize surface parking impacts** – "*Surface parking lots that are intended for long term use shall incorporate Best Management Practices (BMP's), including permeable paving, bioswales, rain gardens, native landscaping or other strategies that reduce the visual and environmental impacts of surface parking.*" The surface parking spaces have been reduced to the greatest extent possible and included inside the five-story building. In addition, all surface parking lot drainage flows into natively vegetated bioretention basins before being released into the adjacent wetland.

3.2 Building Guidelines

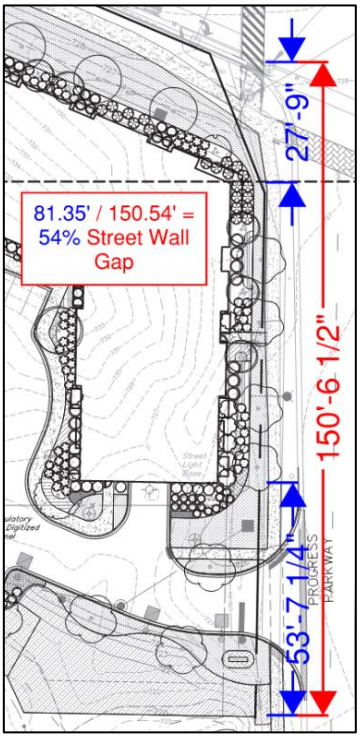
This section of the Design Guidelines discusses building form, height, style, massing, etc. In general, the proposed development follows these guidelines (create memorable buildings, higher density, modulating design, articulated corners and entrances, etc.). An analysis of the compliance with key building design guidelines is listed below.

- **Build Tall –** "*90 ND West has no height limit on any of the development blocks. All developments are strongly encouraged to maximize building height and number of floors…"* The building design style features both five-story and three-story sections along Algonquin Road. However, a small portion of the building is proposed as a two-story amenity space. Staff is supportive of the building design as proposed. The building has been designed to maximize height along the street wall while meeting the unique needs of the residents.
- **Embrace Diverse Contemporary Styles** – "*Contemporary architectural styles that represent the best in 21st century design, sustainability…and advanced construction techniques are encouraged for all buildings."* The proposed development showcases a unique contemporary blend of urban loft style architecture with a selection of modern materials to create an iconic look at this focal entry to the district.
- **Articulate Corners** – *"Buildings on corner sites are great design opportunities to create attractive and inviting street intersections. All buildings on corner sites in 90 ND West are strongly encouraged to showcase creative corner designs..."* The proposed design emphasizes the northwest corner of the building by encircling the corner units with sage green fiber cement panels and accentuating the corner units/balconies with glass porch railings and wood toned fiber cement siding that is distinctly different from the balance of the building.

The proposed development meets the criteria listed in site and building design guidelines and staff is supportive of the proposed site and building design.

Street Wall Gap Variation

The "street wall" is the aggregate of adjacent front facades of buildings along one side of a development block. Gaps in the street wall are limited to a maximum of 20% percent of the length of the development block to promote continuous facades that create vibrant and attractive pedestrian friendly streets. The petitioner is seeking a variation to their street wall gap to increase the maximum allowed gap from 20% percent to 54% percent along Progress Parkway.



Gaps in a development's street wall are typically allowed for vehicular access and to promote pedestrian connectivity. Due to the proximity of the adjacent wetlands, the proposed development's Progress Parkway entrance cannot be pushed all the way to the south lot line, leaving a larger than normal southern gap. Also, due to the unusual angle of the northern lot line, the northern gap has been expanded too. These combined gaps equal approximately 54% of the total distance along the Progress Parkway street wall. Staff is supportive of the street wall gap variation request and believes that the proposed building anchors the corner and promotes an attractive streetscape. Staff believes that the petitioner has met the intent of the street wall gap requirement and that the overall effect of the buildings along the roadways will be dense, uniform and urban in its presentation.

Parking

The proposed assisted living and memory care facility will conform to the new NDW Zoning District requirements for assisted living and memory care facilities. The subject property is one of three properties where surface parking is allowed as the only means of parking in the North District West.

Parking is calculated as follows:

Use / Square Footage	Parking Rate	Required Parking
Proposed Harbor Chase		
Independent Living		
28 units (max. 800 SF)	1.00 spaces/unit	28 spaces
51 units (801-1,500 SF)	1.25 spaces/unit	64 spaces
Guest Parking	1 guest space per 20 units	4 spaces

Assisted Living	.67 spaces/unit	26 spaces
38 units (1-bedroom)	.67 spaces/unit	7 spaces
10 units (2-bedrooms)	1 guest space per 3 units	16 spaces
Guest Parking		
Memory Care	.25 spaces/unit	8 spaces
32 units	1 space per employee @ peak	16 spaces
Employee Parking		
Total Parking Required		**169 spaces**
Total Parking Provided		**160 spaces**
Total Parking Deficit		**9 spaces**

The required parking for the proposed facility having a mix of independent, assisted, and memory care units is 169 spaces. The petitioner is requesting a nine-space parking variation and has provided additional information to support their request.

Harbor Chase operates many locations around the country and typically provides .75 to .80 spaces/per unit with no parking issues. A parking study was completed which provided data from their Orlando (FL), Jacksonville (FL), and Olney (MD) locations. These comparable locations were constructed with parking ratios of .77 to .78 spaces per unit and total parking stalls of 88 to 146 spaces. Each of these sites experienced their greatest parking usage around noon but still averaged over fifty percent of the parking spaces available during these peak times. Given this supporting data, staff believes that the proposed average parking ratio of 1.01 spaces/per unit will be more than sufficient to cover the requested nine-space variation. For these reasons staff is supportive of the requested parking variation.

During the initial review of the project staff anticipated a larger parking variation request. Since the requested variation is less than 10% of the overall parking and a parking study was performed which supports the petitioner's request, staff can approve this variation through the Administrative Amendment process, and it is no longer a required action of this approval.

Zoning History

Following the move of its headquarters to Chicago, Motorola Solutions, Inc. (MSI) subdivided and sold all its land holdings at its Schaumburg campus (Case No. Z1401-03 & Z1510-02). MSI still maintains a presence on the campus in its Tower and Government Services buildings, while much of the remaining campus property is owned by TUF Properties. The village's vision for the redevelopment of the campus is embodied in the 90 North District West Zoning District approved by the Village Board (Case No. Z1801-07). TUF Development was approved to further subdivide their properties (Case No. Z1801-09) for development and provided the village with right-of-way to construct a public road though the campus as well as a future park site. The village approved the Topgolf project (Case No. Z1801-08), as the first site to redevelop on the former campus. Since then, several redevelopment

projects have been approved, including Element Apartments (Case No. Z1805-06); Harbor Chase Assisted Living (Case No. Z1808-04); Boler Development (Case No. Z1902-05); Northgate at Veridian (Case No. Z1908-05), Priya Living (Case No. Z2104-01), The District at Veridian - Framework Plan (Case No. Z2208-08), The District - Plat of Subdivision (P2409-01), The District - Block 1 (SP2411-02), Northgate at Veridian (Z2410-03), and Fresh Market (SP2503-01).

Surrounding Zoning and Land Uses

North: Planned Business Office (B-3), Discovery Office Center
South: Subdistrict D (Neighborhoods), Urban Street Group Offices
East: Subdistrict E (Public Open Space), MWRD Flood Way
West: Subdistrict E (Open Space), North Pond Detention

Compatibility with Surrounding Land Uses

The subject property is located on the northwest side of the ND West District. It is isolated from other parcels in the district since it is surrounded by wetlands on the south and the west and Algonquin Road and Progress Parkway on the north and east respectively. Nevertheless, the proposed independent, assisted living, and memory care facility will be compatible with the surrounding residential, office, business, and open space uses in the area.

Comprehensive Plan Designation

In early 2018, the Village's Comprehensive Plan was updated, and new land use designations were adopted. The designation of "Mixed-Use Transition" was given to a handful of areas throughout the village, including the former Motorola Solutions campus. This designation applies to areas that are suitable for a variety of commercial and residential uses. In April 2018, the village approved its specific vision for the redevelopment of the campus, embodied in the 90 North District West (NDW) plan. The subject parcel was designated as Subdistrict 'D' "Neighborhoods Within Walking Distance to the Core" in the NDW plan. This designation allows for a variety of uses, including assisted living and memory care facilities. In addition, the Comprehensive Plan identifies the need to provide housing options that support 'aging in place". As discussed in this report, the proposed development supports these plan designations.

PLANNING

1. The petitioner shall make a Police and Fire Fund contribution of $250.00 per unit. The total amount due is $39,750.00 (159 units x $250.00/unit = $39,750.00).
2. The petitioner shall make a Cultural Center Fund contribution of $200.00 per unit. The total amount due is $31,800.00 (159 units x $200.00 = $31,800.00).
3. The petitioner shall make a Palatine Park District contribution of $500.00 per unit. The total amount due is $79,500.00 (159 units x $500.00/unit = $79,500.00). The impact fee for parks is stipulated in the Redevelopment Agreement between the Village and TUF Partners dated February 11, 2020.

4. A draft Plat of Easement covering the public water main and storm water management areas shall be provided for review and approval prior to the issuance of a Land Development Permit. The plat shall be recorded prior to the issuance of a Certificate of Occupancy.
5. Podium garage windows facing Algonquin & Progress shall be of the same scale as the rest of the building and have a similar storefront and mullion pattern using spandrel/opaque glass.

ENGINEERING

1. A Land Development Permit is required prior to commencing any site work, and prior to receiving any Building Permits for the site. Project Security in the form of a Letter of Credit or Bond must be submitted prior to issuance of said land development permit. The Letter of Credit or Bond must be written for a period of 2 years in the amount of 50 percent of the approved engineer's opinion of probable cost estimate, which includes any landscaping and site lighting.
2. Prior to the issuance of a Land Development Permit, all necessary tree protection fencing and fencing required for the preservation of existing plant materials must be installed and inspected by the Community Development Department.
3. Easements must be provided and delineated for water main, water main stubs and fire hydrants.
4. A storm water management easement must also be provided for all detention areas, compensatory storage areas, and overland flow areas.
5. If any work is to take place within a regulatory floodplain, then the requirements of the Floodplain Ordinance, Village Code Section 150, must be followed. Compensatory storage must be provided wherever a flood plain is to be filled during development. The Cook County WMO may have additional requirements which apply to flood plain management.
6. The property owner, not the Village of Schaumburg, will be responsible for maintaining the site utilities including storm sewers and sanitary sewers.
7. The property owner, not the Village of Schaumburg, will be responsible for maintaining any retaining walls.
8. The property owner, not the Village of Schaumburg, will be responsible for maintaining the detention, volume control, and storm water management facilities located in the development.
9. An MWRD Cook County Watershed Management permit will be required for storm water management, as well as storm and sanitary sewer work. Submit a draft copy with the land development permit submittal.
10. An IEPA Water Supply Permit will be required for the on-site watermain. Submit a draft copy of the application with the land development submittal.
11. An IEPA Water Pollution Control Permit will be required for the on-site sanitary sewer. Submit a draft copy of the application with the land development submittal.
12. An IEPA NPDES permit will be required for the site disturbance over 1 acre. Provide a copy of the Notice of Intent which has been submitted with the land development submittal.
13. An IDOT Highway permit is required for the work in Algonquin Road (IL 62) State Right-of-Way. Provide a copy of the application transmittal. Provide all correspondence to and from IDOT until the IDOT permit is received.

14. A sign-off from the Illinois Historic Preservation Agency will be required.
15. Any soil erosion control measures, in addition to those outlined in the plans and which are deemed necessary by the Engineering Field Inspector, shall be implemented immediately by the Contractor.
16. For the crosswalk at the access road off Progress Parkway, the stop bar must be 4' behind the crosswalk.
17. On the Easement Exhibit, clarify which lines reference the 15' foot perimeter Public Utility Easement. Add Schaumburg's standard easement provision language to the easement exhibit.
18. Clearly label which lines represent the 10' foot ComEd easement along the Algonquin Road frontage.
19. Check the drawing scale on the utility plan and the easement exhibit for accuracy and add a graphic scale to the legend.
20. The sanitary, storm sewer, and water main need to have a minimum 10' foot separation from the building foundation.
21. Call out the storm sewer pipe materials; particularly along Algonquin Road.
22. Label the water connection in Algonquin Road as a cut in Tee (not a pressure connection). Add the Village standard notes for a cut in Tee connection.
23. Add the village's standard detail for the proposed grease trap.

STORMWATER

1. No retention-based volume control practices are being proposed due to existing site constraints (i.e., vertical clearance from normal water level of receiving waterway and fill materials onsite). We will defer to MWRD on whether this is acceptable.
2. The 5.00-inch diameter restrictor is slightly oversized, as it releases 0.01 cfs more than the allowable release rate (1.06 cfs) under the "without tailwater" condition.
3. Updated MWRD permit forms were not provided as part of this submittal. The comments from our 10/23/25 review letter should be addressed prior to submitting to MWRD.

LIGHTING

1. The Drive Lane/Parking average illuminance value of 4.1 significantly exceeds the Village Ordinance 151.10.2 (A) for medium level activities. The average should obtain but not significantly exceed 1.0 footcandles.
2. Both parking lot uniformities exceed the values in the Village Ordinance 151.10.2 (A) for medium level activities. The Avg/Min value should not exceed 3:1 and Max/Min should not exceed 12:1.
3. The property and right-of-way lines are not shown correctly, in addition the south and west property lines are not shown. Show and label all property and right-of way line(s) on the photometric plan to verify that the maximum illumination at the property lines is in accordance with Village Ordinance 151.10.2 (A). A single row of points should be placed along the property/right-of-way lines.
4. Extend the Drive Lane/Parking calculation points to the right-of-way

5. A light loss factor of 1.0 is not possible. Provide a more realistic light loss factor.
6. Light poles adjacent to parking stalls shall be moved to line up with the parking stall lines to minimize potential damage from vehicles.
7. The light pole locations and number of light poles on the engineering and landscape plans on the do not match the locations shown on the photometric and lighting plans. Revise so all match.
8. The PD2 15ft post lights are very close to the building. These fixtures should be shielded to reduce backlight. The PD2 poles that are located right in front of balconies should be moved away from them.
9. On drawings E130 and E200 correct the height of post top pole to be 15' not 15".
10. Verify that light type AL is suitable for this application. The manufacturers cut sheet states that "Lutron drivers not recommended for outdoor environments below 0 degrees Celsius".
11. The site lighting electrical plan and lighting details will be reviewed with the final engineering submittal.

LANDSCAPING

1. Provide a complete planting plan which shows and lists all plantings, including the courtyard areas.
2. Courtyard areas shall contain a mix of trees, shrubs, perennials and groundcovers to provide year-round interest.
3. Provide woody shrubs and perennials around both proposed ground signs. Show plantings on Landscape Plan and in plant list.
4. Provide the root condition on the plant material list.
5. Provide quantity of each type of plug species based on area of coverage.
6. Correct the Site Data Box to eliminate unplantable lot area within detention basin and wetland areas and recalculate the total number of trees and shrubs required. Provide additional plantings to meet requirements if deficient in any category.
7. On sheet L2.4, a proposed tree is located directly behind an overhead light.

FIRE PREVENTION

1. Direct exterior access shall be provided to the fire sprinkler room. Access shall not be provided through the exterior mechanical enclosure.
2. Informational: The installation of any EV charging stations must occur outside of the structure on the grade level parking spaces provided.

TRANSPORTATION

1. The proposed exterior bike rack shall be relocated between the southern employee entrance and the eastern main entrance.
2. Provide a detail or cut sheet of long-term bike parking stalls proposed in the garage.
3. Per code section 151.08(G)(7)(c), wheel stops are not permitted within the village. Omit the wheel stops shown in garage on the first-floor plan of the architectural drawings.

4. As noted on the geometric plan, design curb ramp to bring pedestrians straight through the crosswalk. As designed, pedestrians are being brought to the middle of the roadway. The curb ramp and detectable warning wrapping should also terminate at edge of crosswalk.
5. On the geometric plan, show the detectable warnings for the pedestrian crossing through the western drive aisle at Algonquin Road.
6. Prior to the issuance of a permit, a recorded traffic agreement is required per code section 154.121 (K). Traffic agreements between the Village and the property owner allow the village to enforce parking and traffic regulations on the property, including but not limited to, speed of vehicles, reckless driving, stop signs, fire lanes, loading zones, handicap parking, and the prohibition, restriction, or limitation of the stopping, standing, or parking of vehicles in and upon said property.

BUILDING

1. Sleeping Room Separation: Provide fire partitions separating units/sleeping rooms per IBC 420.2.
2. Complete Life Safety Plans: Please provide Life Safety Plan for upper floors.
3. Refuge Areas: Clarify location of smoke barriers & corresponding refuge areas required by IBC sect. 407.

HEALTH

1. The proposed plans have been accepted as preliminary by the Health Division. The plans will receive a much more detailed review during the commercial building permit process.

ENGINEERING AND PUBLIC WORKS

1. Provide additional information regarding storm inlet shifts and efforts to minimize impacts on existing sanitary lines. Structures shall be sufficiently supported to prevent future sag of sanitary line.
2. Provide evidence of inspection verifying acceptable water main vault condition prior to village acceptance. The contractor shall repair or remediate any issues before acceptance.

RECOMMENDATION

Staff has reviewed the petitioner's request and is supportive of the project. The project is consistent with the site and building design guidelines for the ND West District. Therefore, staff recommends **approval** of a Special Use for an Assisted Living and Memory Care Facility, Development Framework Plan Review, Site Plan Approval, and Street Wall Gap Variation, for Harbor Chase of Schaumburg, located at 2400 Progress Parkway, Case No. Z2510-02, subject to the following conditions:

1. Prior to the issuance of a Building Permit, the petitioner shall make a Village of Schaumburg Police and Fire Fund contribution of $250.00 per unit. The total amount due is $39,750.00 (159 units x $250.00/unit = $39,750.00).

2. Prior to the issuance of a Building Permit, the petitioner shall make a Village of Schaumburg Cultural Center Fund contribution of $200.00 per unit. The total amount due is $31,800.00 (159 units x $200.00 = $31,800.00).
3. Prior to the issuance of a Building Permit, the petitioner shall make a Palatine Park District contribution of $500.00 per unit. The total amount due is $79,500.00 (159 units x $500.00/unit = $79,500.00). The impact fee for parks is stipulated in the Redevelopment Agreement between the Village and TUF Partners dated February 11, 2020.
4. Prior to the issuance of a Land Development Permit, the petitioner shall prepare a draft Plat of Easement covering the public water main and fire hydrants as well as the storm water management areas to the Community Development Department for review and approval.
5. Prior to the issuance of a Certificate of Occupancy, the Plat of Easement covering the public water main and fire hydrants as well as the storm water management areas shall be approved by the Village Board and recorded with Cook County.
6. Prior to the issuance of a Land Development Permit, a recorded Traffic Agreement is required per code section 154.121 (K). Traffic agreements between the Village and the property owner allow the village to enforce parking and traffic regulations on the property, including but not limited to, speed of vehicles, reckless driving, stop signs, fire lanes, loading zones, handicap parking, and the prohibition, restriction, or limitation of the stopping, standing, or parking of vehicles in and upon said property.
7. A Land Development Permit is required prior to commencing any site work, and prior to receiving any building permits for the site. Project Security in the form of a Letter of Credit or Bond must be submitted prior to issuance of said land development permit. The Letter of Credit or Bond must be written for a period of 2 years in the amount of 50 percent of the approved construction cost estimate, which includes any landscaping and site lighting.
8. A complete set of as-built record drawings must be submitted to the Village of Schaumburg Community Development Department for review and approval when the project is completed. These final drawings must be received and approved prior to full release of the project security.
9. Prior to the issuance of a Land Development Permit, all necessary tree protection fencing and fencing required for the preservation of existing plant materials must be installed and inspected by the Community Development Department.
10. The property owner, not the Village of Schaumburg, will be responsible for maintaining the site utilities including storm sewers and sanitary sewers.
11. The property owner, not the Village of Schaumburg, will be responsible for maintaining the detention, volume control, and storm water management facilities located in the development.
12. An MWRD Cook County Watershed Management permit will be required for the sanitary and storm sewer work, as well as the storm water management features. Submit a draft copy of the application and preliminary calculations.
13. An IEPA Water Supply Permit will be required for the on-site watermain. Submit a draft copy of the application.
14. An IEPA Water Pollution Control Permit will be required for the on-site sanitary sewer. Submit a draft copy of the application.

15. An IEPA NPDES permit will be required for the site disturbance over 1 acre. Provide a copy of the Notice of Intent which has been submitted.
16. A sign-off from the Illinois Historic Preservation Agency will be required.
17. An IDOT Highway permit is required for the work in Algonquin Road (IL 62) State Right-of-Way. Provide a copy of the application transmittal. Provide all correspondence to and from IDOT until the IDOT permit is received.
18. Prior to the issuance of Land Development Permit, the petitioner shall submit a revised copy of the Engineering Plans to the Community Development Department for review and approval illustrating the following:
    a. Revise the crosswalk at the access road off Progress Parkway to shift the stop bar four feet behind the crosswalk.
    b. As noted on the geometric plan, design curb ramp to bring pedestrians straight through the crosswalk. As designed, pedestrians are being brought to the middle of the roadway. The curb ramp and detectable warning wrapping should also terminate at edge of crosswalk.
    c. On the geometric plan, show the detectable warnings for the pedestrian crossing through the western drive aisle at Algonquin Road.
    d. The proposed exterior bike rack shall be relocated between the southern employee entrance and the eastern main entrance.
    e. On the Easement Exhibit, clarify which lines reference the 15’ foot perimeter Public Utility Easement. Add Schaumburg’s standard easement provision language to the easement exhibit.
    f. Clearly label which lines represent the 10’ foot ComEd easement along the Algonquin Road frontage.
    g. Check the drawing scale on the utility plan and the easement exhibit for accuracy and add a graphic scale to the legend.
    h. The sanitary, storm sewer, and water main need to have a minimum 10’ foot separation from the building foundation.
    i. Call out the storm sewer pipe materials; particularly along Algonquin Road.
    j. Label the water connection in Algonquin Road as a cut in Tee (not a pressure connection). Add the Village standard notes for a cut in Tee connection.
    k. Add the village’s standard detail for the proposed grease trap.
    l. Provide additional information regarding storm inlet shifts and efforts to minimize impacts on existing sanitary lines. Structures shall be sufficiently supported to prevent future sag of sanitary line.
    m. Provide evidence of inspection verifying acceptable water main vault condition prior to village acceptance. The contractor shall repair or remediate any issues before acceptance
    n. The proposed restrictor may need to be revised unless authorized by MWRD, as the 5.00-inch diameter is slightly oversized, and releases 0.01 cfs more than the allowable release rate (1.06 cfs) under the “without tailwater” condition.
19. Prior to the issuance of Land Development Permit, the petitioner shall submit a revised copy of the Lighting Plans to the Community Development Department for review and approval illustrating the following:

a. The Drive Lane/Parking average illuminance value of 4.1 significantly exceeds the Village Ordinance 151.10.2 (A) for medium level activities. The average should obtain but not significantly exceed 1.0 footcandles.
b. Both parking lot uniformities exceed the values in the Village Ordinance 151.10.2 (A) for medium level activities. The Avg/Min value should not exceed 3:1 and Max/Min should not exceed 12:1.
c. The property and right-of-way lines are not shown correctly, in addition the south and west property lines are not shown. Show and label all property and right-of way line(s) on the photometric plan to verify that the maximum illumination at the property lines is in accordance with Village Ordinance 151.10.2 (A). A single row of points should be placed along the property/right-of-way lines.
d. Extend the Drive Lane/Parking calculation points to the right-of-way
e. A light loss factor of 1.0 is not possible. Provide a more realistic light loss factor.
f. Light poles adjacent to parking stalls shall be moved to line up with the parking stall lines to minimize potential damage from vehicles.
g. The light pole locations and number of light poles on the engineering and landscape plans on the do not match the locations shown on the photometric and lighting plans. Revise so all match.
h. The PD2 15ft post lights are very close to the building. These fixtures should be shielded to reduce backlight. The PD2 poles that are located right in front of balconies should be moved away from them.
i. On drawings E130 and E200 correct the height of post top pole to be 15’ not 15”.
j. Verify that light type AL is suitable for this application. The manufacturers cut sheet states that “Lutron drivers not recommended for outdoor environments below 0 degrees Celsius”.

20. Prior to the issuance of Land Development Permit, the petitioner shall submit a revised copy of the Landscape Plans to the Community Development Department for review and approval illustrating the following:
    a. Provide a complete planting plan which shows and lists all plantings, including the courtyard areas.
    b. Courtyard areas shall contain a mix of trees, shrubs, perennials and groundcovers to provide year-round interest.
    c. Provide woody shrubs and perennials around both proposed ground signs. Show plantings on Landscape Plan and in plant list.
    d. Provide the root condition on the plant material list.
    e. Provide quantity of each type of plug species based on area of coverage.
    f. Correct the Site Data Box to eliminate unplantable lot area within detention basin and wetland areas and recalculate the total number of trees and shrubs required. Provide additional plantings to meet requirements if deficient in any category.
    g. On sheet L2.4, a proposed tree is located directly behind an overhead light. Shift the light pole accordingly.

21. Prior to the issuance of Building Permit, the petitioner shall submit a revised copy of the Architectural Plans to the Community Development Department for review and approval illustrating the following:
    a. Sleeping Room Separation: Provide fire partitions separating units/sleeping rooms per IBC 420.2.
    b. Complete Life Safety Plans: Please provide Life Safety Plan for upper floors.
    c. Refuge Areas: Clarify location of smoke barriers & corresponding refuge areas required by IBC sect. 407.
    d. Provide a detail or cut sheet of long-term bike parking stalls proposed in the garage.
    e. Per code section 151.08(G)(7)(c), wheel stops are not permitted within the village. Omit the wheel stops shown in garage on the first-floor plan of the architectural drawings.
22. The following plans/exhibits, as amended in accordance with the above conditions, shall be adopted as part of the governing ordinance:
    a. Architectural and Lighting Plans; Sheets 1-30, prepared by AG Architecture, dated November 21, 2025, received by the Community Development Department on December 11, 2025.
    b. Engineering Plans; Sheets 1-26; prepared by Cemcon Ltd; dated November 21, 2025, received by the Community Development Department on December 11, 2025.
    c. Autoturn Exhibit; Sheets 1-3, prepared by Cemcon Ltd; dated November 21, 2025, received by the Community Development Department on December 11, 2025.
    d. Landscape Plans; Sheets 1-12; prepared by Hitchcock Design Group; dated November 21, 2025, received by the Community Development Department on December 11, 2025.
    e. Revised Parking Memo, 2 pages, prepared by Three Leaf Partners, LLC, dated January 15, 2026, received by the Community Development Department on January 15, 2026.
    f. Revised Traffic Impact Study, 104 pages, prepared by KLOA, dated January 15, 2026, received by the Community Development Department on January 15, 2026.
    g. Project Narrative; prepared by Three Leaf Partners, LLC, dated September 8, 2025, received by the Community Development Department on September 9, 2025.

Pc: Petitioner

September 8th, 2025

Re: Development Review Application – Project Narrative
HarborChase @ Veridan

Three Leaf Partners ("**TLP**") is pleased to submit a Development Review Application for a senior housing development at the northwest corner of the Veridian Schaumburg, a redevelopment of the former Motorola Solutions Corporate Campus. We are proposing a joint-venture with Harbor Retirement Associates ("**HRA**"), who will be the property manager for the project. TLP is planning to develop a 159-unit, continuum of care senior housing community consisting of 79 independent living units, 48 assisted living units, and 32 memory care units.

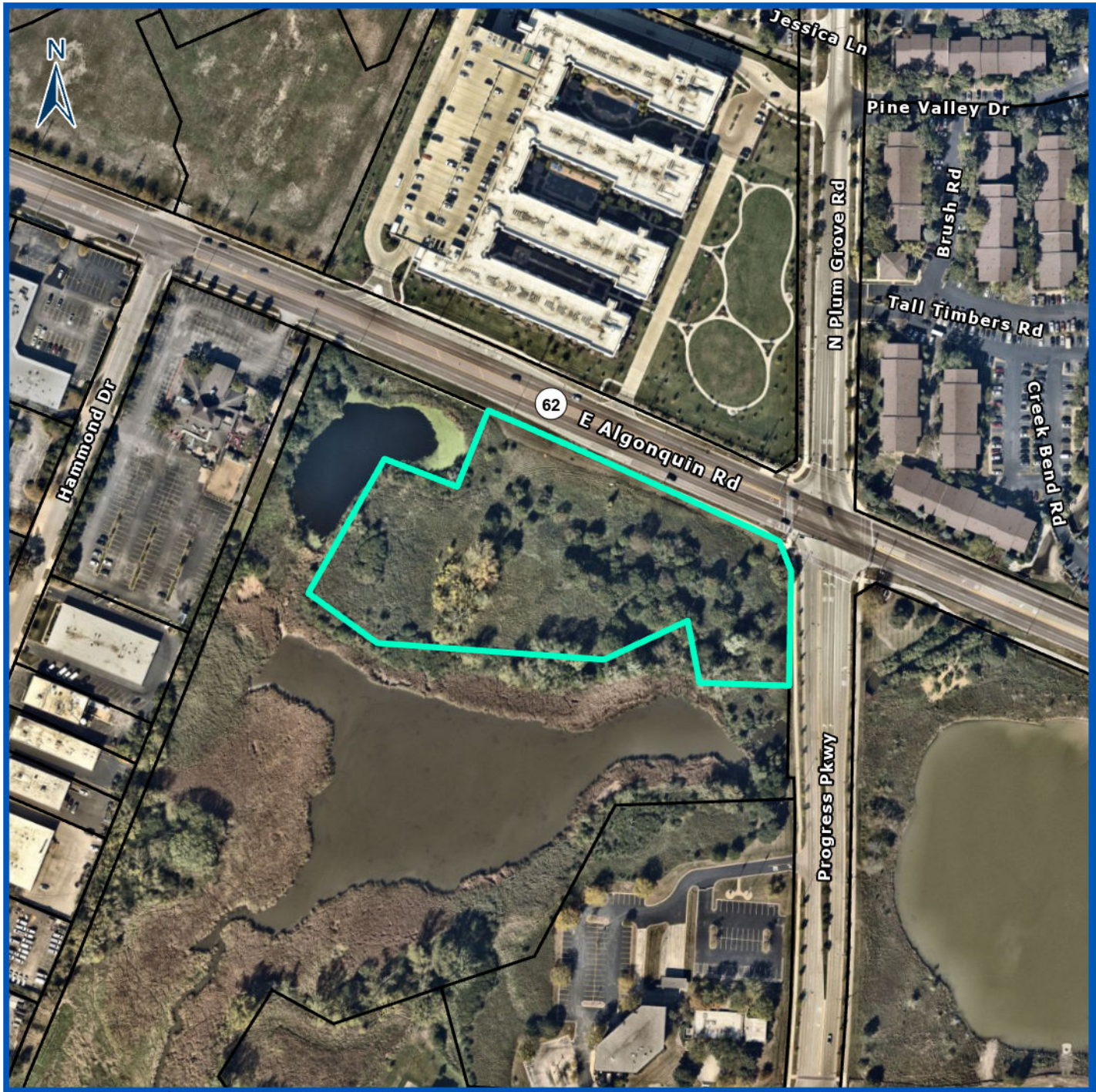
The property will be staffed 24/7 and have approximately 30 staff members working during first shift, with fewer employees on 2nd and 3rd shift, primarily in the care components of the campus. Weekly deliveries will include food and care supplies, with a receiving area in the back-of-house on the south side of the building. There is sufficient parking on-site for all residents, visitors, and employees.

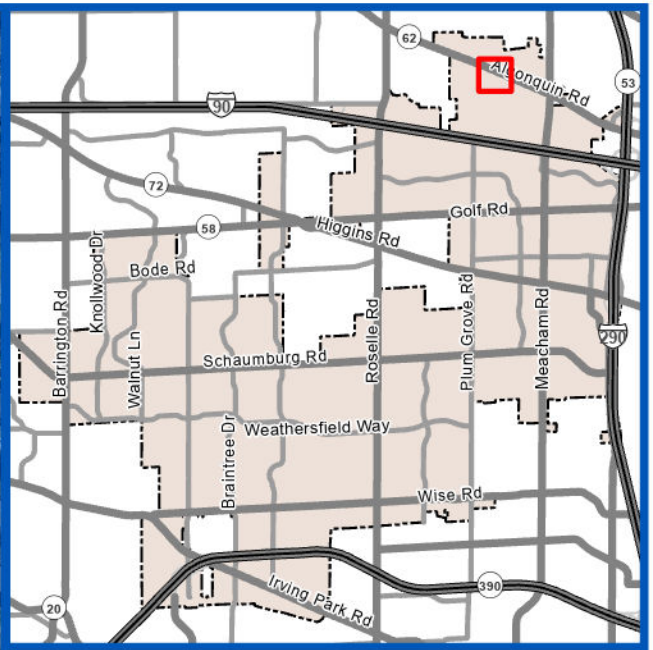
I look forward to working with you on this project and am excited to bring a best-in-class senior development to the Veridian campus.

Regards,

Dan Romnek

Dan Romnek, VP of Development
Three Leaf Partners
dromnek@threeleafdevelopment.com





Subject Property

Z2510-02

HARBOR CHASE OF SCHAUMBURG

Special Use for an Assisted Living and Memory Care Facility, Development Framework Plan Review, Site Plan Approval, Street Wall Gap Variation, and Parking Variation

0 120 240
Feet

VILLAGE OF SCHAUMBURG

2400 Progress Parkway

Prepared By:
Village of Schaumburg
Community Development Department

INDEX - GENERAL	
SHEET NUMBER	SHEET NAME
DS000	COVER SHEET

INDEX - CIVIL	
01	TITLE
02-03	CONSTRUCTION SPECIFICATIONS - GENERAL NOTES
04	MWRD GENERAL NOTES
05	EXISTING CONDITIONS
06	PAVEMENT DESGIN AND DETAILS
07	GEOMETRIC PLAN
08	OVERALL UTILITY PLAN
09	SOIL EROSION AND SEDIMENTATION CONTROL PLAN
10	SOIL EROSION AND SEDIMENTATION CONTROL DETAILS
11	STORMWATER POLLUTION PREVENTION PLAN
12-13	DRAINAGE AND GRADING PLAN
14-15	ADA GRADING
16	SANITARY SEWER AND WATERMAIN PLAN
17	SANITARY SEWER PROFILE
18	SANITARY SEWER AND WATERMAIN DETAILS
19	DRAINAGE STRUCTURE DETAILS
20-23	FLOODPLAIN CROSS SECTION EXHIBIT
24	MWRD DRAINAGE EXHIBIT
25	EASEMENT EXHIBIT

INDEX - LANDSCAPE	
L1.0	OVERALL TREE PRESERVATION PLAN
L1.1	TREE PRESERVATION PLAN
L1.2	TREE PRESERVATION PLAN
L1.3	TREE PRESERVATION PLAN
L1.4	TREE PRESERVATION PLAN
L2.0	OVERALL LANDSCAPE PLAN
L2.1	LANDSCAPE PLAN
L2.2	LANDSCAPE PLAN
L2.3	LANDSCAPE PLAN
L2.4	LANDSCAPE PLAN
L3.0	LANDSCAPE DETAILS

INDEX - ARCHITECTURAL	
DS100	CODE INFORMATION
DS100A	CODE INFORMATION
DS100B	LIFE SAFETY PLAN
DS101	1/16" FIRST FLOOR PLAN
DS102	1/16" SECOND FLOOR PLAN
DS103	1/16" THIRD FLOOR PLAN
DS104	1/16" FOURTH FLOOR PLAN
DS105	1/16" FIFTH FLOOR PLAN
DS106	1/16" ROOF PLAN
DS500	1/16" EXTERIOR ELEVATIONS
DS501	1/16" EXTERIOR ELEVATIONS
DS502	1/16" EXTERIOR ELEVATIONS
DS503	1/16" AXONOMETRIC
DS504	1/16" AXONOMETRIC
DS700	EXTERIOR PERSPECTIVE
DS701	EXTERIOR PERSPECTIVE
DS702	EXTERIOR PERSPECTIVE
DS703	EXTERIOR PERSPECTIVE
DS704	EXTERIOR PERSPECTIVE
DS705	MATERIAL SAMPLE BOARD
DS800	EXTERIOR DETAILS
DS801	SIGHTLINE STUDIES
FS100	FOOD SERVICE PLANS

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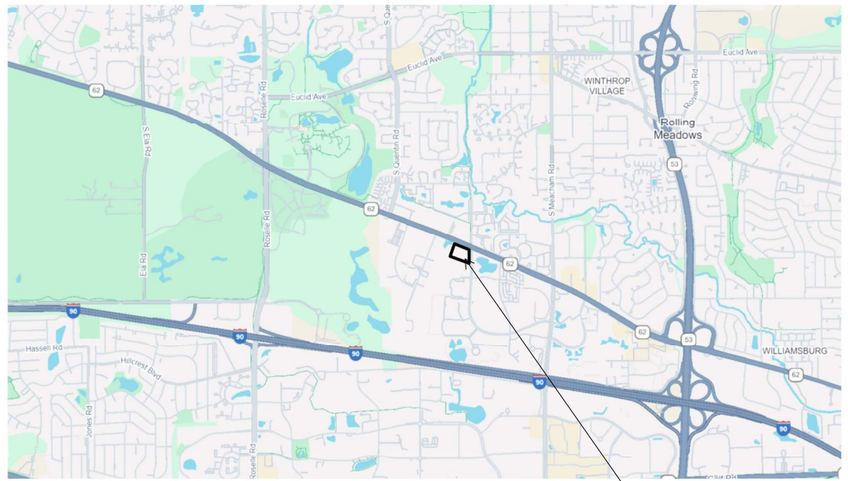
E120	SITE - PLAN ELECTRICAL
E130	SITE PLAN - PHOTOMETRICS
E200	SITE DETAILS
E300	LIGHT FIXTURE CUT SHEETS
E301	LIGHT FIXTURE CUT SHEETS
E302	LIGHT FIXTURE CUT SHEETS







HarborChase of Schaumburg

2400 PROGRESS PARKWAY, SCHAUMBURG, IL, 60173

20 YEARS HRA

HarborChase
Celebrating Senior Living!

PROJECT TEAM

OWNER - HARBOR RETIREMENT ASSOCIATES SENIOR LIVING
ARCHITECT - AG ARCHITECTURE
STRUCTURAL CONSULTANT - REYN ENGINEERING
CIVIL ENGINEER - CEMCON
LANDSCAPE ARCHITECT - HITCHCOCK DESIGN GROUP
INTERIOR DESIGN - TBD
SITE ELECTRICAL - AG ARCHITECTURE
FOOD SERVICE CONSULTANT - BOELTER
DESIGN BUILD MEP CONSULTANTS - TBD
DEVELOPMENT / PRECONSTRUCTION - THREE LEAF PARTNERS

DEVELOPMENT REVIEW SUBMITTAL

AG PROJECT NUMBER: **251201**
REVISED DATE: **21 NOV 2025**

AG ARCHITECTURE
Bright Vision. Bold Communities.

1414 UNDERWOOD AVE., #301
WAUWATOSA, WI 53213

414.431.3131
agarch.com

STATISTICS

		INDEPENDENT LIVING		PARKING	COMMONS		ASSISTED LIVING		MEMORY SUPPORT	
SPRINKLERS		NFPA 13		NFPA 13	NFPA 13		NFPA 13		NFPA 13	
OCCUPANCY		R-2	ATTACHED EXTERIOR SPACES	S-2	A-3, A-2, B NON-SEP	ATTACHED EXTERIOR SPACES	I-1 CONDITION 2	ATTACHED EXTERIOR SPACES	I-2 CONDITION 1	ATTACHED EXTERIOR SPACES
AREAS	FIRST FLOOR			23,918	15,193	2205			27,487	708
	SECOND FLOOR	24,014	1,213		11,141	501	22,825	676		
	THIRD FLOOR	24,014	1,229				22,773	0		
	FOURTH FLOOR	24,014	1,229							
	FIFTH FLOOR	23,786	0							
	TOTAL AREAS	95,828	3,671	23,918	26,334	2,706	45,598	676	27,487	708

APPLICABLE CODES

INTERNATIONAL BUILDING CODE 2021
VILLAGE OF SCHAUMBURG TITLE 15 CHAPTER 153 AMENDMENTS TO THE BUILDING CODE
2014 ILLINOIS PLUMBING CODE PLUS CHAPTERS 11-14 FROM 2021 INTERNATIONAL PLUMBING CODE
2020 NATIONAL ELECTRICAL CODE, NFPA 70
VILLAGE OF SCHAUMBURG TITLE 15 CHAPTER 152 AMENDMENTS TO THE NATIONAL ELECTRICAL CODE
2021 INTERNATIONAL MECHANICAL CODE
2021 INTERNATIONAL FUEL GAS CODE
2018 INTERNATIONAL ENERGY CONSERVATION CODE, WITH ILLINOIS AMENDMENTS
2021 INTERNATIONAL FIRE CODE
VILLAGE OF SCHAUMBURG ORDINANCE, TITLE 15, CHAPTER 157, AMENDMENTS TO THE FIRE CODE
2018 ILLINOIS ACCESSIBILITY CODE
CHAPTER 11 OF 2021 INTERNATIONAL BUILDING CODE (2017 ICC A117.1 ACCESSIBLE AND USABLE BULDING AND FACILITIES)
VILLAGE OF SCHAUMBURG ORDINANCE, TITLE 15, LAND USAGE, CHAPTER 154, ZONING
VILLAGE OF SCHAUMBURG ORDINANCE, TITLE 15, LAND USAGE, CHAPTER 151 SUBDIVISION AND LAND DEVELOPMENT
NFPA 101 LIFE SAFETY CODE (2012)

OCCUPANCY SPECIFIC CODES			NFPA 101 CH 32 construction type V(111)	NFPA 101 CH 32 construction type II(111)	NFPA 101 CH 32 construction type II(111)
CONSTRUCTION TYPE	VA	1A	VA	2A	2A
CORRIDOR FIRE-RESISTANCE RATING	0.5 HOUR	N/A	0 HOUR	1 HOUR	SMOKE PARTITION 0 HOUR
DWELLING/SLEEPING UNIT SEPARATION	1 HOUR	N/A	N/A	1 HOUR	0 HOUR
PRIMARY STRUCTURAL FRAME	1 HOUR	3 HOUR	1 HOUR	1 HOUR	1 HOUR
BEARING WALLS - EXTERIOR	1 HOUR	3 HOUR	1 HOUR	1 HOUR	1 HOUR
BEARING WALLS - INTERIOR	1 HOUR	3 HOUR	1 HOUR	1 HOUR	1 HOUR
NON-BEARING WALLS EXTERIOR (602)	0 HOUR	0 HOUR	0 HOUR	0 HOUR	0 HOUR
NON-BEARING WALLS INTERIOR	0 HOUR	0 HOUR	0 HOUR	0 HOUR	0 HOUR
FLOOR CONSTRUCTION	1 HOUR	3 HOUR	1 HOUR	1 HOUR	2 HOUR OCCUPANCY SEPARATION
ROOF CONSTRUCTION	1 HOUR	1 1/2	1 HOUR	1 HOUR	1 HOUR

FLOOR BETWEEN PARKING AND R-2 SECOND FLOOR IS REQUIRED TO HAVE A MINIMUM 3 HOUR FIRE RESISTIVE RATING PER IBC 510.2 ITEM 1.

MAIN BUILDINGS

TOTAL AREA ALL LEVELS WITHOUT ATTACHED EXTERIOR SPACES	219,165
TOTAL AREA ALL LEVELS WITH ATTACHED EXTERIOR SPACES	226,926
TOTAL AREA OF BUILDING FOOTPRINT	66,000
TOTAL AREA OF BUILDING FOOTPRINT WITH ATTACHED EXTERIOR SPACES	69,511

SQUARE FOOTAGES ARE BASED ON THE FOLLOWING:

1. BUILDING SQUARE FOOTAGES ARE TAKEN TO THE EXTERIOR FACE OF THE EXTERIOR WALL.
2. UNIT SQUARE FOOTAGES ARE TAKEN FROM THE EXTERIOR FACE OF THE EXTERIOR FRAME WALL TO THE CORRIDOR FACE OF THE CORRIDOR WALL, AND FROM UNIT CENTERLINE TO UNIT CENTERLINE.
3. BUILDING FOOTPRINT INCLUDES BALCONIES, PORTE-COCHERES AND SIMILAR EXTERIOR SPACES ATTACHED TO THE BUILDING.
4. STAIR AND ELEVATOR SHAFT SQUARE FOOTAGES ARE INCLUDED IN TOTAL AREAS.

MEMORY SUPPORT UNITS

UNIT TYPE	UNIT SF	UNIT QUANTITY	BED QUANTITY
SOLO STUDIO SUITE	352	1	1
SOLO STUDIO SUITE ACCESSIBLE	350	1	1
STUDIO SUITE	350-381	12	12
STUDIO SUITE ACCESSIBLE	350-381	12	12
DELUXE STUDIO SUITE	427	1	1
DELUXE STUDIO SUITE ACCESSIBLE	427	1	1
COUPLES SUITE	739	2	4
COUPLES SUITE ACCESSIBLE	739	2	4
TOTAL NUMBER MS UNITS & BEDS		**32**	**36**

50 % OF UNITS REQUIRED TO BE ACCESSIBLE PER IBC CHAPTER 11
100 % OF UNITS WILL BE DESIGNED TO BE ACCESSIBLE

ASSISTED LIVING UNITS

UNIT TYPE	UNIT SF	BALCONY SF	UNIT QUANTITY
ONE BED	552		15
ONE BED W/ BALCONY	552	57	7
ONE BED ACCESSIBLE	552		1
ONE BED ACCESSIBLE W/ BALCONY	552	57	1
ONE BED DELUXE	626		5
ONE BED DELUXE ACCESSIBLE	626		1
ONE BED CORNER DELUXE PLUS	678	57	2
ONE BED GRAND DELUXE	680	57	2
TWO BED INFILL	802		1
TWO BED INFILL W/ BALCONY	802	57	4
TWO BED INFILL ACCESSIBLE	802		1
TWO BED CORNER	894	57	7
TWO BED CORNER ACCESSIBLE	894	57	1
TOTAL NUMBER ASSISTED LIVING UNITS			**48**

10% OF UNITS TO BE ACCESSIBLE PER IBC CHAPTER 11
ALL OTHER UNITS TO BE TYPE B

INDEPENDENT LIVING UNITS

UNIT TYPE	UNIT SF	BALCONY SF	UNIT QUANTITY
ONE BED STANDARD	773	57	8
ONE BED LARGE	850	57	3
ONE BED LARGE ADAPTABLE	850	57	3
ONE BED LARGE ADAPTABLE AND TYPE A	850	57	1
ONE BED CORNER	888 / 924	57	12
ONE BED CORNER ADAPTABLE	888 / 924	57	4
ONE BED DELUXE A	988	57	12
TWO BED INFILL	1143	57	24
TWO BED INFILL ADAPTABLE	1143	57	7
TWO BED INFILL ADAPTABLE AND TYPE A	1143	57	1
TWO BED PLUS	1263	145	4
TOTAL NUMBER INDEPENDENT LIVING UNITS			**79**

20% OF UNITS TO BE ADAPTABLE PER ILLINOIS ACCESSIBILITY CODE (14 UNITS)
2% OF UNITS TO BE TYPE A PER IBC CHAPTER 11 AND ICC 117.1 (2 UNITS)
ALL OTHER UNITS TO BE TYPE B
ALL ADAPTABLE UNITS WILL MEET REQUIREMENTS OF BOTH TYPE A AND ADAPTABLE UNITS

PARKING COUNT

PARKING TYPE	REGULAR	ACCESSIBLE	TOTAL
GARAGE	60	3	63
SURFACE	93	4	97
TOTAL NUMBER PARKING	153	7	**160**

BICYCLE PARKING COUNT

PARKING TYPE			
GARAGE - LONG TERM			11
SURFACE - SHORT TERM			5
TOTAL NUMBER BICYCLE PARKING			**16**

Code Matrix per Village adopted version of IBC (2021)

Proposed Occupancy Classifications	Chapter 3	A-2, A-3, B, R-2, S-2, I-1 Condition 2 and I-2 Condition 1 (see table to left).
Existing Occupancy Classification	Chapter 3	N/A
Special Uses and Occupancy	Chapter 4	The project will follow requirements of Section 402, 407 and 420.
Grade Plane	Chapter 2	The grade plane will be at 99-6. The first floor is at 100-0. All floors are above grade plane.
Building Height	Chapter 2 & Chapter 5	Independent living allowed height = 70'-0" Independent Living actual height = 59'-0" Commons allowed height = 70'-0" Commons actual height = 33'-0" Memory Care/Assisted Living allowed height = 85'-0" Memory Care/Assisted Living actual height = 38'-4"
Number of Stories above Grade Plane	Chapter 2 & Chapter 5	The IL Building is 4 stories of Type VA construction over 1 story of Type 1A construction per IBC 510.2 special provision; The Commons is 2 stories; The MC/AL Building is 3 stories.
Mezzanine / Equipment Platform	Chapter 5	N/A
Building Area	Chapter 2 & Chapter 5	See the tables this sheet for Areas and Fire Area calculations.
Area of Basements Excluded from Building...	Ch. 2 & Ch. 5, Section 506.1.3	N/A
Frontage Increase	Chapter 5, Section 506.3	See tables this sheet for Frontage Increases as part of Fire Area calculations.
Mixed Occupancy Strategy	Chapter 5, Section 508	The IL building is single occupancy with accessory occupancies inlcuded without separation. The Commons building has multiple, non-separated occupancies where most strict occupany requirements are followed throughout. The AL building is multiple, separated occupancies (by floor).
Accessory Occupancies	Chapter 5, Section 508.2	The project will follow accessory occupancy requirements.
Incidental Uses	Chapter 5, Section 509	The project will have Laundry Rooms and Waste and Linen Collection Rooms that will require separation per Table 509.1.
Construction Classification	Chapter 6	See the tables this sheet for Construction Classification.
Exterior Wall Openings	Chapter 7, Table 705.8	The project will comply with Table 705.8 for maximum exterior wall openings based on fire separation distance.
Automatic Sprinkler System	Chapter 9, Section 903 with Village of Schaumburg Amendments per Ordinance Chapter 157	The project will be fully sprinklered under NFPA 13.
Alternative Automatic Extinguishing System	Chapter 9, Section 904 with Village of Schaumburg Amendments per Ordinance Chapter 157	N/A
Standpipe System	Chapter 9, Section 905	The project will include standpipe systems as required to comply with Section 905.
Fire Alarm System	Chapter 9, Section 907 with Village of Schaumburg Amendments per Ordinance Chapter 157	The project will include fire alarm system as required to comply with Section 907.
Single- & Multi-Station Smoke Alarms	Chapter 9, Section 907.2.11 with Village of Schaumburg Amendments per Ordinance Chapter 157	The project will include single and multi-station smoke alarms as required to comply with Section 907.2.11.
Smoke Control Systems	Chapter 9, Section 909 with Village of Schaumburg Amendments per Ordinance Chapter 157	The project will include smoke control systems as required to comply with Section 909.
Smoke and Heat Removal	Chapter 9, Section 910 with Village of Schaumburg Amendments per Ordinance Chapter 157	The project will include smoke and heat removal systems as required to comply with Section 910.
Fire Command Center	Chapter 9, Section 911 with Village of Schaumburg Amendments per Ordinance Chapter 157	The project will include a fire command center complying with Section 911.
Fire Department Connection	Chapter 9, Section 912 with Village of Schaumburg Amendments per Ordinance Chapter 157	See Civil Drawing sheet 07 for location of FDC.

CODE NOTES:

1. SEE SHEET DS 101 FOR LOCATIONS OF RESERVED PARKING SIGNS AND LOCATIONS.
2. SEE DEVELOPMENT SUBMISSION DOCUMENTS FOR COPY OF TRAFFIC STUDY.

HarborChase @ Veridian
Schaumburg, IL
Parking Matrix

		Code Requirement			Proposed	
Independent Living	**Units**	**Stalls / Unit**	**Add'l Stalls / Unit**	**Total Stalls**	**Stalls / Unit**	**Total Stalls**
(max. 800 SF)	8	1.00		8	1.25	10
(801-1,500 SF max.)	71	1.25		89	1.25	89
Indendent Living - Total	**79**			**97**		**99**
			+1 stall/20 req. (guest)	**5**		
			Subtotal =	**102**		**99**

		Code Requirement			Proposed	
AL & MC	**Units**	**Stalls / Unit**	**Add'l Stalls / Unit**	**Total Stalls**	**Stalls / Unit**	**Total Stalls**
AL - 1BR	38	0.67		26	0.75	29
AL - 2BR	10	0.67		7	0.75	8
MC - Suite	32	0.25		8	0.75	24
AL & MC - Total	**80**			**41**		**61**
			10 employees max- peak	10		
			+1/per 3-units (guest)	16		
			Subtotal =	**67**		**61**
			Total =	**169**		**160**

FIRE AREA #4 - MEMORY CARE AND ASSISTED LIVING

MIXED-OCCUPANCY THREE STORY

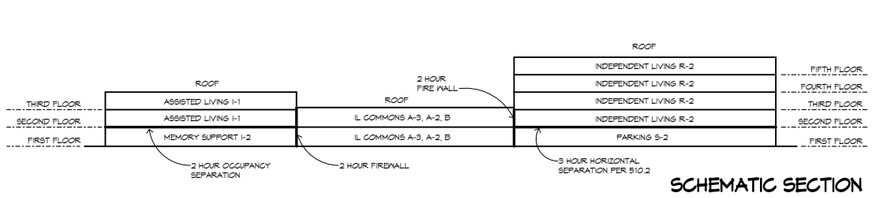
	PRIMARY OCCUPANCIES	I-2	I-1
	SPRINKLERED	NFPA 13	NFPA 13
	NUMBER OF STORIES	3	
	STORIES ABOVE GRADE	3	
	SEPARATED USE	Yes	

ALLOWABLE AREA (SF)		SPRINKLERED TABULAR AREA (TABLE 506.2)	NO SPRINKLER TABULAR AREA (TABLE 506.2)	FRONTAGE INCREASE AREA	AREA AS NOTED
TABLE 506.2	**ALLOWABLE AREA FACTORS (I-2)**	45,000	15,000	6,781	
506.2	**MAXIMUM ALLOWABLE AREA - PER FLOOR (I-2)**			45,000 + 6,781 =	**51,781**
	ACTUAL AREA FIRST FLOOR (I-2)		**28,195 < 51,781: COMPLIES**		**28,195**
	ACTUAL AREA SECOND FLOOR (I-2)		**< 51,781: COMPLIES**		**0**
	ACTUAL AREA THIRD FLOOR (I-2)		**< 51,781: COMPLIES**		**0**
TABLE 506.2	**ALLOWABLE AREA FACTORS (I-1)**	57,000	19,000	6,187	
506.2	**MAXIMUM ALLOWABLE AREA - PER FLOOR (I-1)**			57,000 + 6,187 =	**63,187**
	ACTUAL AREA FIRST FLOOR (I-1)		**< 63,187: COMPLIES**		**0**
	ACTUAL AREA SECOND FLOOR (I-1)		**23,491 < 63,187: COMPLIES**		**23,491**
	ACTUAL AREA THIRD FLOOR (I-1)		**22,773 < 63,187: COMPLIES**		**22,773**
506.3	**FRONTAGE INCREASE (I-2)**	PERIMETER ENTIRE BUILDING			1,101
		PERIMETER WHERE P.W. MINIMUM 20' WIDE			773
		WIDTH OF PUBLIC WAY (P.W.) (20-30')			30
506.3.3.	**AREA FACTOR INCREASE DUE TO FRONTAGE (I-2)**			(773 / 1,101 - 0.25) 30 / 30 =	0.45
	FRONTAGE INCREASE AREA (SF) (I-2)			15,000 x 0.45 =	**6,781**
506.3	**FRONTAGE INCREASE (I-1)**	PERIMETER ENTIRE BUILDING			1,256
		PERIMETER WHERE P.W. MINIMUM 20' WIDE			723
		WIDTH OF PUBLIC WAY (P.W.) (20-30')			30
506.3.3.	**AREA FACTOR INCREASE DUE TO FRONTAGE (I-1)**			(723 / 1,256 - 0.25) 30 / 30 =	0.33
	FRONTAGE INCREASE AREA (SF) (I-1)			19,000 x 0.33 =	**6,187**

SUM OF THE RATIOS

(ACTUAL AREA (A-3) / ALLOWABLE AREA (A-3)) + (ACTUAL AREA (I-1) / ALLOWABLE AREA (I-1)) ≤ 1

FIRST FLOOR	(28,195 / 51,781) + (/ 63,187) = **0.55**	**.55 < / = 1 : COMPLIES**
SECOND FLOOR	(/ 51,781) + (23,491 / 63,187) = **0.38**	**.38 < / = 1 : COMPLIES**
THIRD FLOOR	(/ 51,781) + (22,773 / 63,187) = **0.37**	**.37 < / = 1 : COMPLIES**



SCHEMATIC SECTION

FIRE AREA #1 PARKING GARAGE

SINGLE-OCCUPANCY ONE STORY

	PRIMARY OCCUPANCY	S-2
	SPRINKLERED	NFPA 13
	NUMBER OF STORIES	1
	STORIES ABOVE GRADE	1

ALLOWABLE AREA (SF)		SPRINKLERED TABULAR AREA (TABLE 506.2)			AREA AS NOTED
TABLE 506.2	**ALLOWABLE AREA FACTORS**	UL			
506.2	**MAXIMUM ALLOWABLE AREA - PER FLOOR**				**UL**
	ACTUAL AREA - FIRST FLOOR			**23,918 < UL: COMPLIES**	**23,918**

FIRE AREA #2 - R-2

SINGLE-OCCUPANCY MORE THAN ONE STORY

	PRIMARY OCCUPANCY	R-2
	SPRINKLERED	NFPA 13
	NUMBER OF STORIES	4
	STORIES ABOVE GRADE	5

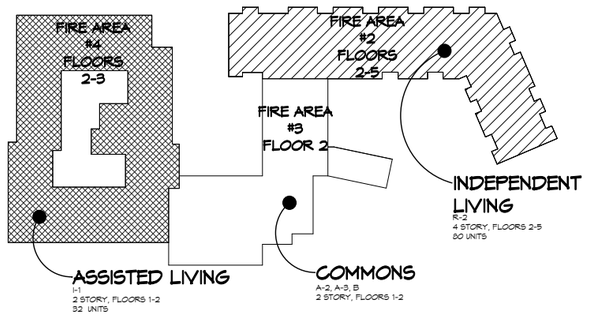
ALLOWABLE AREA (SF)		SPRINKLERED TABULAR AREA (TABLE 506.2)	NO SPRINKLER TABULAR AREA (TABLE 506.2)	FRONTAGE INCREASE AREA	AREA AS NOTED
TABLE 506.2	**ALLOWABLE AREA FACTORS**	36,000	12,000	8,278	
506.2	**MAXIMUM ALLOWABLE AREA - PER FLOOR**			36,000 + 8,278 =	**44,278**
	ACTUAL AREA - LARGEST FLOOR ONLY			**25,243 < 44,278: COMPLIES**	**25,243**
506.2.3	**MAXIMUM ALLOWABLE AREA - TOTAL ALL FLOORS (1)**			44,278 x 3 =	**132,833**
	ACTUAL AREA - TOTAL (ALL FLOORS)			**99,499 < 132,833: COMPLIES**	**99,499**
	(1) MAXIMUM ALLOWABLE AREA PER FLOOR x STORIES ABOVE GRADE (3 STORIES MAXIMUM)				
506.3	**FRONTAGE INCREASE**	PERIMETER ENTIRE BUILDING			897
		PERIMETER WHERE P.W. MINIMUM 20' WIDE			843
		WIDTH OF PUBLIC WAY (P.W.) (20-30')			30
506.3.3.	**AREA FACTOR INCREASE DUE TO FRONTAGE**			(843 / 897 - 0.25) 30 / 30 =	0.69
	FRONTAGE INCREASE AREA (SF)			12,000 x 0.69 =	**8,278**

FIRE AREA #3 - Commons

SINGLE-OCCUPANCY MORE THAN ONE STORY

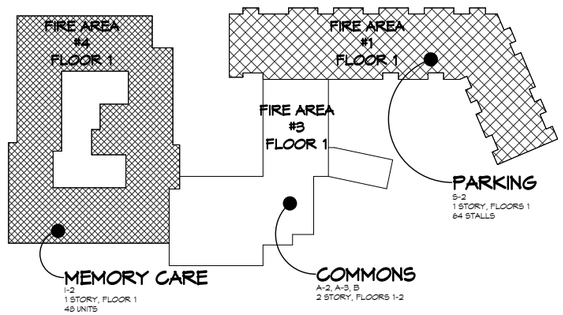
	PRIMARY OCCUPANCY	A-2, A-3
	SPRINKLERED	NFPA 13
	NUMBER OF STORIES	2
	STORIES ABOVE GRADE	2

ALLOWABLE AREA (SF)		SPRINKLERED TABULAR AREA (TABLE 506.2)	NO SPRINKLER TABULAR AREA (TABLE 506.2)	FRONTAGE INCREASE AREA	AREA AS NOTED
TABLE 506.2	**ALLOWABLE AREA FACTORS**	34,500	11,500	6,429	
506.2	**MAXIMUM ALLOWABLE AREA - PER FLOOR**			34,500 + 6,429 =	**40,929**
	ACTUAL AREA - LARGEST FLOOR ONLY			**17,398 < 40,929: COMPLIES**	**17,398**
506.2.3	**MAXIMUM ALLOWABLE AREA - TOTAL ALL FLOORS (1)**			40,929 x 2 =	**81,859**
	ACTUAL AREA - TOTAL (ALL FLOORS)			**29,040 < 81,859: COMPLIES**	**29,040**
	(1) MAXIMUM ALLOWABLE AREA PER FLOOR x STORIES ABOVE GRADE (3 STORIES MAXIMUM)				
506.3	**FRONTAGE INCREASE**	PERIMETER ENTIRE BUILDING			639
		PERIMETER WHERE P.W. MINIMUM 20' WIDE			517
		WIDTH OF PUBLIC WAY (P.W.) (20-30')			30
506.3.3.	**AREA FACTOR INCREASE DUE TO FRONTAGE**			(517 / 639 - 0.25) 30 / 30 =	0.56
	FRONTAGE INCREASE AREA (SF)			11,500 x 0.56 =	**6,429**



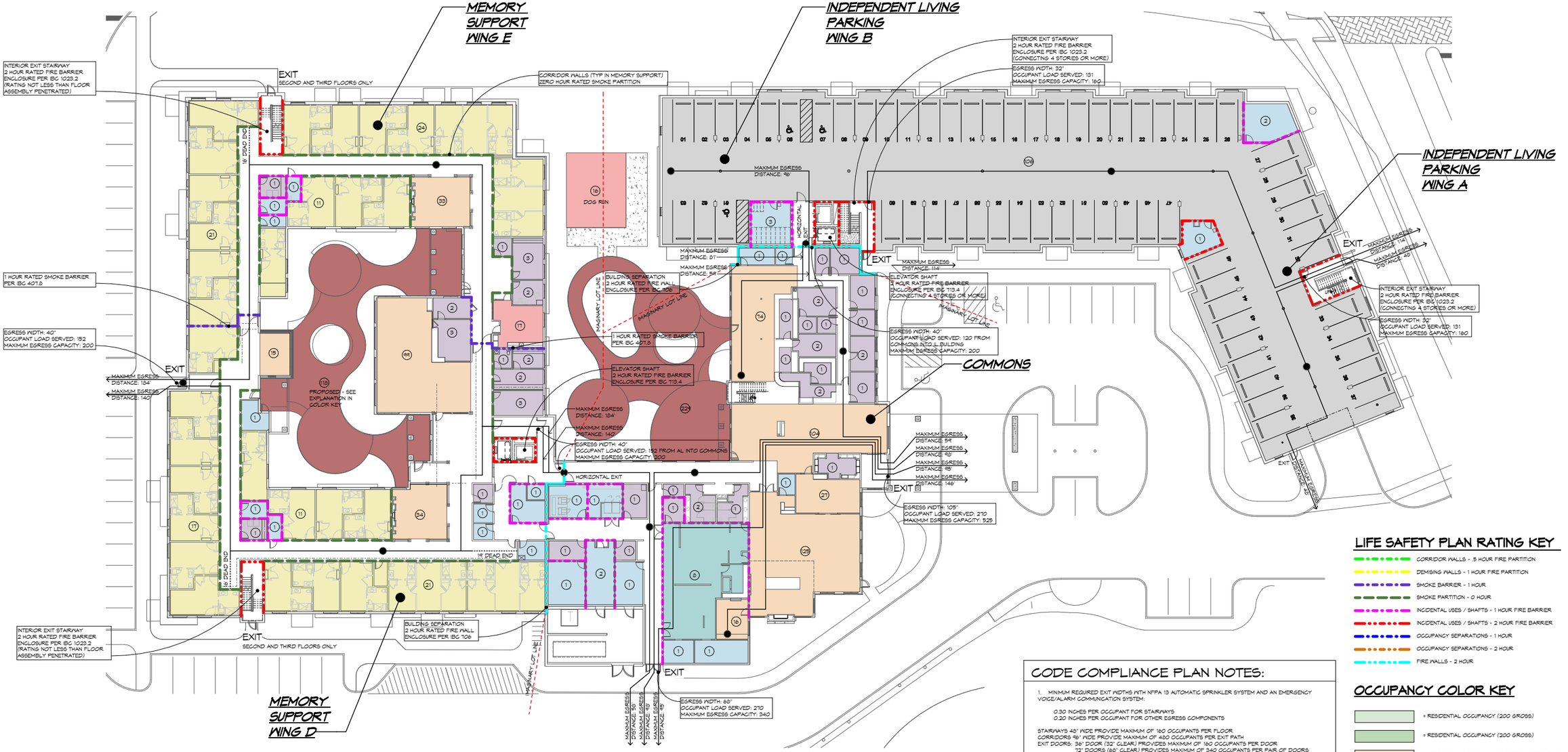
OVERALL FIRE AREA PLAN - 2ND-5TH FLOORS

1" = 60'-0"



OVERALL FIRE AREA PLAN - FIRST FLOOR

1" = 60'-0"



LIFE SAFETY PLAN RATING KEY

- CORRIDOR WALLS - .5 HOUR FIRE PARTITION
- DEMISING WALLS - 1 HOUR FIRE PARTITION
- SMOKE BARRIER - 1 HOUR
- SMOKE PARTITION - 0 HOUR
- INCIDENTAL USES / SHAFTS - 1 HOUR FIRE BARRIER
- INCIDENTAL USES / SHAFTS - 2 HOUR FIRE BARRIER
- OCCUPANCY SEPARATIONS - 1 HOUR
- OCCUPANCY SEPARATIONS - 2 HOUR
- FIRE WALLS - 2 HOUR

OCCUPANCY COLOR KEY

- = RESIDENTIAL OCCUPANCY (200 GROSS)
- = RESIDENTIAL OCCUPANCY (200 GROSS)
- = ASSEMBLY OCCUPANCY (UNCONCENTRATED 15 NET)
- = BUSINESS OCCUPANCY (150 GROSS)
- = ACCESSORY STORAGE/MECHANICAL OCCUPANCY (300 GROSS)
- = INSTITUTIONAL SLEEPING AREA OCCUPANCY (120 GROSS)
- = PARKING GARAGE OCCUPANCY (200 GROSS)
- = COMMERCIAL KITCHEN OCCUPANCY (200 GROSS)
- = EDUCATIONAL CLASSROOM OCCUPANCY (20 NET)
- = EXERCISE OCCUPANCY (50 GROSS)
- = OUTDOOR AREA OCCUPANCY (PER IBC 1004.7 OCCUPANCY TO BE DETERMINED BY BUILDING OFFICIAL BASED ON ANTICIPATED USE)

MEMORY CARE COURTYARD PROPOSED OCCUPANT LOAD:
96 BEDS
12 GUESTS
10 STAFF
118 TOTAL MAXIMUM POSSIBLE OCCUPANTS OF WHICH 72 WILL BE ADDED TO THE TOTAL BUILDING OCCUPANCY FOR EXTERIOR EXITS

COMMONS COURTYARD PROPOSED OCCUPANT LOAD:
15 SF PER PERSON = 229 OCCUPANTS
ASSUME 50% ADD TO TOTAL BUILDING OCCUPANCY

CODE COMPLIANCE PLAN NOTES:

1. MINIMUM REQUIRED EXIT WIDTHS WITH NFPA 13 AUTOMATIC SPRINKLER SYSTEM AND AN EMERGENCY VOICE/ALARM COMMUNICATION SYSTEM:

   0.30 INCHES PER OCCUPANT FOR STAIRWAYS
   0.20 INCHES PER OCCUPANT FOR OTHER EGRESS COMPONENTS

   STAIRWAYS 48" WIDE PROVIDE MAXIMUM OF 160 OCCUPANTS PER FLOOR
   CORRIDORS 96" WIDE PROVIDE MAXIMUM OF 480 OCCUPANTS PER EXIT PATH
   EXIT DOORS: 36" DOOR (32" CLEAR) PROVIDES MAXIMUM OF 160 OCCUPANTS PER DOOR
   72" DOORS (68" CLEAR) PROVIDES MAXIMUM OF 340 OCCUPANTS PER PAIR OF DOORS

2. EXTERIOR WALLS WILL BE FIRE RATED IN ACCORDANCE WITH IBC TABLES 601 AND 602. THE REQUIRED FIRE RESISTANCE RATING OF EXTERIOR WALLS WITH A FIRE SEPARATION DISTANCE OF GREATER THAN 10 FEET WILL BE RATED FOR EXPOSURE TO FIRE FROM THE INSIDE. THE REQUIRED FIRE RESISTANCE RATING OF EXTERIOR WALLS WITH A FIRE SEPARATION DISTANCE OF 10 FEET OR LESS WILL BE RATED FOR EXPOSURE TO FIRE FROM BOTH SIDES.

(XX) NUMBER OF OCCUPANTS PER ROOM/NUMBER OF OCCUPANTS PER EXIT

EXIT DISTANCE (250' MAXIMUM)

DEAD END CORRIDOR (20' MAXIMUM AT ASSEMBLY OCCUPANCY; 50' MAXIMUM AT RESIDENTIAL AND STORAGE OCCUPANCIES)

OCCUPANT LOAD FIRE AREA #4

AL / MC BUILDING

FUNCTION OF SPACE	OCCUPANT LOAD FACTOR	AREA (SF)	OCCUPANT LOAD (SEE PLAN FOR ROOM BREAKDOWN)
ACCESSORY STORAGE / MECH	300 GROSS	543	2
RESIDENTIAL	200 GROSS	10,960	55
THIRD FLOOR	TOTAL OCCUPANT LOAD		57
ACCESSORY STORAGE / MECH	300 GROSS	543	2
RESIDENTIAL	200 GROSS	10,960	55
SECOND FLOOR	TOTAL OCCUPANT LOAD		57
ACCESSORY STORAGE / MECH	300 GROSS	543	2
RESIDENTIAL	200 GROSS	10,960	55
FIRST FLOOR	TOTAL OCCUPANT LOAD		57

OCCUPANT LOAD FIRE AREA #3

COMMONS BUILDING

FUNCTION OF SPACE	OCCUPANT LOAD FACTOR	AREA (SF)	OCCUPANT LOAD (SEE PLAN FOR ROOM BREAKDOWN)
ACCESSORY STORAGE / MECH	300 GROSS	871	5
BUSINESS	150 GROSS	1,356	14
CLASSROOM	20 GROSS	917	46
UNCONCENTRATED ASSEMBLY	15 GROSS	2,646	165
FITNESS ROOM	50 GROSS	1,542	31
SECOND FLOOR	TOTAL OCCUPANT LOAD		261
ACCESSORY STORAGE / MECH	300 GROSS	1,845	11
BUSINESS	150 GROSS	2,460	27
UNCONCENTRATED ASSEMBLY	15 GROSS	4,875	346
COMMERCIAL KITCHEN	200 GROSS	1,524	8
COURTYARD	PER AHJ	4,224	245;115 ADDED TO BUILDING
FIRST FLOOR	TOTAL OCCUPANT LOAD		507

OCCUPANT LOAD FIRE AREA #2

RESIDENTIAL BUILDING

FUNCTION OF SPACE	OCCUPANT LOAD FACTOR	AREA (SF)	OCCUPANT LOAD (SEE PLAN FOR ROOM BREAKDOWN)
ACCESSORY STORAGE / MECH	300 GROSS	534	2
RESIDENTIAL	200 GROSS	20,538	103
FIFTH FLOOR	TOTAL OCCUPANT LOAD		105
ACCESSORY STORAGE / MECH	300 GROSS	534	2
RESIDENTIAL	200 GROSS	20,538	103
FOURTH FLOOR	TOTAL OCCUPANT LOAD		105
ACCESSORY STORAGE / MECH	300 GROSS	534	2
RESIDENTIAL	200 GROSS	20,538	103
THIRD FLOOR	TOTAL OCCUPANT LOAD		105
ACCESSORY STORAGE / MECH	300 GROSS	1,273	6
RESIDENTIAL	200 GROSS	19,747	99
SECOND FLOOR	TOTAL OCCUPANT LOAD		105

OCCUPANT LOAD FIRE AREA #1

PARKING GARAGE

FUNCTION OF SPACE	OCCUPANT LOAD FACTOR	AREA (SF)	OCCUPANT LOAD (SEE PLAN FOR ROOM BREAKDOWN)
ACCESSORY STORAGE / MECH	300 GROSS	1,511	6
PARKING	200 GROSS	21,075	106
FIRST FLOOR	TOTAL OCCUPANT LOAD		112

HarborChase of Schaumburg | Development Review Set

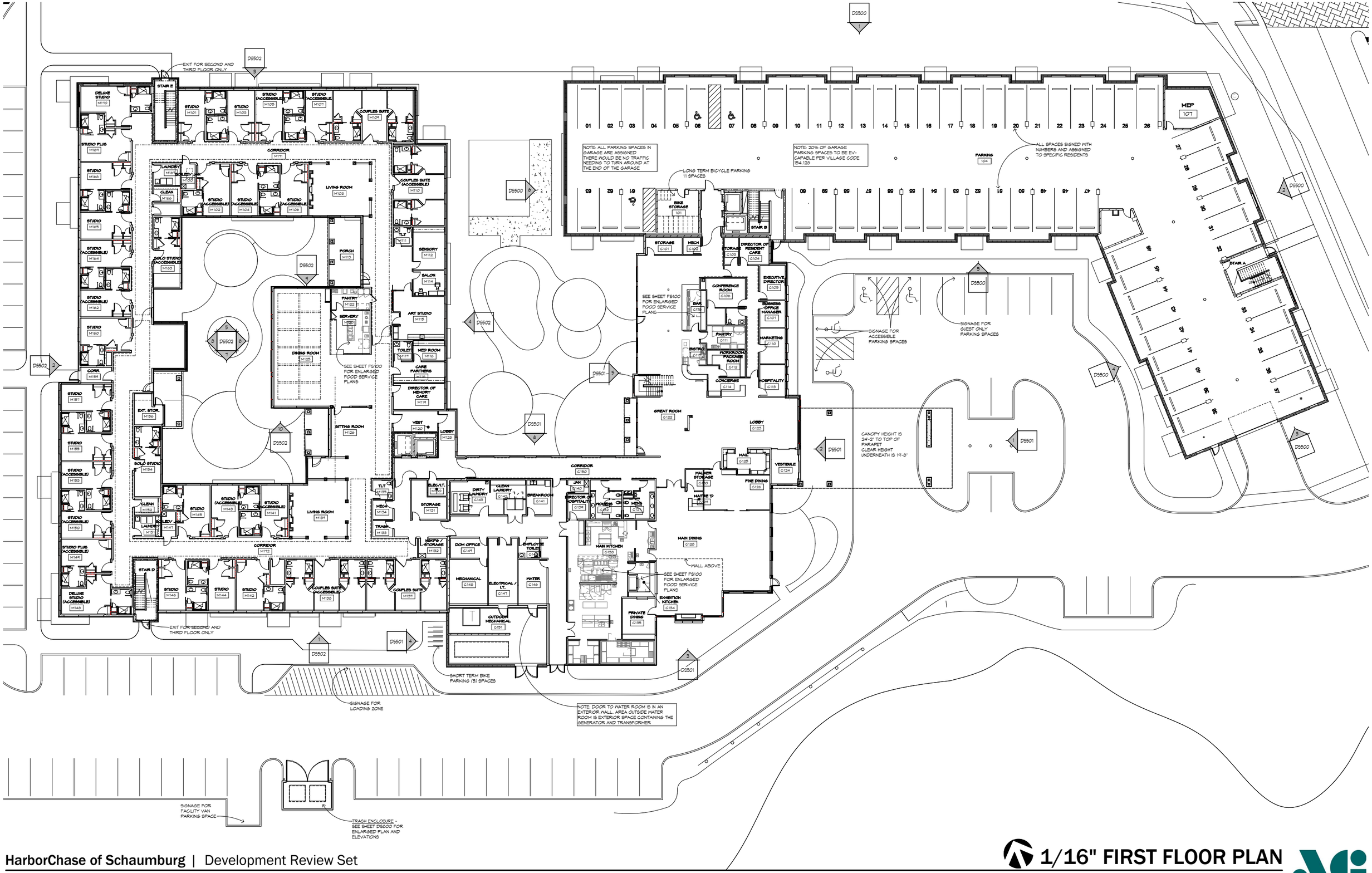
2400 Progress Parkway, Schaumburg, IL

1" = 20' LIFE SAFETY PLAN

REVISED: 21 NOV 2025

DS100B

ARCHITECTURE



HarborChase of Schaumburg | Development Review Set

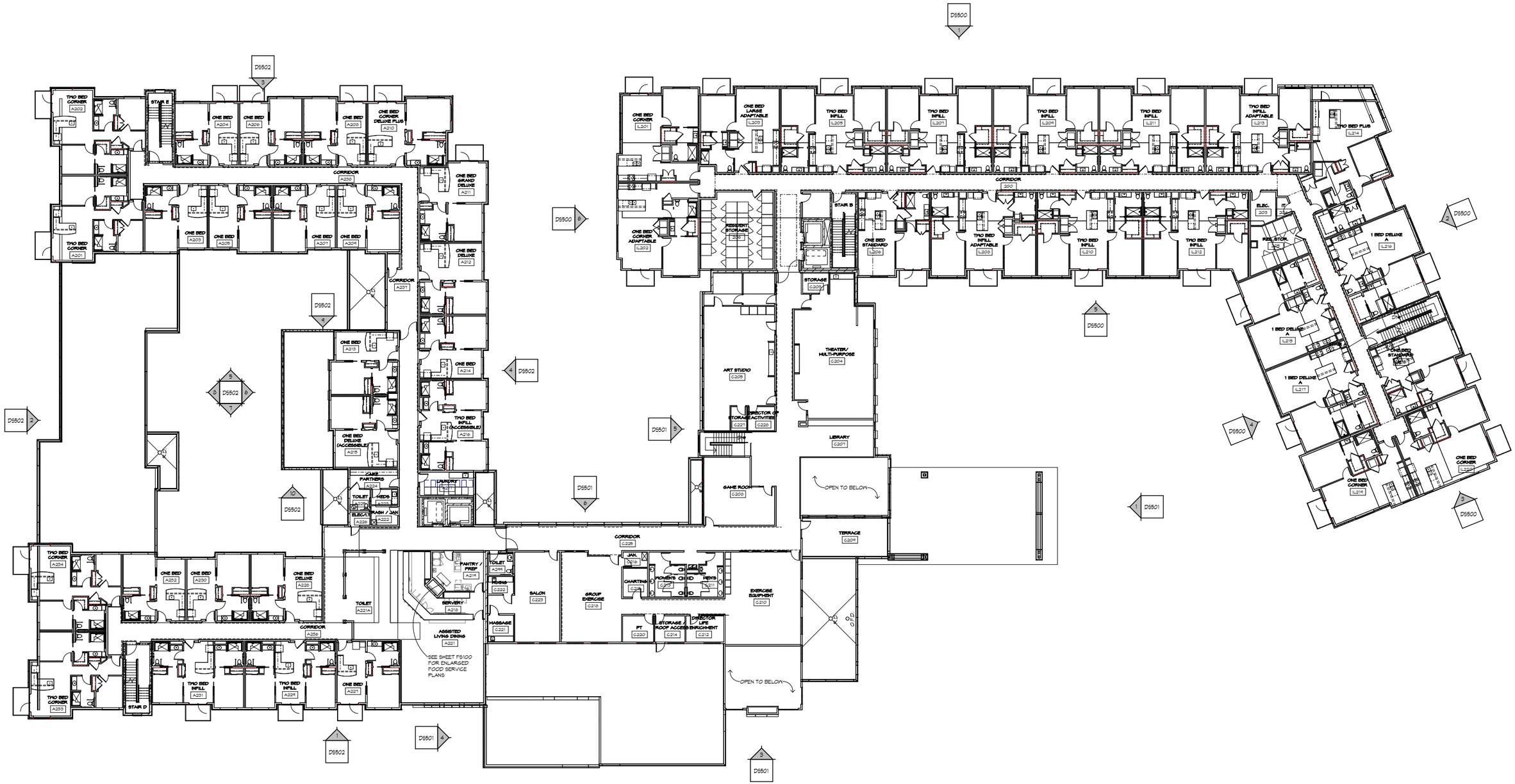
2400 Progress Parkway, Schaumburg, IL

1/16" FIRST FLOOR PLAN

REVISED: 21 NOV 2025

DS101

ARCHITECTURE



HarborChase of Schaumburg | Development Review Set

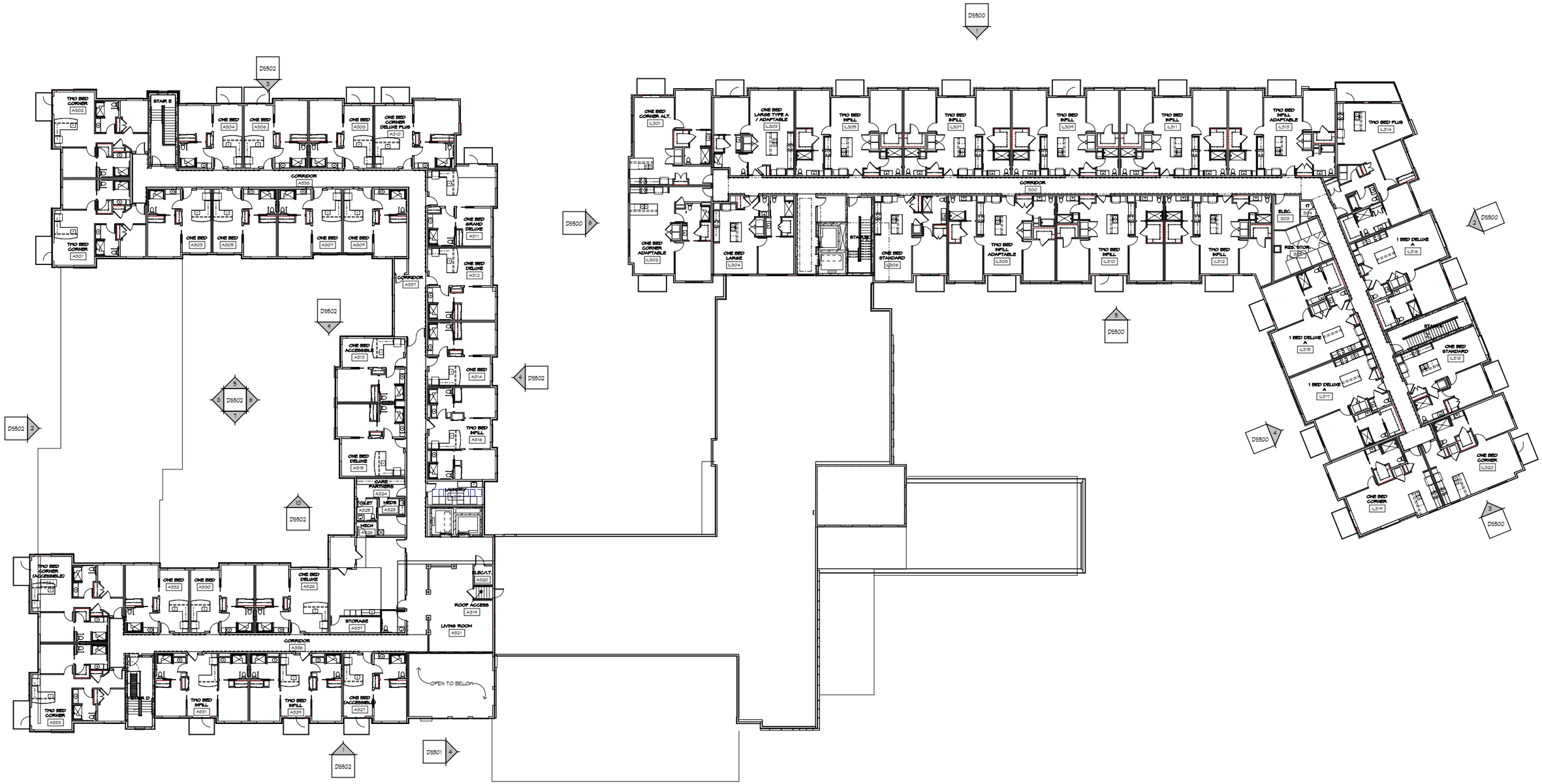
2400 Progress Parkway, Schaumburg, IL

1/16" SECOND FLOOR PLAN

REVISED: 21 NOV 2025

DS102

ARCHITECTURE



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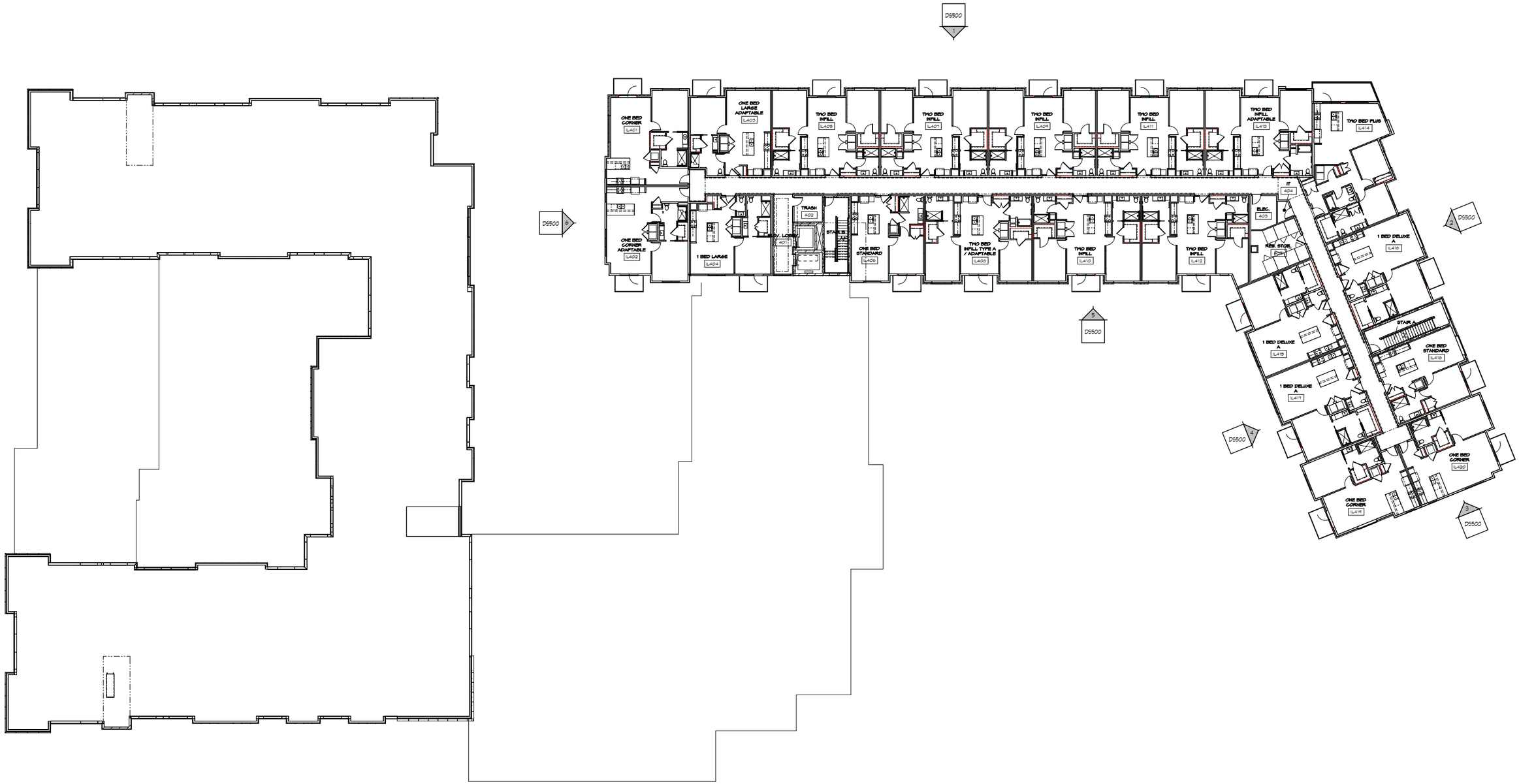
2400 Progress Parkway, Schaumburg, IL

1/16" THIRD FLOOR PLAN

REVISED: 21 NOV 2025

DS103

ARCHITECTURE



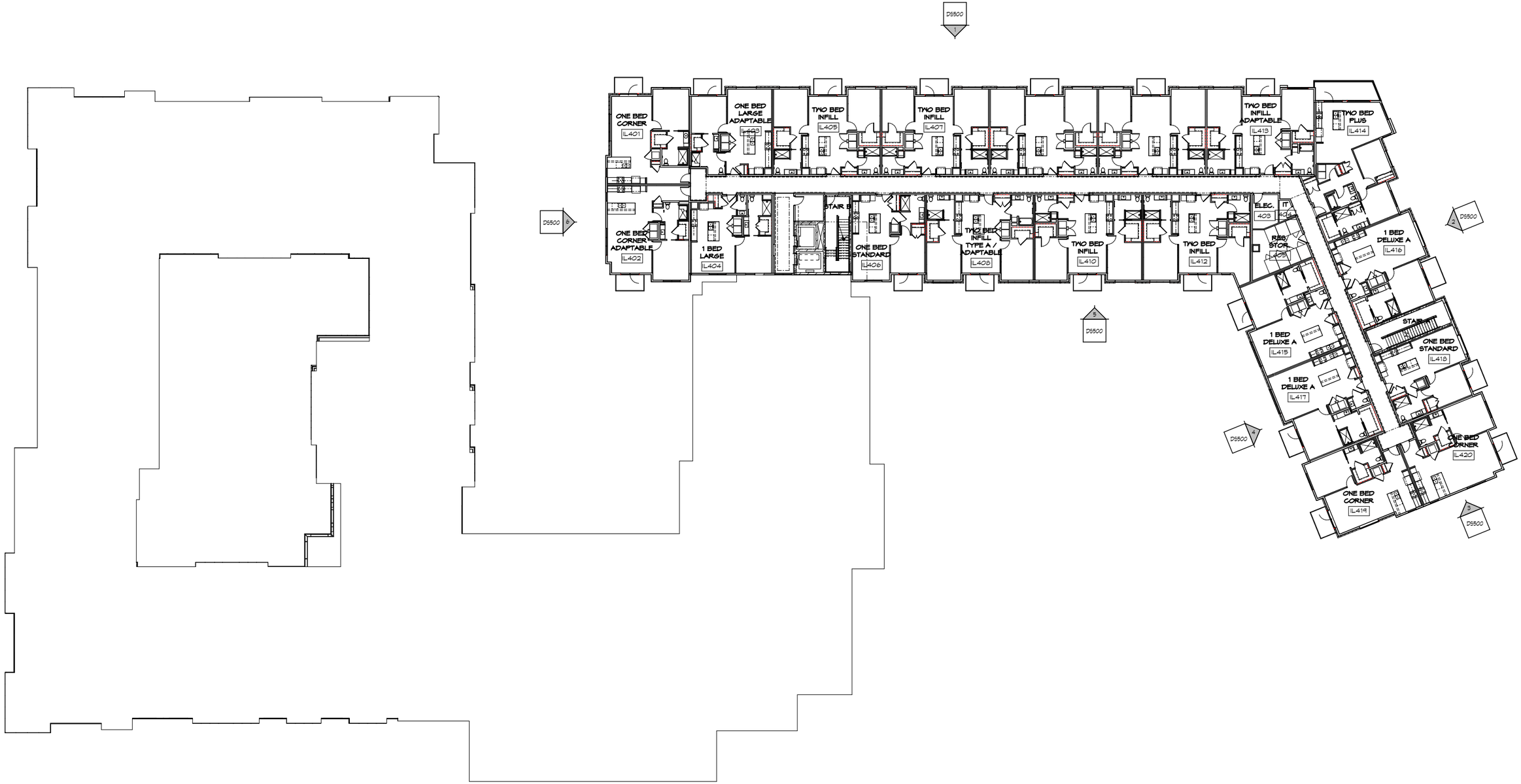
HarborChase of Schaumburg | Development Review Set

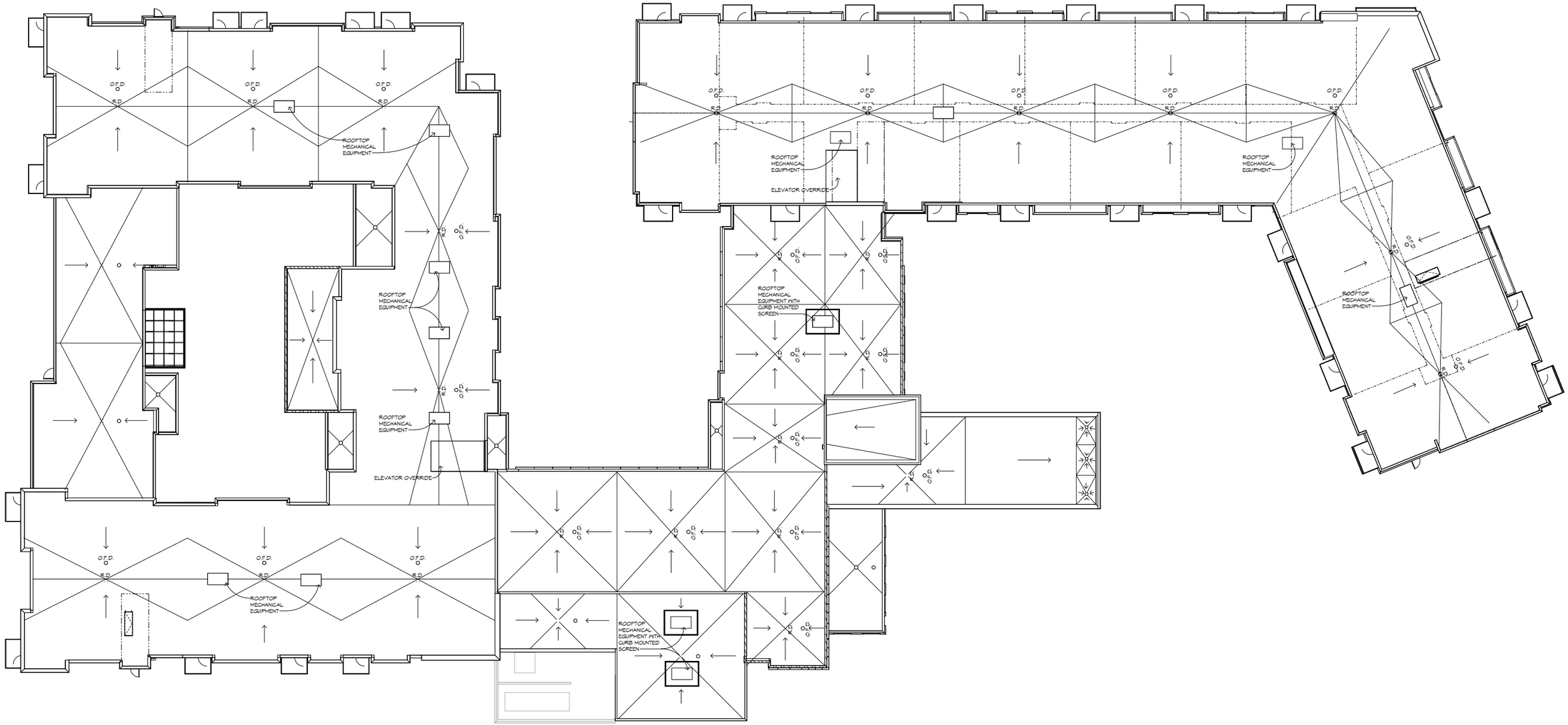
2400 Progress Parkway, Schaumburg, IL

1/16" FOURTH FLOOR PLAN

REVISED: 21 NOV 2025

DS104


D5500
1
ONE BED CORNER
IL401
ONE BED LARGE ADAPTABLE
IL403
TWO BED INFILL
IL405
TWO BED INFILL
IL407
TWO BED INFILL ADAPTABLE
IL413
TWO BED PLUS
IL414
D5500
6
ONE BED CORNER ADAPTABLE
IL402
1 BED LARGE
IL404
STAIR B
ONE BED STANDARD
IL406
TWO BED INFILL TYPE A / ADAPTABLE
IL408
TWO BED INFILL
IL410
TWO BED INFILL
IL412
ELEC.
403
IT
404
R&B/ STOR.
405
D5500
5
D5500
2
1 BED DELUXE A
IL416
STAIR
1 BED DELUXE A
IL415
ONE BED STANDARD
IL418
1 BED DELUXE A
IL417
D5500
4
ONE BED CORNER
IL420
ONE BED CORNER
IL419
D5500
3


O.F.D.
R.D.
ROOFTOP MECHANICAL EQUIPMENT
ROOFTOP MECHANICAL EQUIPMENT WITH CURB MOUNTED SCREEN
ELEVATOR OVERRIDE

EXTERIOR ELEVATION GENERAL NOTES

1. ALL CONDUIT, METERS, VENTS, ETC. TO BE PAINTED TO MATCH ADJACENT SURFACE.

2. SEE SHEET AT120 FOR WINDOW SCHEDULE.

EXTERIOR ELEVATION KEY NOTES:

B	BRICK - GLEN-GERY - CABERNET BURGUNDY VELOUR
PC1	PRECAST PANEL CUSTOM FINISH - MCI-229-AL GOLD BUFF, MCI-229-SL GOLD BUFF, MCI-229-SM GOLD BUFF, MCI-229-SH GOLD BUFF
FS1	FIBER CEMENT SIDING - HARDIE PLANK SMOOTH NIGHT GRAY
FP1	FIBER CEMENT PANEL - HARDIE PANEL SMOOTH MOUNTAIN SAGE
FP2	FIBER CEMENT PANEL - HARDIE PANEL SMOOTH NIGHT GRAY
WP1	FIBER CEMENT WOOD LOOK PANEL - HARDIE WOODTONE RUSTIC SERIES WINCHESTER BROWN



5 DS500 EXTERIOR ELEVATION



4 DS500 EXTERIOR ELEVATION



3 DS500 EXTERIOR ELEVATION



2 DS500 EXTERIOR ELEVATION



1 DS500 EXTERIOR ELEVATION

EXTERIOR ELEVATION GENERAL NOTES

1. ALL CONDUIT, METERS, VENTS, ETC. TO BE PAINTED TO MATCH ADJACENT SURFACE.

2. SEE SHEET AT120 FOR WINDOW SCHEDULE.

EXTERIOR ELEVATION KEY NOTES:

B BRICK - GLEN-GERY - CABERNET BURGUNDY VELOUR

FC1 PRECAST PANEL CUSTOM FINISH - MCI-229-AL GOLD BUFF, MCI-229-SL GOLD BUFF, MCI-229-SM GOLD BUFF, MCI-229-SH GOLD BUFF

FS1 FIBER CEMENT SIDING - HARDIE PLANK SMOOTH NIGHT GRAY

FP1 FIBER CEMENT PANEL - HARDIE PANEL SMOOTH MOUNTAIN SAGE

FP2 FIBER CEMENT PANEL - HARDIE PANEL SMOOTH NIGHT GRAY

WP1 FIBER CEMENT WOOD LOOK PANEL - HARDIE WOODTONE RUSTIC SERIES WINCHESTER BROWN



6 D5501 BUILDING ELEVATION

5 D5501 BUILDING ELEVATION

4 D5501 BUILDING ELEVATION

3 D5501 BUILDING ELEVATION

2 D5501 BUILDING ELEVATION

1 D5501 BUILDING ELEVATION

EXTERIOR ELEVATION GENERAL NOTES

1. ALL CONDUIT, METERS, VENTS, ETC. TO BE PAINTED TO MATCH ADJACENT SURFACE.
2. SEE SHEET AT120 FOR WINDOW SCHEDULE.

EXTERIOR ELEVATION KEY NOTES:

B	BRICK - GLEN-GERY - CABERNET BURGUNDY VELOUR
FC1	PRECAST PANEL CUSTOM FINISH - MCI-224-AL GOLD BUFF, MCI-224-SL GOLD BUFF, MCI-224-SM GOLD BUFF, MCI-224-SH GOLD BUFF
FS1	FIBER CEMENT SIDING - HARDIE PLANK SMOOTH NIGHT GRAY
FP1	FIBER CEMENT PANEL - HARDIE PANEL SMOOTH MOUNTAIN SAGE
FP2	FIBER CEMENT PANEL - HARDIE PANEL SMOOTH NIGHT GRAY
WP1	FIBER CEMENT WOOD LOOK PANEL - HARDIE WOODTONE RUSTIC SERIES WINCHESTER BROWN



10 D5502 COURTYARD ELEVATION
1/16" = 1'-0"



9 D5502 COURTYARD ELEVATION
1/16" = 1'-0"



8 D5502 COURTYARD ELEVATION
1/16" = 1'-0"



7 D5502 COURTYARD ELEVATION
1/16" = 1'-0"



6 D5502 COURTYARD ELEVATION
1/16" = 1'-0"



5 D5502 COURTYARD ELEVATION
1/16" = 1'-0"



4 D5502 EAST ELEVATION
1/16" = 1'-0"



2 D5502 WEST ELEVATION



3 D5502 NORTH ELEVATION
1/16" = 1'-0"



1 D5502 SOUTH ELEVATION

1/16" EXTERIOR ELEVATIONS

REVISED: 21 NOV 2025

DS502

ARCHITECTURE



1/16" AXONOMETRIC

REVISED: 21 NOV 2025

DS503

ARCHITECTURE



HarborChase of Schaumburg | Development Review Set

2400 Progress Parkway, Schaumburg, IL

1/16" AXONOMETRIC

REVISED: 21 NOV 2025

DS504

ARCHITECTURE



HarborChase of Schaumburg | Development Review Set

2400 Progress Parkway, Schaumburg, IL

EXTERIOR PERSPECTIVE - ENTRY DRIVE

REVISED: 21 NOV 2025

DS700



EXTERIOR PERSPECTIVE -COMMONS PORTE COCHERE





HarborChase of Schaumburg | Development Review Set

2400 Progress Parkway, Schaumburg, IL

EXTERIOR PERSPECTIVE - VIEW FROM THE POND

REVISED: 21 NOV 2025

DS703

ARCHITECTURE



EXTERIOR PERSPECTIVE - ASSISTED LIVING COURTYARD

REVISED: 21 NOV 2025

DS704

ARCHITECTURE



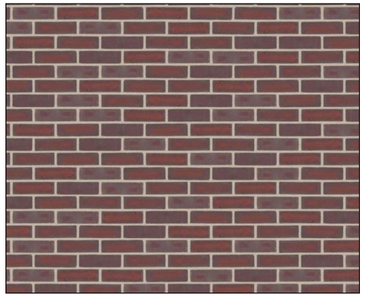
EXTERIOR MATERIAL BOARD



MOUNTAIN SAGE
FIBER CEMENT PANEL (FP1)



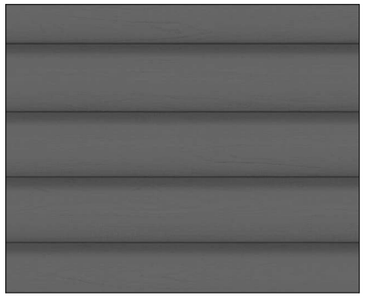
NIGHT GRAY
FIBER CEMENT PANEL(FP1)



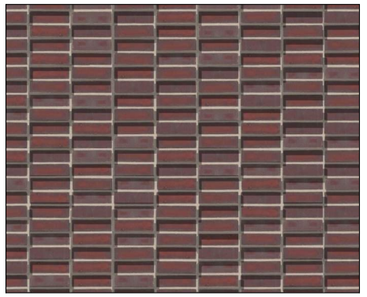
BRICK



PRECAST PANEL
FINISH (PC1)



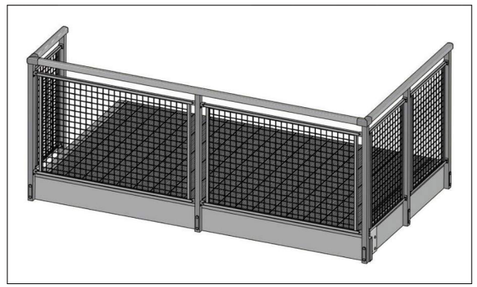
NIGHT GRAY
FIBER CEMENT LAP SIDING(FS1)



BRICK



WOOD LOOK
FIBER CEMENT PANEL(WP1)

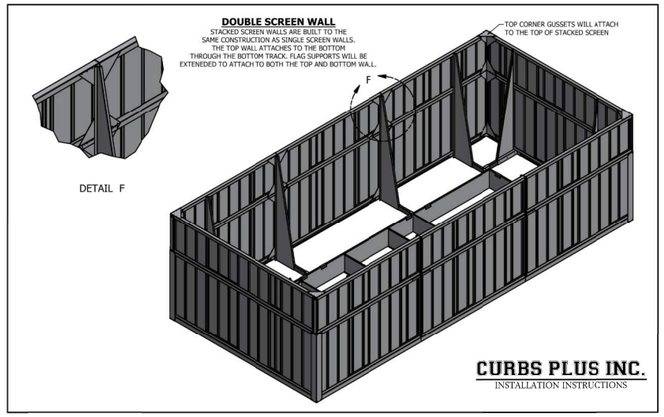


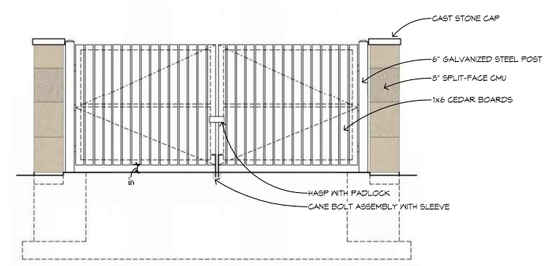
BALCONIES - IRON FINISH



ROOFTOP EQUIPMENT ENCLOSURE AT COMMONS ROOF

NOT TO SCALE





TRASH ENCLOSURE ELEVATION

2 / DS800

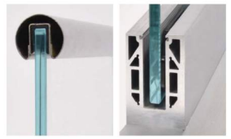
1/4" = 1'-0"

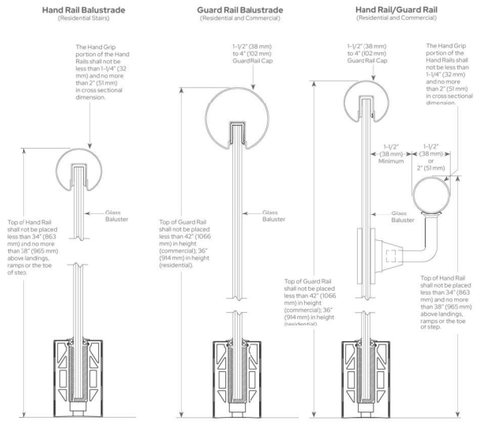
CRL GRS Glass Rail Glazing Systems

CRL Balustrades, Guard Rails, and Hand Rails

Not all CRL Glass Rail Systems and materials are suitable for each project specification and safety requirement. Since most building codes make clear the difference between Hand Rails and Guard Rails you should consult the local code. Normally Hand Rails are noted as used for guidance and suppor:, while Guard Rails are intended to prevent accidental falls.

Typically, Hand Rail heights range between 34" (863 mm) and 38" (965 mm), while Guard Rails are typically 42" (1066 mm) in height. It is sometimes noted in the code that the Guard Rail must include a Hand Rail as well. Again, check your local codes before beginning any Hand Rail or Guard Rail project.





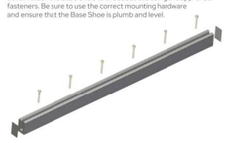
CRL GRS Glass Rail Glazing Systems



Basic Installation Instructions

1. Glass Railing Base Shoe Installation

Lay out the Base Shoe stock lengths or pre-fabricated shoe sections. Attach the Base Shoe to the substrate using the approved fasteners. Be sure to use the correct mounting hadware and ensure thut the Base Shoe is plumb and level.



2. Glass Panel Installation

There are two ways of installing the glass panelsinto the Base Shoe, CRL's Dry Glazed Method and CRL's Wet GlazedMethod. For Dry Glazed applications the TAPER-LOC® Tapers will self center the glass panels. The TLK12 Installation /Removal tool mechanically slides the tapers horizontally in the Base Shoe and compresses them together. During installation for Wet Glazed applications remember to plumb and level the glass panels in the Shoe before pouring the expanding cement.



3. Top Cap and Hand Rail Installation

Position the Top Cap and Hand Rail stock lengths or pre-fabricatec sections. Install the Top Cap with the supplied vinyl insert and structural silicone. This will help align the glass panels during installation. After the Top Cap has been completed, install the optional glass mounted Hand Rail Brackets along with the optional Hand Rail, align and position the Hand Rail as required before mechanically attaching in place.



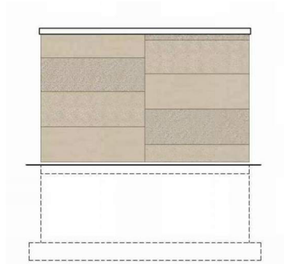
4. Complete

With proper care and maintenance the appearance of your GRS Glass Railing System will last for years. Go to crlaurence.com for Care and Cleaning Instructions.



GLASS RAILING FOR UNITS AT CORNER OF ALGONQUIN AND PROGRESS PARKWAY

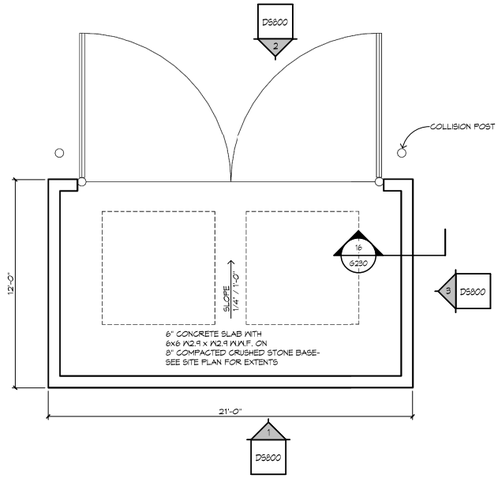
NOT TO SCALE



TRASH ENCLOSURE ELEVATION

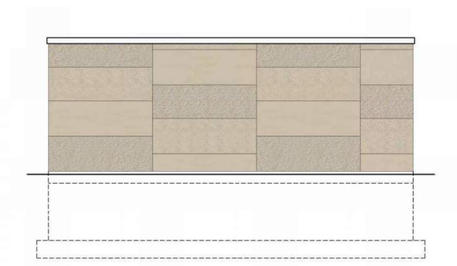
3 / DS800

1/4" = 1'-0"



TRASH ENCLOSURE PLAN

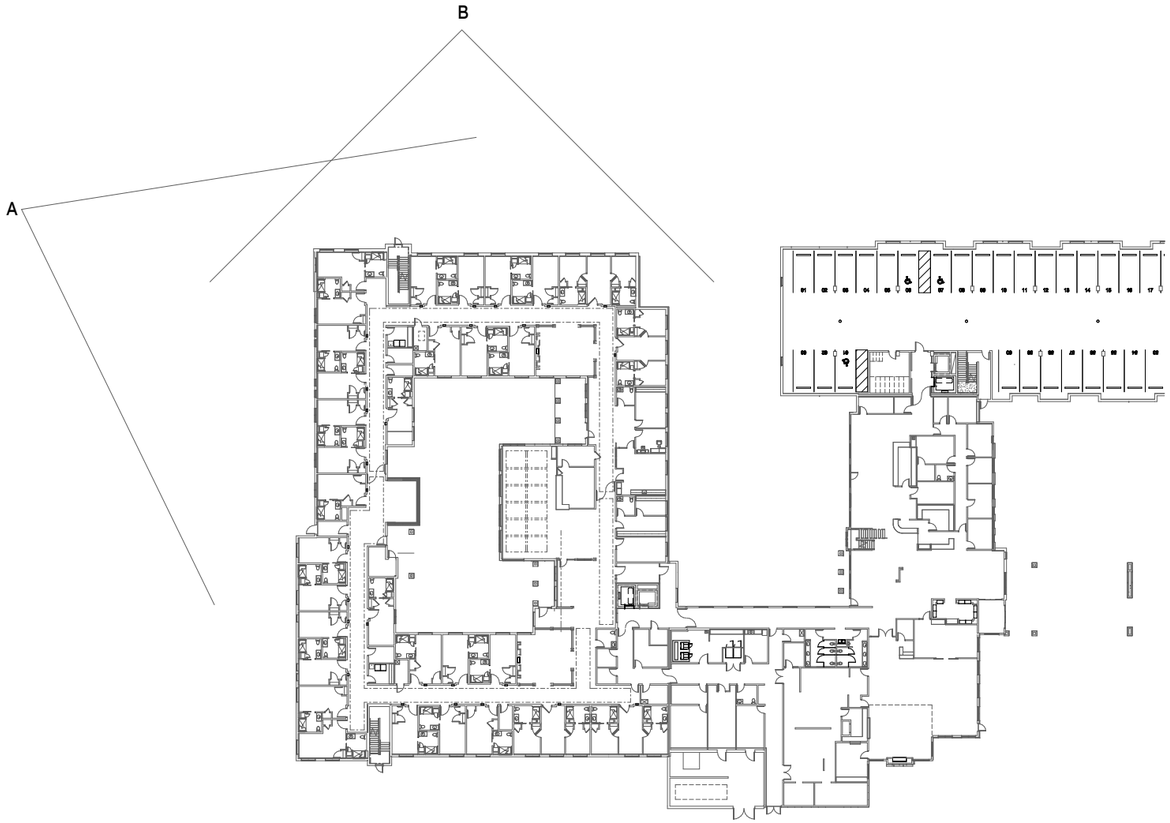
1/4" = 1'-0"



TRASH ENCLOSURE ELEVATION

1 / DS800

1/4" = 1'-0"

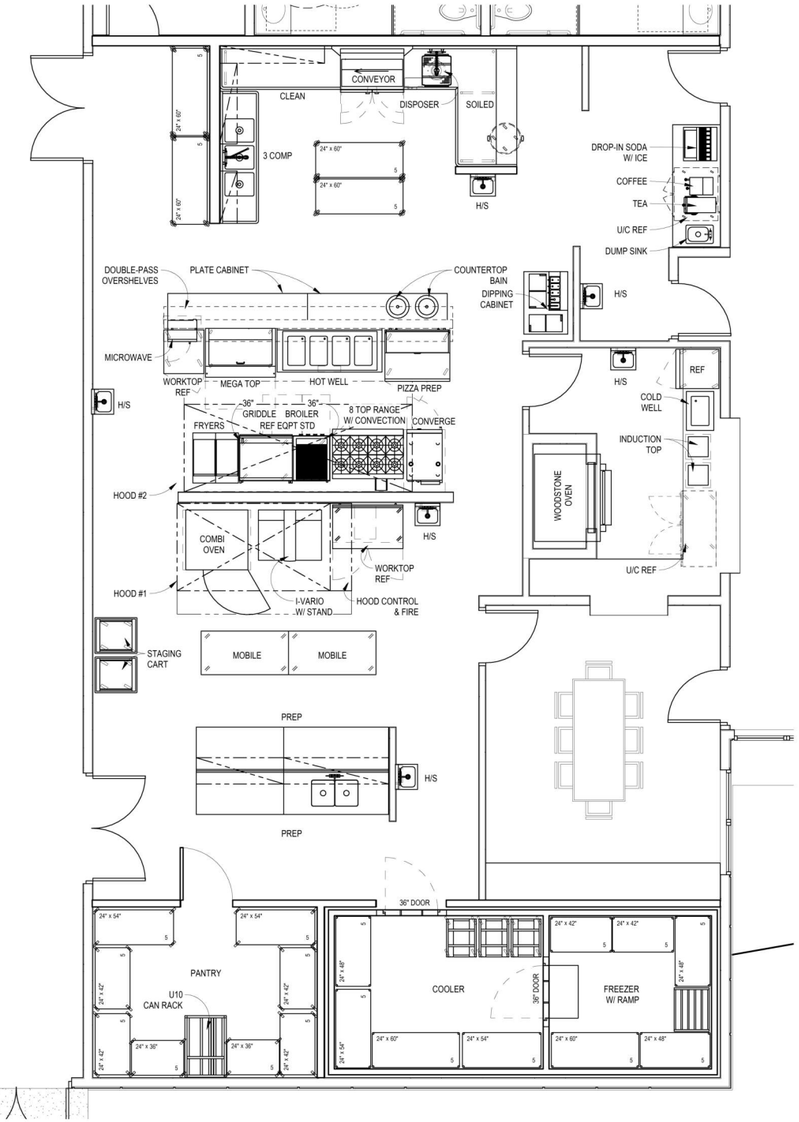




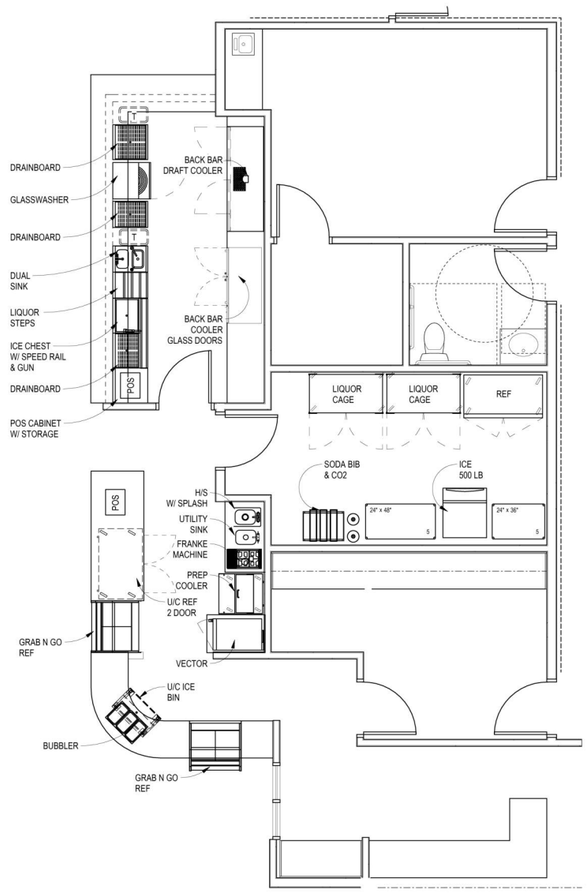
B. EYE LEVEL (5'-0") FRONT VIEW FROM ALGONQUIN



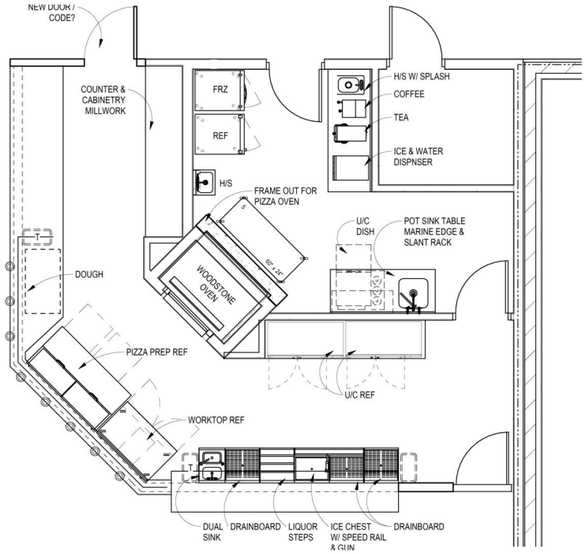
A. EYE LEVEL (5'-0") SIDE VIEW FROM ALGONQUIN



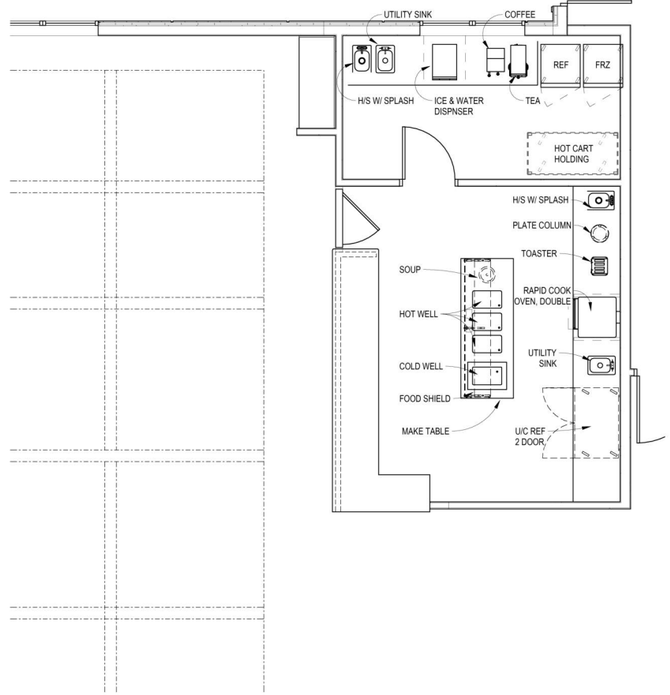
2 FOODSERVICE EQUIPMENT PLAN - FIRST FLOOR KITCHEN
1/4" = 1'-0"



1 FOODSERVICE EQUIPMENT PLAN - FIRST FLOOR KITCHEN BISTRO BAR
1/4" = 1'-0"



4 FOODSERVICE EQUIPMENT PLAN - SECOND FLOOR
1/4" = 1'-0"



3 FOODSERVICE EQUIPMENT PLAN - FIRST FLOOR MEMORY CARE
1/4" = 1'-0"

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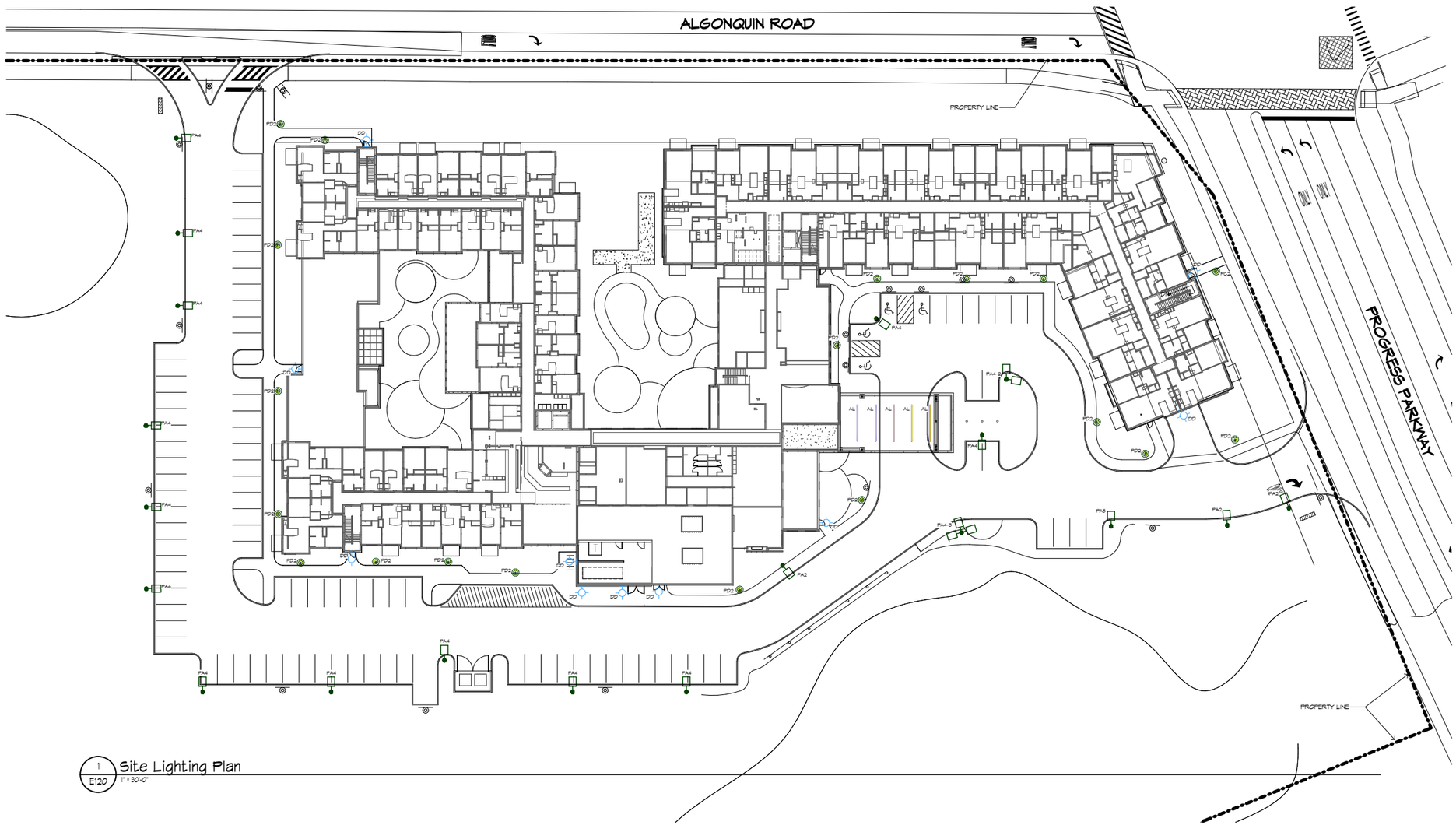
FOODSERVICE PLANS

REVISED: 21 NOV 2025

FS100

ARCHITECTURE



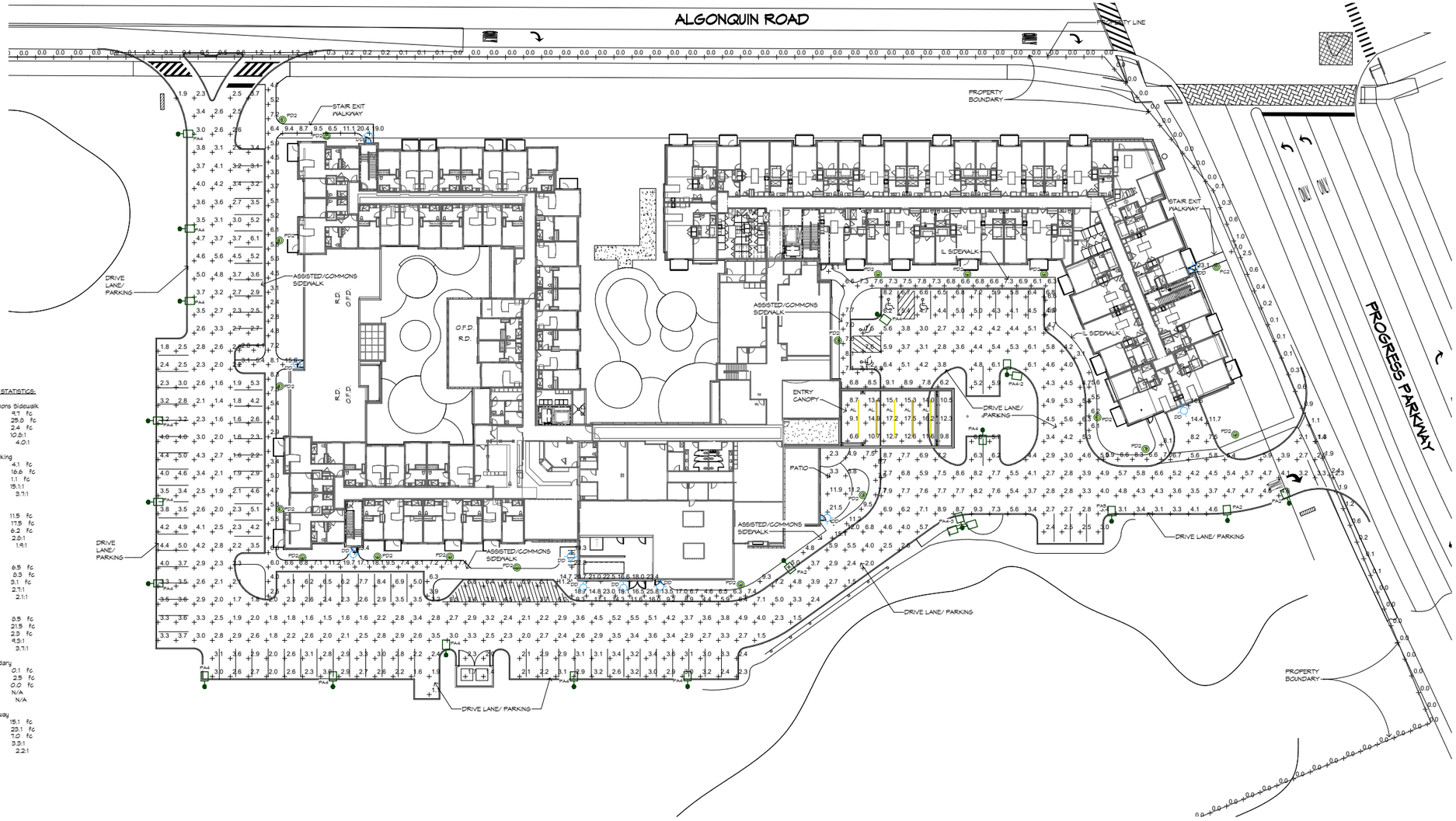
1 E120 Site Lighting Plan
1" = 30'-0"

NOTES:
- ALL LIGHT POLES SHALL BE LOCATED AT LEAST 3.0 FEET FROM BACK OF CURB

ELECTRICAL SYMBOLS

- RECESSED FIXTURE
- POST TOP FIXTURE
- WALL MOUNTED FIXTURE
- SITE POLE MOUNTED FIXTURE

0 15 30 60



PHOTOMETRIC STATISTICS:

Assisted/Commons Sidewalk		
Average	9.7	fc
Maximum	25.0	fc
Minimum	2.4	fc
Max/Min	10.4:1	
Average/Min	4.0:1	
Drive Lane/Parking		
Average	4.1	fc
Maximum	16.6	fc
Minimum	1.1	fc
Max/Min	15.1:1	
Average/Min	3.7:1	
Entry Canopy		
Average	11.5	fc
Maximum	17.5	fc
Minimum	6.2	fc
Max/Min	2.8:1	
Average/Min	1.4:1	
IL Sidewalk		
Average	6.5	fc
Maximum	8.3	fc
Minimum	5.1	fc
Max/Min	1.7:1	
Average/Min	1.1:1	
Patio		
Average	9.5	fc
Maximum	21.5	fc
Minimum	2.3	fc
Max/Min	9.3:1	
Average/Min	3.7:1	
Property Boundary		
Average	0.1	fc
Maximum	2.5	fc
Minimum	0.0	fc
Max/Min	N/A	
Average/Min	N/A	
Stair Exit Walkway		
Average	15.1	fc
Maximum	23.1	fc
Minimum	7.0	fc
Max/Min	3.3:1	
Average/Min	2.2:1	

1 E130 Site Photometric Plan
1" = 30'-0"

LIGHT FIXTURE SCHEDULE								
TYPE MARK	WATTAGE	LUMENS	DESCRIPTION	LIGHT LOSS FACTOR	IES FILE	ARM LENGTH	TILT	LIGHT MOUNTING HEIGHT
AL	95 W	7500 lm	20' LINEAR - CANOPY	1.00	FSM2L-FL-375LF-35K-WH-4FT.ies	0 IN	0	19'-8"
DD	25 W	2072 lm	EXTERIOR WALL PATCK - TYPE IV	1.00	EDGE-4M-E_EDITABLE.ies	0 IN	0	8.5'
PA2	130 W	12258 lm	AREA/ROADWAY LUMINARE PARKING FIXTURE WITH TYPE II DISTRIBUTION 20'H STRAIGHT ALUMINUM POLE WITH 4" CONCRETE BASE STRAIGHT ALUMINUM POLE WITH CORROSION RESISTANT FINISH	1.00	EDGE-2M-E_EDITABLE.ies	9 IN	0	20'-4"
PA4	130 W	12258 lm	AREA/ROADWAY LUMINARE PARKING FIXTURE WITH TYPE IV DISTRIBUTION 20'H STRAIGHT ALUMINUM POLE WITH 4" CONCRETE BASE STRAIGHT ALUMINUM POLE WITH CORROSION RESISTANT FINISH	1.00	EDGE-4M-E_EDITABLE.ies	9 IN	0	20'-4"
PA4-2	260 W	24516 lm	AREA/ROADWAY LUMINARE - DUAL HEAD 98° APART PARKING FIXTURE WITH TYPE IV DISTRIBUTION 20'H STRAIGHT ALUMINUM POLE WITH 4" CONCRETE BASE STRAIGHT ALUMINUM POLE WITH CORROSION RESISTANT FINISH	1.00	EDGE-4M-E_EDITABLE.ies	9 IN	0	20'-4"
PA4-3	390 W	36774 lm	AREA/ROADWAY LUMINARE - THREE HEAD 90° APART PARKING FIXTURE WITH TYPE IV DISTRIBUTION 20'H STRAIGHT ALUMINUM POLE WITH 4" CONCRETE BASE STRAIGHT ALUMINUM POLE WITH CORROSION RESISTANT FINISH	1.00	EDGE-4M-E_EDITABLE.ies	9 IN	0	20'-4"
PA5	130 W	12895 lm	AREA/ROADWAY LUMINARE PARKING FIXTURE WITH TYPE V DISTRIBUTION 20'H STRAIGHT ALUMINUM POLE WITH 4" CONCRETE BASE STRAIGHT ALUMINUM POLE WITH CORROSION RESISTANT FINISH	1.00	EDGE-5M-E_EDITABLE.ies	9 IN	0	20'-4"
PC2	46 W	4143 lm	3.5'H x 9.5" DIA ROUND POST TOP TYPE II OPTICS	1.00	EDGE-2M-E_EDITABLE.ies	0 IN	0	3'-6"
PD2	66 W	5825 lm	15"H x 9.5" DIA ROUND POST TOP TYPE II OPTICS	1.00	EDGE-2M-E_EDITABLE.ies	0 IN	0	15'-1"

NOTES:
- ALL LIGHT POLES SHALL BE LOCATED AT LEAST 3.0 FEET FROM BACK OF CURB
- 0.0 FOOT ILLUMINANCE GRID ELEVATION
- ALL LIGHT POLE FOUNDATIONS TO BE NO HIGHER THAN 4" ABOVE GRADE

0 15 30 60

SITE PLAN PHOTOMETRICS

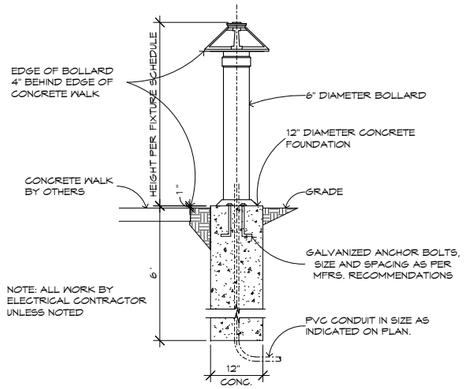
REVISED: 21 NOV 2025

E130

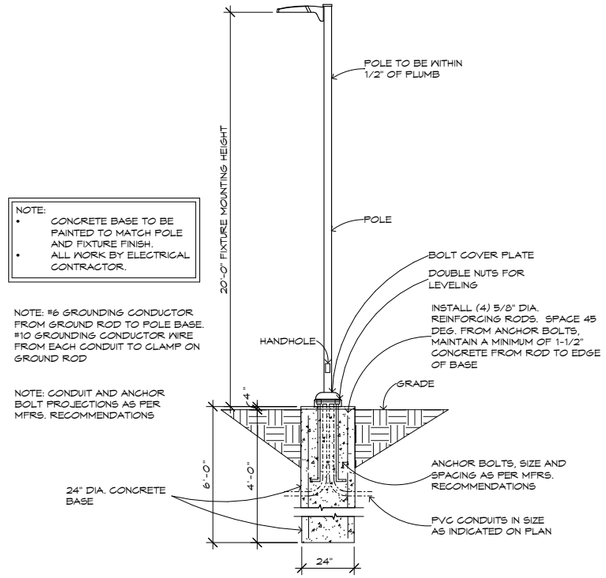
ARCHITECTURE

LIGHT FIXTURE SCHEDULE

TYPE MARK	LAMP QTY	WATTAGE	LUMENS	LAMP TYPE	COLOR TEMP	DESCRIPTION	MANUFACTURER	CATALOG NUMBER	VOLTAGE	LIGHT MOUNTING
AL	ARRAY	95 W	7500 lm	LED	3000 K	20' LINEAR - CANOPY	FOCAL POINT LIGHTING	FSM2LWL-FL-375LF-30K-1C-UNV-LD1-XFN-WH-20FT	120 V	CEILING
DD	ARRAY	25 W	2072 lm	LED	3000 K	EXTERIOR WALL PATCK - TYPE IV	CREE LIGHTING	SEC-EDG-4M-WM-02-E-UL-XX-350-30K	120 V	WALL 8.5' AFG
PA2	ARRAY	130 W	12258 lm	LED	3000 K	AREA/ROADWAY LUMINARE PARKING FIXTURE WITH TYPE II DISTRIBUTION 20'H STRAIGHT ALUMINUM POLE WITH 4" CONCRETE BASE STRAIGHT ALUMINUM POLE WITH CORROSION RESISTANT FINISH	CREE LIGHTING	ARE-EDG-2M-DA-12-E-UL-XX-350-PML2-30K	120 V	20' POLE
PA4	ARRAY	130 W	12258 lm	LED	3000 K	AREA/ROADWAY LUMINARE PARKING FIXTURE WITH TYPE II DISTRIBUTION 20'H STRAIGHT ALUMINUM POLE WITH 4" CONCRETE BASE STRAIGHT ALUMINUM POLE WITH CORROSION RESISTANT FINISH	CREE LIGHTING	ARE-EDG-4M-DA-12-E-UL-XX-350-PML2-30K	120 V	20' POLE
PA4-2	ARRAY	260 W	24516 lm	LED	3000 K	AREA/ROADWAY LUMINARE - DUAL HEAD 98° APART PARKING FIXTURE WITH TYPE IV DISTRIBUTION 20'H STRAIGHT ALUMINUM POLE WITH 4" CONCRETE BASE STRAIGHT ALUMINUM POLE WITH CORROSION RESISTANT FINISH	CREE LIGHTING	(2) ARE-EDG-4M-DA-12-E-UL-XX-350-PML2-30K	120 V	20' POLE
PA4-3	ARRAY	390 W	36774 lm	LED	3000 K	AREA/ROADWAY LUMINARE - THREE HEAD 90° APART PARKING FIXTURE WITH TYPE IV DISTRIBUTION 20'H STRAIGHT ALUMINUM POLE WITH 4" CONCRETE BASE STRAIGHT ALUMINUM POLE WITH CORROSION RESISTANT FINISH	CREE LIGHTING	(3) ARE-EDG-4M-DA-12-E-UL-XX-350-PML2-30K	120 V	20' POLE
PA5	ARRAY	130 W	12895 lm	LED	3000 K	AREA/ROADWAY LUMINARE PARKING FIXTURE WITH TYPE V DISTRIBUTION 20'H STRAIGHT ALUMINUM POLE WITH 4" CONCRETE BASE STRAIGHT ALUMINUM POLE WITH CORROSION RESISTANT FINISH	CREE LIGHTING	ARE-EDG-5M-DA-12-E-UL-XX-350-PML2-30K	120 V	20' POLE
PC2	ARRAY	46 W	4143 lm	LED	3000 K	3.5'H x 9.5" DIA ROUND POST TOP TYPE II OPTICS	CREE LIGHTING	ARE-EDR-2M-R5-04-E-UL-XX-350-30K	120 V	3.5' POLE
PD2	ARRAY	66 W	5825 lm	LED	3000 K	15"H x 9.5" DIA ROUND POST TOP TYPE II OPTICS	CREE LIGHTING	ARE-EDR-2MB-R5-06-E-UL-XX-350-30K	120 V	15' POLE



2 E200 POLE BASE DETAIL



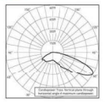
1 E200 POLE LIGHT DETAIL

THE EDGE® LED Area/Flood Luminaire

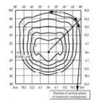
Photometry

All published luminaire photometric testing performed to IES LM-79 standards. To obtain an IES file specific to your project consult: http://creelighting.com/products/outdoor/area/cree-edge-series-1

4M



RESTL Test Report #: PL10270-001B
ARE-EDG-4M-**-GL-E-LL-525-40K
Initial Delivered Lumens: 10,483



ARE-EDG-4M-**-GL-E-UL-525-40K
Mounting Height: 25 FT Arm A.F.G.
Initial Delivered Lumens: 17,504
Initial FC at grade

Type IV Medium Distribution

	3000K		4000K		5000K		5700K		TRL	
LED Count (x10)	Initial Delivered Lumens*	BUG Ratings** Per TM-15-20	Initial Delivered Lumens*	BUG Ratings** Per TM-15-20	Initial Delivered Lumens*	BUG Ratings** Per TM-15-20	Initial Delivered Lumens*	BUG Ratings** Per TM-15-20	Initial Delivered Lumens*	BUG Ratings** Per TM-15-20
350mA										
02	2,072	B1 U0 G1	2,501	B1 U0 G1	1,902	B1 U0 G1	2,551	B1 U0 G1	816	B0 U0 G0
04	4,143	B1 U0 G1	5,003	B2 U0 G1	3,803	B1 U0 G1	5,102	B2 U0 G1	1,633	B1 U0 G1
06	6,144	B2 U0 G1	7,418	B2 U0 G2	5,640	B2 U0 G1	7,565	B2 U0 G2	2,421	B1 U0 G1
08	8,192	B2 U0 G2	9,891	B2 U0 G2	7,519	B2 U0 G2	10,087	B2 U0 G2	3,228	B1 U0 G1
10	10215	B2 U0 G2	12,334	B3 U0 G2	9,377	B2 U0 G2	12,578	B3 U0 G2	4,025	B1 U0 G1
12	12258	B2 U0 G2	14,801	B3 U0 G3	11,252	B3 U0 G2	15,094	B3 U0 G3	4,830	B1 U0 G1
14	14211	B3 U0 G3	17,158	B3 U0 G3	13,044	B3 U0 G2	17,498	B3 U0 G3	5,599	B2 U0 G2
16	16241	B3 U0 G3	19,609	B3 U0 G3	14,908	B3 U0 G3	19,998	B4 U0 G3	6,399	B2 U0 G2
525mA										
02	2,143	B1 U0 G1	3,550	B1 U0 G1	2,702	B1 U0 G1	3,624	B1 U0 G1		N/A
04	5,886	B2 U0 G1	7,099	B2 U0 G2	5,403	B2 U0 G2	7,248	B2 U0 G2		N/A
06	8,729	B2 U0 G2	10,527	B3 U0 G2	8,012	B2 U0 G2	10,748	B3 U0 G3		N/A
08	11,638	B3 U0 G2	14,037	B3 U0 G3	10,683	B3 U0 G3	14,331	B3 U0 G3		N/A
10	14,513	B3 U0 G3	17,504	B3 U0 G3	13,322	B3 U0 G3	17,870	B3 U0 G3		N/A
12	17,415	B3 U0 G3	21,004	B4 U0 G4	15,986	B3 U0 G3	21,444	B4 U0 G4		N/A
14	20,189	B4 U0 G3	24,350	B4 U0 G4	18,532	B3 U0 G3	24,860	B4 U0 G4		N/A
16	23,074	B4 U0 G3	27,828	B4 U0 G4	21,179	B4 U0 G4	28,411	B4 U0 G4		N/A
700mA										
02	3,072	B1 U0 G1	4,189	B1 U0 G1	3,187	B1 U0 G1	4,275	B1 U0 G1		N/A
04	6,143	B2 U0 G1	8,379	B2 U0 G2	6,373	B2 U0 G1	8,549	B2 U0 G2		N/A
06	10,296	B3 U0 G2	12,425	B3 U0 G3	9,451	B3 U0 G2	12,678	B3 U0 G3		N/A

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf.

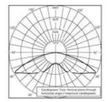
CREE LIGHTING

THE EDGE® LED Area/Flood Luminaire

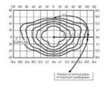
Photometry

All published luminaire photometric testing performed to IES LM-79 standards. To obtain an IES file specific to your project consult: http://creelighting.com/products/outdoor/area/cree-edge-series-1

2M



RESTL Test Report #: PL10270-004B
ARE-EDG-2M-**-GL-525-40K
Initial Delivered Lumens: 10,053



ARE-EDG-2M-**-10-E-UL-525-40K
Mounting Height: 25 FT Arm A.F.G.
Initial Delivered Lumens: 17,504
Initial FC at grade

Type II Medium Distribution

	3098K		4000K		5000K		5700K		TRL	
LED Count (x10)	Initial Delivered Lumens*	BUG Ratings** Per TM-15-20	Initial Delivered Lumens*	BUG Ratings** Per TM-15-20	Initial Delivered Lumens*	BUG Ratings** Per TM-15-20	Initial Delivered Lumens*	BUG Ratings** Per TM-15-20	Initial Delivered Lumens*	BUG Ratings** Per TM-15-20
350mA										
02	2,072	B1 U0 G1	2,501	B1 U0 G1	1,902	B1 U0 G1	2,551	B1 U0 G1	316	B0 U0 G0
04	4,143	B2 U0 G1	5,003	B2 U0 G2	3,803	B1 U0 G1	5,102	B2 U0 G2	1,633	B1 U0 G1
06	6,144	B2 U0 G2	7,418	B2 U0 G2	5,640	B2 U0 G2	7,565	B2 U0 G2	2,421	B1 U0 G1
08	8,192	B2 U0 G2	9,891	B2 U0 G2	7,519	B2 U0 G2	10,087	B2 U0 G2	3,228	B1 U0 G1
10	10215	B3 U0 G2	12,334	B3 U0 G2	9,377	B3 U0 G2	12,578	B3 U0 G3	4,025	B2 U0 G1
12	12258	B3 U0 G3	14,801	B3 U0 G3	11,252	B3 U0 G3	15,094	B3 U0 G3	4,830	B2 U0 G2
14	14,211	B3 U0 G3	17,158	B3 U0 G3	13,044	B3 U0 G3	17,498	B3 U0 G3	5,599	B2 U0 G2
16	16,241	B3 U0 G3	19,609	B3 U0 G3	14,908	B3 U0 G3	19,998	B4 U0 G3	6,399	B2 U0 G2
525mA										
02	2,143	B1 U0 G1	3,550	B1 U0 G1	2,702	B1 U0 G1	3,624	B1 U0 G1		N/A
04	5,886	B2 U0 G2	7,099	B2 U0 G2	5,403	B2 U0 G2	7,248	B2 U0 G2		N/A
06	8,729	B3 U0 G3	10,527	B3 U0 G3	8,012	B2 U0 G2	10,748	B3 U0 G3		N/A
08	11,638	B3 U0 G3	14,037	B3 U0 G3	10,683	B3 U0 G3	14,331	B3 U0 G3		N/A
10	14,513	B3 U0 G3	17,504	B3 U0 G3	13,322	B3 U0 G3	17,870	B3 U0 G3		N/A
12	17,415	B3 U0 G3	21,004	B4 U0 G4	15,986	B3 U0 G3	21,444	B4 U0 G4		N/A
14	20,189	B4 U0 G3	24,350	B4 U0 G4	18,532	B3 U0 G3	24,860	B4 U0 G4		N/A
16	23,074	B4 U0 G4	27,828	B4 U0 G4	21,179	B4 U0 G4	28,411	B4 U0 G4		N/A
700mA										
02	3,072	B1 U0 G1	4,189	B2 U0 G1	3,187	B1 U0 G1	4,275	B2 U0 G2		N/A
04	6,143	B2 U0 G2	8,379	B2 U0 G2	6,373	B2 U0 G2	8,549	B3 U0 G3		N/A
06	10,296	B3 U0 G3	12,425	B3 U0 G3	9,451	B3 U0 G3	12,678	B3 U0 G3		N/A

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf.

CREE LIGHTING

THE EDGE® LED Area/Flood Luminaire

Product Specifications

CONSTRUCTION & MATERIALS

- Slim, low profile, minimizing wind load requirements
- Luminaire sides are rugged die cast aluminum with integral, weathertight LED driver compartment and high performance heat sinks
- DA and DL mount utilizes convenient interlocking mounting method. Mounting is rugged die cast aluminum, mounts to 3-6" (76-152mm) square or round pole and secures to pole with 5/16-18 UNC bolts spaced on 2" (51mm) centers
- AA and SA mounts are rugged die cast aluminum and mount to 2" (51mm) IP, 2.375" (60mm) O.D. tenons
- Includes leaf/debris guard
- Exclusive Colorfast DeltaGuard® finish features an E-Coat epoxy primer with an ultra-durable powder topcoat, providing excellent resistance to corrosion, ultraviolet degradation and abrasion. Black, bronze, silver, and white are available
- **Weight:** See Dimensions and Weight Charts on pages 1 and 22

ELECTRICAL SYSTEM

- **Input Voltage:** 120-277V or 347-480V, 50/60Hz, Class 1 drivers
- **Power Factor:** > 0.9 at full load
- **Total Harmonic Distortion:** < 20% at full load
- DA and DL mounts designed with integral weathertight electrical box with terminal strips (12Ga-20Ga) for easy power hookup
- Integral 10kV/3kA surge suppression protection standard
- When code dictates fusing, a slow blow fuse or type C/D breaker should be used to address inrush current
- **Maximum 10V Source Current:** 20 LED (350mA): 10mA; 20 LED (525 & 700mA) and 40-80 LED: 0.15mA; 100-160 LED: 0.30mA

REGULATORY & VOLUNTARY QUALIFICATIONS

- cULus Listed
- Suitable for wet locations
- Enclosure rated IP66 per IEC 60529 when ordered without P or R options
- Consult factory for CE Certified products
- ANSI C136.2 10kV/3kA surge protection, tested in accordance with IEEE/ ANSI C62.41.2
- Meets FCC Part 15, Subpart B, Class A limits for conducted and radiated emissions
- Luminaire and finish endurance tested to withstand 5,000 hours of elevated ambient salt fog conditions as defined in ASTM Standard B 117
- RoHS compliant. Consult factory for additional details
- Assembled in the USA by Cree Lighting from US and imported parts
- Some configurations meet requirements of BAA and/or BABA. Consult factory when needed for a project: www.creelighting.com/BAA-BABA

CA RESIDENTS WARNING: Cancer and Reproductive Harm – www.p65warnings.ca.gov.

Electrical Data*

LED Count (x10)	CCT	System Watts 120-480V	Total Current (A) 120V	208V	240V	277V	347V	480V
350mA								
02	30K/40K/50K/57K	25	0.21	0.13	0.11	0.10	0.08	0.07
	TRL	19	0.16	0.09	0.08	0.07	0.05	0.04
04	30K/40K/50K/57K	46	0.36	0.23	0.21	0.20	0.15	0.12
	TRL	35	0.29	0.17	0.15	0.13	0.10	0.07
06	30K/40K/50K/57K	66	0.52	0.31	0.28	0.26	0.20	0.15
	TRL	50	0.41	0.24	0.21	0.18	0.14	0.10
08	30K/40K/50K/57K	90	0.75	0.44	0.38	0.34	0.26	0.20
	TRL	68	0.57	0.33	0.28	0.25	0.20	0.14
10	30K/40K/50K/57K	110	0.92	0.53	0.47	0.41	0.32	0.24
	TRL	83	0.69	0.40	0.35	0.30	0.24	0.17
12	30K/40K/50K/57K	130	1.10	0.63	0.55	0.48	0.38	0.28
	TRL	99	0.82	0.48	0.41	0.36	0.28	0.21
14	30K/40K/50K/57K	158	1.32	0.77	0.68	0.62	0.47	0.35
	TRL	120	1.00	0.58	0.50	0.43	0.34	0.25
16	30K/40K/50K/57K	179	1.49	0.87	0.77	0.68	0.53	0.39
	TRL	136	1.13	0.65	0.57	0.49	0.39	0.28
525mA								
02	30K/40K/50K/57K	37	0.30	0.19	0.17	0.16	0.12	0.10
04	30K/40K/50K/57K	70	0.58	0.34	0.31	0.28	0.21	0.16
06	30K/40K/50K/57K	101	0.84	0.49	0.43	0.38	0.30	0.22
08	30K/40K/50K/57K	133	1.13	0.66	0.58	0.51	0.39	0.28
10	30K/40K/50K/57K	171	1.43	0.83	0.74	0.66	0.50	0.38
12	30K/40K/50K/57K	202	1.69	0.98	0.86	0.77	0.59	0.44
14	30K/40K/50K/57K	232	1.94	1.12	0.98	0.87	0.68	0.50
16	30K/40K/50K/57K	263	2.21	1.27	1.11	0.97	0.77	0.56
700mA								
02	30K/40K/50K/57K	50	0.41	0.25	0.22	0.20	0.15	0.12
04	30K/40K/50K/57K	93	0.78	0.46	0.40	0.36	0.27	0.20
06	30K/40K/50K/57K	134	1.14	0.65	0.57	0.50	0.39	0.29

* Electrical data at 25°C (77°F). Actual wattage may differ by +/- 10% when operating between 120-277V or 347-480V +/- 10%

THE EDGE® Series Ambient Adjusted Lumen Maintenance¹

Ambient	CCT	Initial LMF²	25K hr Reported² LMF	50K hr Reported² LMF	75K hr Reported²/ Extrapolated³ LMF	100K hr Extrapolated³ LMF
5°C (41°F)	30K/40K/50K/57K	1.04	1.03	1.03	1.03⁺	1.03
	TRL	1.04	1.04	1.04	1.04⁺	1.04
10°C (50°F)	30K/40K/50K/57K	1.03	1.02	1.02	1.02⁺	1.02
	TRL	1.04	1.04	1.04	1.04⁺	1.04
15°C (59°F)	30K/40K/50K/57K	1.02	1.01	1.01	1.01⁺	1.01
	TRL	1.03	1.03	1.03	1.03⁺	1.03
20°C (68°F)	30K/40K/50K/57K	1.01	0.99	0.99	0.99⁺	0.99
	TRL	1.01	1.01	1.01	1.01⁺	1.01
25°C (77°F)	30K/40K/50K/57K	1.00	0.98	0.98	0.98⁺	0.98
	TRL	1.00	1.00	1.00	1.00⁺	1.00

¹ Lumen maintenance values at 25°C (77°F) are calculated per IES TM-21 based on IES LM-80 report data for the LED package and in-situ luminaire testing. Luminaire ambient temperature factors (LATF) have been applied to all lumen maintenance factors. Please refer to the Temperature Zone Reference Document for outdoor average nighttime ambient conditions.
² In accordance with IES TM-21, Reported values represent interpolated values based on time durations that are up to six times the tested duration in the IES LM-80 report for the LED.
³ Estimated values are calculated and represent time durations that exceed the six test duration of the LED.

CREE LIGHTING

THE EDGE® Series

LED Area/Flood Luminaire

PA2, PA4, PA4-2, PA5RR

Rev. Date: V14 06/24/2024

Product Description

THE EDGE® Series has a slim, low profile design, for rugged cast aluminum heat sinks. Various wind load requirements and features an integral, weathertight LED driver compartment and high performance aluminum heat sinks. Various mounting choices: Adjustable Arm, Direct Arm, Direct Arm Long, or Side Arm (details on page 2). Includes a leaf/debris guard.
Applications: Parking lots, walkways, campuses, car dealerships, office complexes, and internal roadways.

Performance Summary

Patented NanoOptic® Product Technology

Assembled in the USA by Cree Lighting from US and imported parts

Initial Delivered Lumens: Up to 33,946 lumens

Input Power: 19 - 263 Watts

CRI: Minimum 70 CRI (4000K & 5700K), 80 CRI (3000K), 90 CRI (5000K)

CCT: Turtle Friendly Amber, 3000K (+/- 300K), 4000K (+/- 300K), 5000K (+/- 500K), 5700K (+/- 500K) standard

Limited Warranty*: 10 years for luminaire/10 years for Colorfast DeltaGuard® finish/5 years for PML sensors[1] year on accessories

* See https://www.creelighting.com/resources/warranties/ for warranty terms

Accessories

Field-Installed

Bird Spikes
AA-BRDSPK

Hand-Held Remote
AA-SENSREM
- For successful implementation of the programmable multi-level option, a minimum of one hand-held remote is required

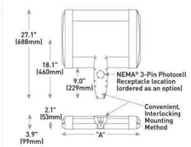
Backlight Control Shields
SA-2080/E-6
SA-2080/E-8
- Engraved stainless steel

Shorting Cap
SA-XSLSHRT

NEMA® 3-Pin Photocell
E-ACC-A-PCELL-NEMA3-LV
- On/off functionality only
- Available with UL voltage only

DA Mount



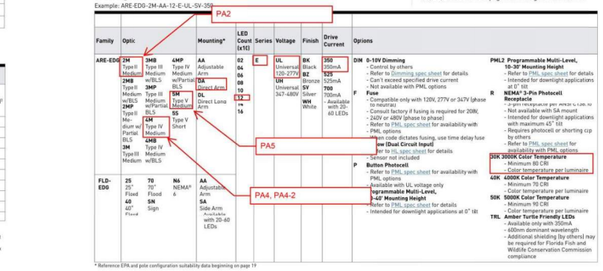


LED Count (x10)	Dim. "A"	Weight
02	12.1" (306mm)	21 lbs. (10kg)
04	12.1" (306mm)	24 lbs. (11kg)
06	14.1" (357mm)	27 lbs. (12kg)
08	16.1" (408mm)	28 lbs. (13kg)
10	18.1" (459mm)	32 lbs. (15kg)
12	20.1" (510mm)	34 lbs. (15kg)
14	22.1" (560mm)	37 lbs. (17kg)
16	24.1" (611mm)	41 lbs. (19kg)

AA/DL/SA Mount - see page 22 for weight & dimensions

Ordering Information

Example: ARE-EDG-2M-AA-12-E-UL-SV-350



Family	Optic			Mounting*		LED Count (x10)	Series	Voltage	Finish	Drive Current	Options	
ARE-EDG-	2M	Type II Medium	3MB	Type III Medium w/BLS	4MP	Type IV Medium w/Partial BLS	AA	Adjustable Arm	02 04 06 08 10 12 14 16	E	UL Universal 120-277V	BK Black BZ Bronze SV Silver WH White	350 350mA 525 525mA 700 700mA - Available with 20-40 LEDs	DIM 0-10V Dimming - Control by others - Refer to PML spec sheet for details - Can't exceed specified drive current - Not available with PML options
	2MB	Type II Medium w/BLS	3MP	Type III Medium w/Partial BLS	5M	Type V Medium	DA	Direct Arm			UN Universal: 347-480V			F Fuse - Compatible only with 120V, 277V or 347V (phase to neutral) - Consult factory if fusing is required for 208V, 240V or 480V (phase to phase) - Refer to PML spec sheet for availability with PML options - When code dictates fusing, use time delay fuse
	2M	Type II Medium	4M	Type IV Medium	5MP	Type V Medium w/BLS	DL	Direct Long Arm						
	2MP	Type II Medium w/Partial BLS	4MB	Type IV Medium w/BLS	5S	Type V Short								R Low (Dual Circuit Input) - Refer to HL spec sheet for details
	3M	Type III Medium	4MB	Type IV Medium w/BLS										P Button Photocell - Refer to PML spec sheet for availability with PML options - Available with UL voltage only
FLD-EDG	25	25° Flood	70	70° Flood	N6	NEMA® 6	AA	Adjustable Arm						PHL2 Programmable Multi-Level, 10-30' Mounting Height - Refer to PML spec sheet for details - Intended for downlight applications with maximum 45° tilt
	40	40° Flood	SN	Sign			SA	Side Arm Available with 20-40 LEDs						R NEMA® 3-Pin Photocell Receptacle - Refer to PML spec sheet for details - Not available with SA mount - Intended for downlight applications with maximum 45° tilt - Requires photocell or shorting cap by others - Refer to PML spec sheet for availability with PML options
														30K 3000K Color Temperature - Minimum 80 CRI - Color temperature per luminaire
														40K 4000K Color Temperature - Minimum 70 CRI - Color temperature per luminaire
														50K 5000K Color Temperature - Minimum 90 CRI - Color temperature per luminaire
														TRL Amber Turtle Friendly LEDs - Available only with 350mA - 600nm dominant wavelength - Additional shielding (by others) may be required for Florida Fish and Wildlife Conservation Commission compliance

* Reference EPA and pole configuration suitability data beginning on page 19

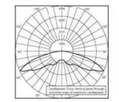
CREE LIGHTING

THE EDGE® LED Area/Flood Luminaire

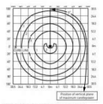
Photometry

All published luminaire photometric testing performed to IES LM-79 standards. To obtain an IES file specific to your project consult: http://creelighting.com/products/outdoor/area/cree-edge-series-1

5M



RESTL Test Report #: PL09385-001
ARE-EDG-5M-**-Gs-E-UL-700-40K
Initial Delivered Lumens: 13,136



ARE-EDG-5M-**-10-E-UL-525-40K
Mounting Height: 25' (7.6m) A.F.G.
Initial Delivered Lumens: 19,413
Initial FC at grade

Type V Medium Distribution

	3000K		4000K		5000K		5700K		TRL	
LED Count (x10)	Initial Delivered Lumens*	BUG Ratings** Per TM-15-20	Initial Delivered Lumens*	BUG Ratings** Per TM-15-20	Initial Delivered Lumens*	BUG Ratings** Per TM-15-20	Initial Delivered Lumens*	BUG Ratings** Per TM-15-20	Initial Delivered Lumens*	BUG Ratings** Per TM-15-20
350mA										
02	2,179	B2 U0 G1	2,631	B2 U0 G1	2,000	B1 U0 G1	2,683	B2 U0 G1	859	B1 U0 G1
04	4,358	B3 U0 G1	5,262	B3 U0 G1	4,001	B2 U0 G1	5,367	B3 U0 G1	1,717	B1 U0 G1
06	6,663	B3 U0 G1	7,804	B3 U0 G2	5,932	B3 U0 G1	7,958	B3 U0 G2	2,547	B2 U0 G1
08	8,617	B3 U0 G2	10,405	B4 U0 G2	7,910	B3 U0 G2	10,611	B4 U0 G2	3,395	B2 U0 G1
10	10,744	B4 U0 G2	12,975	B4 U0 G2	9,864	B3 U0 G2	13,232	B4 U0 G2	4,234	B3 U0 G1
12	12,895	B4 U0 G2	15,573	B4 U0 G3	11,836	B4 U0 G2	15,878	B4 U0 G3	5,081	B3 U0 G1
14	14,949	B4 U0 G3	18,060	B4 U0 G3	13,722	B4 U0 G2	18,407	B4 U0 G3	5,890	B3 U0 G1
16	17,085	B4 U0 G3	20,628	B5 U0 G3	15,682	B4 U0 G3	21,037	B5 U0 G3	6,732	B3 U0 G2
525mA										
02	3,096	B2 U0 G1	3,736	B3 U0 G1	2,842	B2 U0 G1	3,812	B3 U0 G1		N/A
04	6,192	B3 U0 G1	7,468	B3 U0 G2	5,684	B3 U0 G1	7,625	B3 U0 G2		N/A
06	9,182	B3 U0 G2	11,076	B4 U0 G2	8,428	B3 U0 G2	11,306	B4 U0 G2		N/A
08	12,243	B4 U0 G2	14,766	B4 U0 G2	11,238	B4 U0 G2	15,075	B4 U0 G3		N/A
10	15,267	B4 U0 G3	18,413	B4 U0 G3	14,014	B4 U0 G2	18,799	B4 U0 G3		N/A
12	18,320	B4 U0 G3	22,095	B5 U0 G3	16,816	B4 U0 G3	22,558	B5 U0 G3		N/A
14	21,238	B5 U0 G3	25,615	B5 U0 G3	19,495	B4 U0 G3	26,151	B5 U0 G3		N/A
16	24,272	B5 U0 G3	29,274	B5 U0 G3	22,280	B5 U0 G3	29,867	B5 U0 G3		N/A
700mA										
02	3,652	B3 U0 G1	4,407	B3 U0 G1	3,352	B2 U0 G1	4,497	B3 U0 G1		N/A
04	7,304	B3 U0 G2	8,814	B3 U0 G2	6,704	B3 U0 G2	8,993	B3 U0 G2		N/A
06	10,831	B4 U0 G2	13,073	B4 U0 G2	9,941	B3 U0 G2	13,336	B4 U0 G2		N/A

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf.

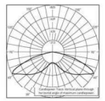
CREE LIGHTING

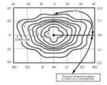
THE EDGE® LED Security Wall Pack Luminaire

Photometry

All published luminaire photometric testing performed to IES LM-79 standards. To obtain an IES file specific to your project consult: https://www.creelighting.com/products/outdoor/wall-mount/the-edge-series-5/

2M





RESTL Test Report #: PL10270-00AB
ARE-EDG-2M-**-06-E-UL-525-40K
Initial Delivered Lumens: 19,053

SEC-EDG-2M-**-06-E-UL-700-40K
Mounting Height: 10' (3.0m) A.F.G.
Initial Delivered Lumens: 12,425
Initial FC at grade

Type II Medium Distribution

LED Count (x10)	3000K Initial Delivered Lumens*	BUG Ratings** Per TM-15-20	4000K Initial Delivered Lumens*	BUG Ratings** Per TM-15-20	5000K Initial Delivered Lumens*	BUG Ratings** Per TM-15-20	5700K Initial Delivered Lumens*	BUG Ratings** Per TM-15-20	TRL Initial Delivered Lumens*	BUG Ratings** Per TM-15-20
350mA										
02	2,072	B1 U0 G1	2,501	B1 U0 G1	1,992	B1 U0 G1	1,951	B1 U0 G1	814	B0 U0 G0
04	4,143	B2 U0 G1	5,003	B2 U0 G2	3,803	B1 U0 G1	3,702	B2 U0 G2	1,433	B1 U0 G1
06	6,144	B2 U0 G2	7,418	B2 U0 G2	5,640	B2 U0 G2	7,565	B2 U0 G2	2,421	B1 U0 G1
08	8,192	B2 U0 G2	9,891	B3 U0 G2	7,519	B2 U0 G2	10,087	B3 U0 G3	3,228	B1 U0 G1
10	10,315	B3 U0 G3	12,334	B3 U0 G3	9,377	B3 U0 G3	12,578	B3 U0 G3	4,015	B2 U0 G1
12	12,258	B3 U0 G3	14,801	B3 U0 G3	11,252	B3 U0 G3	15,094	B3 U0 G3	4,830	B2 U0 G2
525mA										
02	2,943	B1 U0 G1	3,550	B1 U0 G1	2,702	B1 U0 G1	3,424	B1 U0 G1	N/A	
04	5,886	B2 U0 G2	7,099	B2 U0 G2	5,403	B2 U0 G2	7,248	B2 U0 G2	N/A	
06	8,729	B3 U0 G3	10,527	B3 U0 G3	8,012	B2 U0 G2	10,748	B3 U0 G3	N/A	
08	11,638	B3 U0 G3	14,037	B3 U0 G3	10,683	B3 U0 G3	14,331	B3 U0 G3	N/A	
700mA										
02	3,472	B1 U0 G1	4,189	B2 U0 G1	3,187	B1 U0 G1	4,275	B2 U0 G2	N/A	
04	6,943	B2 U0 G2	8,379	B2 U0 G2	6,373	B2 U0 G2	8,549	B3 U0 G3	N/A	
06	10,296	B3 U0 G3	12,425	B3 U0 G3	9,451	B3 U0 G3	12,678	B3 U0 G3	N/A	

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens.
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf

Website: creelighting.com
US: (800) 236-4800 **Canada:** (800) 473-1234

CREE LIGHTING

THE EDGE® LED Security Wall Pack Luminaire

Product Specifications

CONSTRUCTION & MATERIALS
- Slim, low profile design
- Luminaire sides are rugged die cast aluminum with integral, weathertight LED driver compartment and high performance aluminum heat sinks specifically designed for LED applications
- Housing is rugged aluminum
- Furnished with low copper, light weight mounting box designed for installation over standard and mud ring single gang J-Boxes
- Luminaire can also be direct mounted to a wall and surface wired
- Secures to wall with four 3/16" (5mm) screws (by others)
- Conduit entry from top, bottom, sides, and rear
- Allows mounting for uplight or downlight
- Designed and approved for easy through-wiring
- Includes leaf/debris guard
- Exclusive Colorfast DeltaGuard® finish features an E-Coat epoxy primer with an ultradurable powder topcoat, providing excellent resistance to corrosion, ultraviolet degradation and abrasion. Black, bronze, silver and white are available
- **Weight:** See Dimensions and Weight Chart on page 1

ELECTRICAL SYSTEM
- **Input Voltage:** 120-277V or 347-480V, 50/60Hz, Class 1 drivers
- **Power Factor:** > 0.9 at full load
- **Total Harmonic Distortion:** < 20% at full load
- Integral weathertight J-Box with leads (wire nuts) for easy power hook up
- Integral 10kV/5kA surge suppression protection standard
- When code dictates fusing, a slow blow fuse or type C/D breaker should be used to address inrush current
- **Maximum 10V Source Current:** 20 LED (350mA): 10mA; 20LED (525 & 700 mA) and 40-120 LED: 0.15mA

REGULATORY & VOLUNTARY QUALIFICATIONS
- cULus Listed
- Suitable for wet locations
- Meets FCC Part 15, Subpart B, Class A limits for conducted and radiated emissions
- Enclosure rated IP66 per IEC 60529 when ordered without P or PML options
- ANSI C136.2 10kV/5kA surge protection, tested in accordance with IEEE/ANSI C62.41.2
- Luminaire and finish endurance tested to withstand 5,000 hours of elevated ambient salt fog conditions as defined in ASTM Standard B 117
- DLC qualified with select SKUs. Refer to https://qpl.cesinglights.org/solid-state-lighting for most current information
- RoHS compliant. Consult factory for additional details
- Assembled in the USA by Cree Lighting from US and imported parts
- some consycurarions meet requirements or BAA and/or TAA. Lomsuit factory when needed for a project: www.creelighting.com/BAA-BABA
- ⚠ **CA RESIDENTS WARNING:** Cancer and Reproductive Harm – www.p65warnings.ca.gov

Electrical Data*

LED Count (x10)	CCT	System Watts 120-480V	Total Current (A) 120V	208V	240V	277V	347V	480V
350mA								
02	30K/40K/50K/57K	25	0.21	0.13	0.11	0.10	0.08	0.07
	TRL	19	0.14	0.09	0.08	0.07	0.05	0.04
04	30K/40K/50K/57K	46	0.36	0.23	0.21	0.20	0.15	0.12
	TRL	35	0.29	0.17	0.15	0.13	0.10	0.07
06	30K/40K/50K/57K	66	0.51	0.31	0.28	0.26	0.20	0.15
	TRL	50	0.41	0.24	0.21	0.18	0.14	0.10
08	30K/40K/50K/57K	90	0.75	0.44	0.38	0.34	0.26	0.20
	TRL	68	0.57	0.33	0.28	0.25	0.20	0.14
10	30K/40K/50K/57K	110	0.91	0.53	0.47	0.41	0.32	0.24
	TRL	83	0.69	0.40	0.35	0.30	0.24	0.17
12	30K/40K/50K/57K	130	1.16	0.63	0.55	0.48	0.38	0.28
	TRL	99	0.82	0.48	0.41	0.36	0.28	0.21
525mA								
02	30K/40K/50K/57K	37	0.38	0.19	0.17	0.16	0.12	0.10
04	30K/40K/50K/57K	70	0.58	0.34	0.31	0.28	0.21	0.16
06	30K/40K/50K/57K	101	0.84	0.49	0.43	0.38	0.30	0.22
08	30K/40K/50K/57K	133	1.13	0.66	0.58	0.51	0.39	0.28
700mA								
02	30K/40K/50K/57K	50	0.41	0.25	0.22	0.20	0.15	0.12
04	30K/40K/50K/57K	93	0.78	0.44	0.40	0.36	0.27	0.20
06	30K/40K/50K/57K	134	1.14	0.65	0.57	0.50	0.39	0.29

* Electrical data at 25°C (77°F). Actual wattage may differ by +/- 11% when operating between 120-277V or 347-480V +/- 10%

THE EDGE® Series Ambient Adjusted Lumen Maintenance[1]

Ambient	CCT	Initial LMF	25K hr Reported[2] LMF	50K hr Reported[2] LMF	75K hr Reported[2] / Estimated[3] LMF	100K hr Estimated[3] LMF
5°C (41°F)	30K/40K/50K/57K	1.04	1.03	1.03	1.03[3]	1.03
	TRL	1.06	1.06	1.06	1.06[3]	1.06
10°C (50°F)	30K/40K/50K/57K	1.03	1.02	1.02	1.02[3]	1.02
	TRL	1.04	1.04	1.04	1.04[3]	1.04
15°C (59°F)	30K/40K/50K/57K	1.02	1.01	1.01	1.01[3]	1.01
	TRL	1.03	1.02	1.03	1.03[3]	1.03
20°C (68°F)	30K/40K/50K/57K	1.01	0.99	0.99	0.99[3]	0.99
	TRL	1.01	1.01	1.01	1.01[3]	1.01
25°C (77°F)	30K/40K/50K/57K	1.00	0.98	0.98	0.98[3]	0.98
	TRL	1.00	1.00	1.00	1.00[3]	1.00

[1] Lumen maintenance values at 25°C (77°F) are calculated per IES TM-21 based on IES LM-80 report data for the LED package and in-situ luminaire testing. Luminaire ambient temperature factors (LATF) have been applied to all lumen maintenance factors. Please refer to the Temperature Zone Reference Document for outdoor average nighttime ambient conditions.
[2] In accordance with IES TM-21, Reported values represent interpolated values based on time durations that are up to 6x the tested duration (in for 6Ok LM-80 report for the 57K).
[3] Estimated values are calculated and represent time durations that exceed the 6x test duration of the LED.

Website: creelighting.com
US: (800) 236-4800 **Canada:** (800) 473-1234

CREE LIGHTING

DD

THE EDGE® Series

LED Security Wall Pack Luminaire

Rev. Date: YY 06/25/2024

Product Description

THE EDGE® wall mount luminaire has a slim, low profile design. The luminaire end caps are made from rugged die cast aluminum with integral, weathertight LED driver compartment and high performance aluminum heat sinks specifically designed for LED applications. Housing is rugged aluminum. Includes a lightweight mounting box for installation over standard and mud ring single gang J-Boxes. Secures to wall with four 3/16" (5mm) screws (by others). Conduit entry from top, bottom, sides and rear. Allows mounting for uplight or downlight. Designed and approved for easy through-wiring. Includes leaf/debris guard.
Applications: General area and security lighting

Performance Summary

Patented NanoOptic® Product Technology

Assembled in the USA by Cree Lighting from US and imported parts

Initial Delivered Lumens: Up to 16,074 lumens

Input Power: 19 - 134 Watts

CRI: Minimum 70 CRI (4000K & 5700K); 88 CRI (3000K); 90 CRI (5000K)

CCT: Turtle Friendly Amber, 3000K (+/- 30K), 4000K (+/- 300K), 5000K (+/- 500K, 5700K (+/- 500K) standard

Limited Warranty*: 10 years for luminaire/10 years for Colorfast DeltaGuard® finish/5 years for PML sensors/1 year for accessories

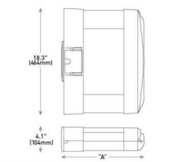
* See https://www.creelighting.com/resources/warranties/ for warranty terms

Accessories

Field-installed		
Bird Spikes XA-BRDSPK	**Beauty Plate** WM-PLT12** – 12" (305mm) Square WM-PLT14** – 14" (356mm) Square - Covers holes left by incumbent wall packs	**Hand-Held Remote** XA-SENSREM - For successful implementation of the programmable multi-level option, a minimum of one hand-held remote is required

** Must specify color





LED Count (x 10)	Unit. "A"	Weight
02	9.9" (251mm)	20 lbs. (9.1kg)
04	11.9" (303mm)	22 lbs. (10.0kg)
06	13.9" (353mm)	25 lbs. (11.3kg)
08	15.9" (404mm)	27 lbs. (12.2kg)
10	17.9" (455mm)	31 lbs. (14.1kg)
12	19.9" (505mm)	32 lbs. (14.5kg)

Ordering Information

Example: SEC-EDG-2M-WM-06-E-UL-SV-700

SEC-EDD		WM		E				
Family	**Optic**	**Mounting**	**LED Count (x10)**	**Series**	**Voltage**	**Finish**	**Drive Current**	**Options**
SEC-EDG	**2M** Type II Medium **2MB** Type II Medium w/BLS **2S** Type II Short **2SB** Type II Short w/BLS **3M** Type III Medium **-PMB** Type III Medium w/BLS **-AM** Type IV Medium **-AMB** Type IV Medium w/BLS	**WM** Wall Mount	**02** 04 06 08 10 12	**E**	**UL** Universal 120-277V **UH** Universal 347-480V **34** 347V	**BK** Black **BZ** Bronze **SV** Silver **WH** White	**350** 350mA **525** 525mA - Available with 20-40 LEDs **700** 700mA - Available with 20-40 LEDs	**DIM 0-10V Dimming** - Control by others - Refer to Dimming spec sheet for details - Can't exceed specified drive current - Not available with PML option **F Fuse** - Compatible only with 120V, 277V or 347V (phase to neutral) - Consult factory if fusing is required for 208V, 240V or 480V (phase to phase) - Refer to PML spec sheet for availability with PML options - When code dictates fusing, use time delay fuse **P Button Photocell** - Must specify UL or 34 voltage **PML Programmable Multi-Level** - Refer to PML spec sheet for details - Recommended for downlight applications with 0° tilt **30K 3000K Color Temperature** - Minimum 80 CRI - Color temperature per luminaire **40K 4000K Color Temperature** - Minimum 70 CRI - Color temperature per luminaire **50K 5000K Color Temperature** - Minimum 90 CRI - Color temperature per luminaire **TRL Amber Turtle Friendly LEDs** - Available only with 350mA - 600nm dominant wavelength - Additional shielding (by others) may be required for Florida Fish and Wildlife Conservation Commission compliance

Website: creelighting.com
US: (800) 236-4800 Canada: (800) 473-1234

CREE LIGHTING

SPECIFICATIONS

LED System

Proprietary linear LED module incorporates premium LEDs on a robust platform to achieve excellent thermal management. LEDs are placed to promote a uniform appearance. Available in 2700K, 3000K, 3500K or 4000K with CRI>80 or CRI>90.3 SDCM. 3500K and 4000K with CRI>90 have a cyanosis observation index (COI) of 3.3 or less. LED mocules and drivers are replaceablefrom below.

Construction

One piece extruded aluminum housing. 20 Ga. steel end caps. Housing for new construction applications. Flush lens weights: 4' unit 12.2 lbs., 8' unit: 24.4 lbs. Regress lens weights: 4' unit: 13.2 lbs., 8' unit: 26.4 lbs..

Optic

Reflectors fabricated of 22 Ga. steel finished in High Reflectance White powder coat Extruded acrylic lens .07" thick with satin finish, up to 8' continuous.

Electrical

Luminaires are pre-wired with factory installed branch circuit wiring and over-molded quick connects. Standard 120-277V constant current driver includes 0-10V analog dimming. Power factor > .9. PoE compatible: Integrates with Power over Ethernet lighting systems via standard, low-voltage wires. PoE runs wequire an independent PoE node and power feed for each luminaire section.

Emergency

Emergency Battery output - 10 watts for 90 minutes. Maximum mounting height: 17'ift. Emergency Circuit with Connected Solutions (LMFSI, LMFSD, WLXP) shipped standard with leads to connect UL924 compliant device, by others.

Labels

UL and cUL listed. Suitable for Dry or Damp Locations, indoor use only.

Finish

Polyester powder coat applied over a multi-stage pre-treatment.

Lumen Maintenance

Reported: L70 at >61,000 hours Calculated: L70 at 385,000 hours
L80 at >91,000 hours L80 at 103,000 hours

Derived from EPA TM-21 calculator. Based on typical conditions, consult factory for additional data.

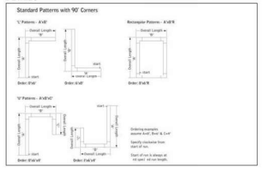
Reliability

At Focal Point, our products are designed to stand the test of time. Each luminaire is engineered using superior components, mnufactured with the utmost care and rigcously tested. Contact us for reliability data.

Warranty

LED system rated for operation in ambient environments up to 25°C. 5-year limited warranty.

DETAILS



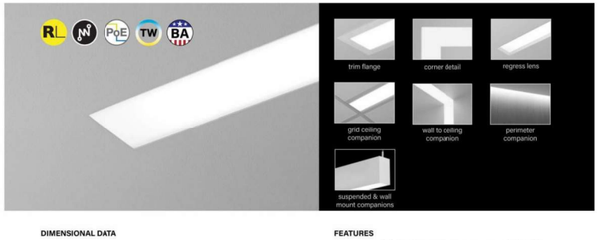


AL

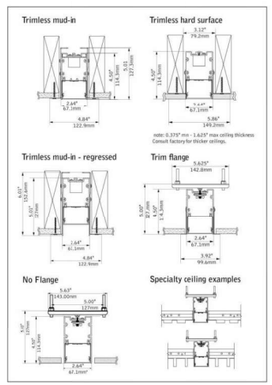
Seem® 2 Drywall/Hard/Specialty Ceiling

LED

FOCAL POINT



DIMENSIONAL DATA



FEATURES

Narrow extruded aluminum 2.5" aperture recessed slot LED.

Integrates with ceiling or wall in a variety of mounting styles for a clean, unobtrusive aesthetic.

Individual units and continuous runs in 1' increments.

Frosted acrylic lens provides uninterrupted illumination, without pixels or shadows.

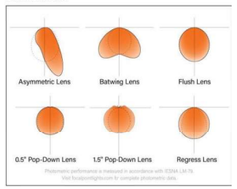
LED position and lens material optimized to provide the perfect blend of high performance and visual comfort.

Tunable White: Supports human activity, well-being, and preferences with a light quality that evolves throughout the day.

Connected Solutions: Integrates with wired and wireless building lighting control systems.

PoE compatible: Integrates with Power over Ethernet lighting systems via standard, low-voltage wires.

DISTRIBUTIONS



Photometric performance is measured in accordance with IESNA LM-79.
Visit focalpointlights.com for complete photometric data.

A brand of legrand

Focal Point LLC | 4141 S. Pulaski Rd, Chicago, IL 60632 | 773.2473494 | focalpointlights.com

August 2025 ↑

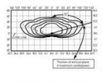
Photometry

All published luminaire photometric testing performed to IES LM-79 standards. To obtain an IES file specific to your project consult: https://www.creelighting.com/products/outdoor/area/the-edge-round-series/

2MB



RESTL Test Report #: PL10023-002B
ARE-EDR-2MB-**-10-E-UL-525-40K
Initial Delivered Lumens: 7,784



ARE-EDR-2MB-**-10-E-UL-525-40K
Mounting Height: 25' 7 énd A.F.G.
Initial Delivered Lumens: 13,185
Initial FC at grade

Type II Medium Distribution w/BLS

LED Count (x100)	3000K		4000K		5000K		5700K		TRL	
	Initial Delivered Lumens*	BUG Ratings** Per TM-15-20	Initial Delivered Lumens*	BUG Ratings** Per TM-15-20	Initial Delivered Lumens*	BUG Ratings** Per TM-15-20	Initial Delivered Lumens*	BUG Ratings** Per TM-15-20	Initial Delivered Lumens*	BUG Ratings** Per TM-15-20
350mA										
04	3,121	B0 U0 G1	3,768	B1 U0 G1	2,865	B0 U0 G1	3,843	B1 U0 G1	1,230	B0 U0 G1
06	4,429	B1 U0 G1	5,188	B1 U0 G1	4,248	B1 U0 G1	5,698	B1 U0 G1	1,824	B0 U0 G1
08	6,173	B1 U0 G1	7,450	B1 U0 G2	5,664	B1 U0 G1	7,598	B1 U0 G2	2,431	B0 U0 G1
10	7,695	B1 U0 G2	9,291	B1 U0 G2	7,063	B1 U0 G2	9,475	B1 U0 G2	3,032	B0 U0 G1
12	9,233	B1 U0 G2	11,149	B1 U0 G2	8,476	B1 U0 G2	11,370	B1 U0 G2	3,638	B1 U0 G1
525mA										
04	4,436	B1 U0 G2	5,348	B1 U0 G1	4,070	B1 U0 G1	5,460	B1 U0 G1		N/A
06	6,575	B1 U0 G2	7,930	B1 U0 G2	6,035	B1 U0 G1	8,096	B1 U0 G2		N/A
08	8,766	B1 U0 G2	10,573	B1 U0 G2	8,047	B1 U0 G2	10,794	B1 U0 G2		N/A
10	10,932	B1 U0 G2	13,185	B1 U0 G2	10,034	B1 U0 G2	13,461	B1 U0 G2		N/A
12	13,118	B1 U0 G2	15,821	B2 U0 G3	12,041	B1 U0 G2	16,153	B2 U0 G3		N/A
700mA										
04	5,233	B1 U0 G1	6,311	B1 U0 G2	4,801	B1 U0 G1	6,440	B1 U0 G2		N/A
06	7,751	B1 U0 G2	9,359	B1 U0 G2	7,119	B1 U0 G2	9,549	B1 U0 G2		N/A

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf

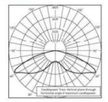
CREE LIGHTING

THE EDGE® LED Area Luminaire – Round

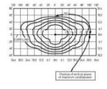
Photometry

All published luminaire photometric testing performed to IES LM-79 standards. To obtain an IES file specific to your project consult: https://www.creelighting.com/products/outdoor/area/the-edge-round-series/

2M



RESTL Test Report #: PL10270-006B
ARE-EDG-2M-**-06-E-UL-525-40K
Initial Delivered Lumens: 10,053



ARE-EDR-2M-**-10-E-UL-525-40K
Mounting Height: 25' 7 énd A.F.G.
Initial Delivered Lumens: 17,504
Initial FC at grade

Type II Medium Distribution

LED Count (x100)	3090K		4000K		5000K		5700K		TRL	
	Initial Delivered Lumens*	BUG Ratings** Per TM-15-20	Initial Delivered Lumens*	BUG Ratings** Per TM-15-20	Initial Delivered Lumens*	BUG Ratings** Per TM-15-20	Initial Delivered Lumens*	BUG Ratings** Per TM-15-20	Initial Delivered Lumens*	BUG Ratings** Per TM-15-20
350mA										
04	4,143	B2 U0 G1	5,003	B2 U0 G2	3,803	B1 U0 G1	5,102	B2 U0 G2	1,633	B1 U0 G1
06	6,144	B2 U0 G2	7,418	B2 U0 G2	5,640	B2 U0 G2	7,565	B2 U0 G2	2,421	B1 U0 G1
08	8,192	B2 U0 G2	9,891	B3 U0 G3	7,519	B2 U0 G2	10,087	B3 U0 G3	3,228	B1 U0 G1
10	10,215	B3 U0 G3	12,334	B3 U0 G3	9,377	B3 U0 G3	12,578	B3 U0 G3	4,025	B2 U0 G1
12	12,258	B3 U0 G3	14,801	B3 U0 G3	11,252	B3 U0 G3	15,094	B3 U0 G3	4,830	B2 U0 G2
525mA										
04	5,886	B2 U0 G2	7,099	B2 U0 G2	5,403	B2 U0 G2	7,248	B2 U0 G2		N/A
06	8,729	B3 U0 G3	10,527	B3 U0 G3	8,012	B2 U0 G2	10,748	B3 U0 G3		N/A
08	11,638	B3 U0 G3	14,037	B3 U0 G3	10,683	B3 U0 G3	14,331	B3 U0 G3		N/A
10	14,513	B3 U0 G3	17,504	B3 U0 G3	13,322	B3 U0 G3	17,870	B3 U0 G3		N/A
12	17,415	B3 U0 G3	21,004	B4 U0 G4	15,986	B3 U0 G3	21,444	B4 U0 G4		N/A
700mA										
04	6,963	B2 U0 G2	8,379	B2 U0 G2	6,373	B2 U0 G2	8,549	B3 U0 G3		N/A
06	10,296	B3 U0 G3	12,425	B3 U0 G3	9,451	B3 U0 G3	12,678	B3 U0 G3		N/A

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf

CREE LIGHTING

THE EDGE® LED Area Luminaire – Round

Product Specifications

CONSTRUCTION & MATERIALS

- Slim, low profile, minimizing wind load requirements
- Luminaire sides are rugged die cast aluminum with integral, weathertight LED driver compartment, spun vented cover, and high performance aluminum heat sinks
- R3 spider mount hub slip-fits over a 2.375" (60mm) to 3" (76mm) O.D. minimum 4" (102mm) H steel or aluminum tenon or pole and secures with eight set screws
- R4 spider mount fits directly inside 4" (102mm) square pole and secures to pole with four set screws
- R5 spider mount fits directly inside of a 5" (127mm) round pole to provide a clean hardware-less outer appearance
- Includes leaf/debris guard
- Exclusive Colorfast DeltaGuard® finish features an E-Coat epoxy primer with an ultra-durable powder topcoat, providing excellent resistance to corrosion, ultraviolet degradation and abrasion. Black, bronze, silver, and white are available
- **Weight:** See Dimensions and Weight charts on pages 13 and 14

ELECTRICAL SYSTEM

- **Input Voltage:** 120-277V or 347-480V, 50/60Hz, Class 1 drivers
- **Power Factor:** > 0.9 at full load
- **Total Harmonic Distortion:** < 20% at full load
- **10V Source Current:** 40-80 LEDs: 0.15mA; 100-120 LEDs: 0.30mA
- Integral 10kV/5kA surge suppression protection standard
- When code dictates fusing, a slow blow fuse or type C/D breaker should be used to address inrush current

REGULATORY & VOLUNTARY QUALIFICATIONS

- cULus Listed
- Suitable for wet locations
- Meets FCC Part 15, Subpart B, Class A limits for conducted and radiated emissions
- Enclosure meets IP66 requirements per IEC 60529 when ordered without P option
- ANSI C136.2 10kV/5kA surge protection, tested in accordance with IEEE/ ANSI C62.41.2
- Luminaire and finish endurance tested to withstand 5,000 hours of elevated ambient salt fog conditions as defined in ASTM Standard B 117
- Horto compliant. Consult factory for additional details
- Assembled in the USA by Cree Lighting from US and imported parts
- Some configurations meet requirements of BAA and/or BABA. Consult factory when needed for a project: www.creelighting.com/BAA-BABA
- ⚠ **CA RESIDENTS WARNING:** Cancer and Reproductive Harm - www.p65warnings.ca.gov

Electrical Data*

LED Count (x=10)	CCT	System Watts Y30 480V	Total Current (A)				
			120V	208V	240V	277V	480V
350mA							
04	30K, 40K, 50K, 57K	46	0.36	0.23	0.21	0.20	0.15
	TRL	35	0.29	0.17	0.15	0.13	0.10
06	30K, 40K, 50K, 57K	66	0.52	0.31	0.28	0.26	0.20
	TRL	50	0.41	0.24	0.21	0.18	0.14
08	30K, 40K, 50K, 57K	90	0.75	0.44	0.38	0.34	0.26
	TRL	68	0.57	0.33	0.28	0.25	0.20
10	30K, 40K, 50K, 57K	110	0.92	0.53	0.47	0.41	0.32
	TRL	83	0.69	0.40	0.35	0.30	0.24
12	30K, 40K, 50K, 57K	130	1.10	0.63	0.55	0.48	0.38
	TRL	99	0.82	0.48	0.41	0.36	0.28
525mA							
04	30K, 40K, 50K, 57K	70	0.58	0.34	0.31	0.28	0.21
06	30K, 40K, 50K, 57K	101	0.84	0.49	0.43	0.38	0.30
08	30K, 40K, 50K, 57K	133	1.13	0.66	0.58	0.51	0.39
10	30K, 40K, 50K, 57K	171	1.43	0.83	0.74	0.66	0.50
12	30K, 40K, 50K, 57K	202	1.69	0.98	0.86	0.77	0.59
700mA							
04	30K, 40K, 50K, 57K	93	0.78	0.46	0.40	0.36	0.27
06	30K, 40K, 50K, 57K	134	1.14	0.65	0.57	0.50	0.39

* Electrical data at 25°C (77°F). Actual wattage may differ by +/- 10% when operating between 120-277V or 347-480V +/- 10%

THE EDGE® Series Ambient Adjusted Lumen Maintenance†

Ambient	CCT	Initial LMF	25K hr Reported‡ LMF	50K hr Reported‡ LMF	75K hr Reported‡ / Estimated‡ LMF	100K hr Estimated‡ LMF
5°C (41°F)	30K/40K/50K/57K	1.04	1.03	1.03	1.03‡	1.03
	TRL	1.06	1.06	1.06	1.06‡	1.06
10°C (50°F)	30K/40K/50K/57K	1.03	1.02	1.02	1.02‡	1.02
	TRL	1.04	1.04	1.04	1.04‡	1.04
15°C (59°F)	30K/40K/50K/57K	1.02	1.01	1.01	1.01‡	1.01
	TRL	1.03	1.03	1.03	1.03‡	1.03
20°C (68°F)	30K/40K/50K/57K	1.01	0.99	0.99	0.99‡	0.99
	TRL	1.01	1.01	1.01	1.01‡	1.01
25°C (77°F)	30K/40K/50K/57K	1.00	0.98	0.98	0.98‡	0.98
	TRL	1.00	1.00	1.00	1.00‡	1.00

† Lumen maintenance values at 25°C (77°F) are calculated per IES TM-21 based on IES LM-80 report data for the LED package and in-situ luminaire testing. Luminaire ambient temperature factors (LATF) have been applied to all lumen maintenance factors. Please refer to the Temperature Zone Reference Document for outdoor-average nighttime ambient conditions.
‡ In accordance with IES TM-21, Reported values represent interpolated values based on time durations that are up to be the tested duration in the IES LM-80 report for the LED.
‡ Estimated values are calculated and represent time durations that exceed the 6x test duration of the LED.

CREE LIGHTING

PC2, PD2

THE EDGE® Series

LED Area Luminaire – Round

REV. DATE: 11 DEC 2024

Product Description

THE EDGE® Series has a slim, low profile design. Its rugged cast aluminum housing minimizes wind load requirements and features an integral, weathertight LED driver compartment, spun vented cover, high performance aluminum heat sinks and leaf/debris guard.
Applications: Auto Dealerships, parking lots, campuses, facade lighting and general site lighting applications

Performance Summary

- Patented NanoOptic® Product Technology
- Assembled in the USA by Cree Lighting from US and imported parts
- **Initial Delivered Lumens:** Up to 25,065
- **CRI:** Minimum 70 CRI (4000K & 5700K); 80 CRI (3000K); 90 CRI (5000K)
- **CCT:** Turtle Friendly Amber, 3000K (+/-300K), 4000K (+/-300K), 5000K (+/- 500K, 5700K (+/- 500K) standard
- **Limited Warranty*:** 10 years for luminaire/10 years for Colorfast DeltaGuard® finish / up to 5 years for Synapse® accessories/1 year for accessories

* See Cree/Fixtures/Lighting.com/warranty terms for warranty terms. For Synapse accessories, consult Synapse spec sheets for details on warranty terms.

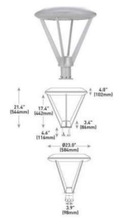
Accessories

Field-Installed

Bird Spikes
XA-BIRDSPK
Synapse® SimplySnap 10V Interface
DIM10-220F
- 120-277V
- Requires other Synapse components to complete system
- Refer to DIM10-220F spec sheet for details

BackLight Control Shields
XA-2BBLS-4
- Four-pack
- Unpainted stainless steel
- For use with 5M and 5S optics
- Consult factory for shielding for use with 2M, 3M, and 4M optics

R3 Mount
- Fits over 2-3/8" to 3" O.D. Tenon

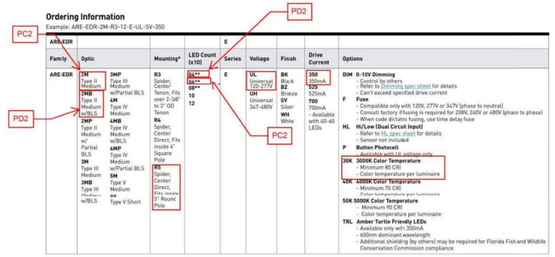


LED Count (x10)	Weight
04	33.8 lbs. [15.3kg]
06	35.2 lbs. [15.9kg]
08	37.0 lbs. [16.8kg]
10	40.7 lbs. [18.5kg]
12	42.4 lbs. [19.3kg]

R2/R5 Mount – see page 14 for weight & dimensions

Ordering Information

Example: ARE-EDR-2M-R3-12-E-UL-SW-350



ARE-EDR									
Family	**Optic**	**Mounting***	**LED Count (x10)**	**Series**	**Voltage**	**Finish**	**Drive Current**	**Options**
ARE-EDR	**2M** Type II Medium **2MB** Type II Medium w/BLS **2MP** Type II Medium w/ Partial BLS **3M** Type III Medium **3MB** Type III Medium w/BLS **3MP** Type III Medium w/Partial BLS **4M** Type IV Medium **4MB** Type IV Medium w/BLS **4MP** Type IV Medium w/Partial BLS **5M** Type V Medium **5S** Type V Short	**R3** Spider, Center Tenon, Fits over 2-3/8" OD Tenon **R4** Spider, Center Direct, Fits inside 4" Square Pole **R5** Spider, Center Direct, Fits inside 5" Round Pole	**04**** 40W **06**** 60W **08**** 80W **10** **12**	**E**	**UL** Universal 120-277V **UH** Universal 347-480V	**BK** Black **BZ** Bronze **SV** Silver **WH** White	**350** 350mA **525** 525mA **700** 700mA Available with 60-80 LEDs	**DIM 0-10V Dimming** - Refer to DIM spec sheet for details - Can't exceed specified drive current **F Fuse** - Compatible only with 120V, 277V or 347V (phase to neutral) - Consult factory if fusing is required for 208V, 240V or 480V (phase to phase) - When code dictates fusing, use time delay fuse **HL HL/Low (Dual Circuit Input)** - Refer to HL spec sheet for details - Sensor not included **P Button Photocell** - Available with 120-277V only **30K 3000K Color Temperature** - Minimum 80 CRI - Color temperature per luminaire **40K 4000K Color Temperature** - Minimum 70 CRI - Color temperature per luminaire **50K 5000K Color Temperature** - Minimum 90 CRI - Color temperature per luminaire **TRL Amber Turtle Friendly LEDs** - Available only with 350mA - 600nm dominant wavelength - Additional shielding (by others) may be required for Florida Fish and Wildlife Conservation Commission compliance

* Reference EPA and pole configuration suitability data on page 14
** Consists of multiple 20 LED light bars. 40, 60, and 80 LED units use blanks as needed in place of populated lightbars.

CREE LIGHTING

AUTOTURN EXHIBIT

FOR

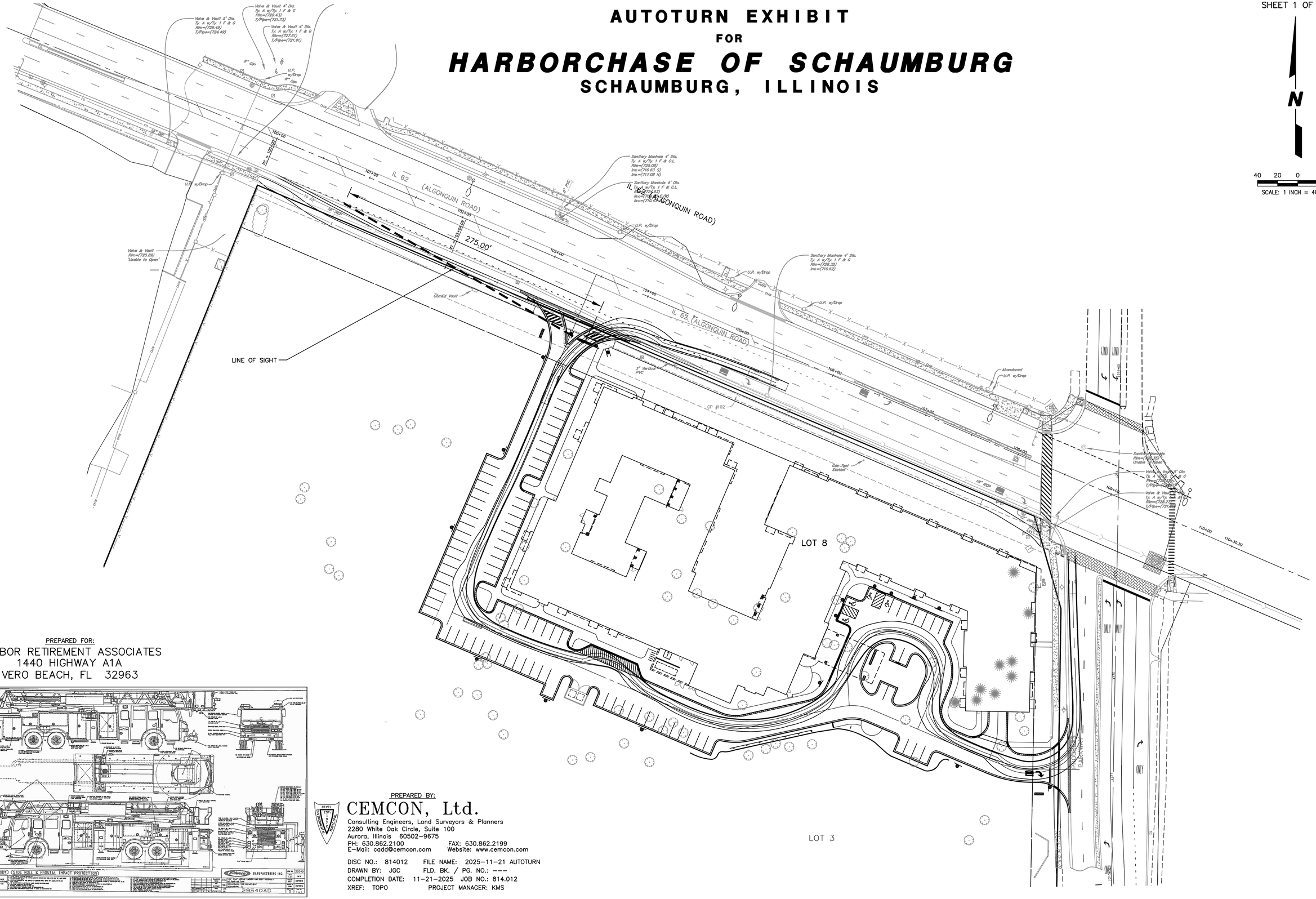
HARBORCHASE OF SCHAUMBURG

SCHAUMBURG, ILLINOIS

N

40 20 0 40

SCALE: 1 INCH = 40 FEET



PREPARED FOR:

HARBOR RETIREMENT ASSOCIATES
1440 HIGHWAY A1A
VERO BEACH, FL 32963

PREPARED BY:

CEMCON, Ltd.
Consulting Engineers, Land Surveyors & Planners
2280 White Oak Circle, Suite 100
Aurora, Illinois 60502-9675
PH: 630.862.2100 FAX: 630.862.2199
E-Mail: cadd@cemcon.com Website: www.cemcon.com

DISC NO.: 814012 FILE NAME: 2025-11-21 AUTOTURN
DRAWN BY: JGC FLD. BK. / PG. NO.: ---
COMPLETION DATE: 11-21-2025 JOB NO.: 814.012
XREF: TOPO PROJECT MANAGER: KMS

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AUTOTURN EXHIBIT
FOR
HARBORCHASE OF SCHAUMBURG
SCHAUMBURG, ILLINOIS

N

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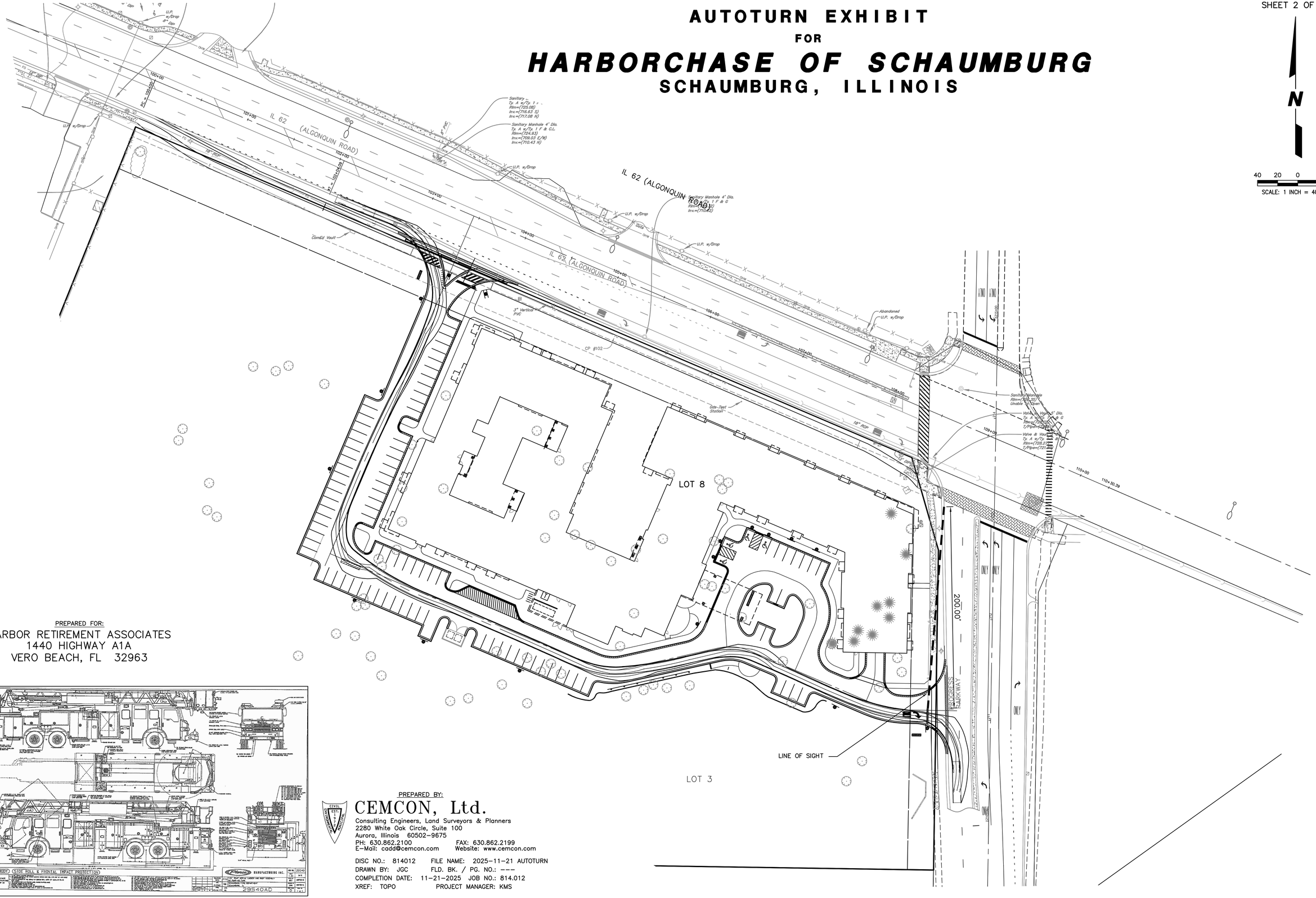
SCALE: 1 INCH = 40 FEET



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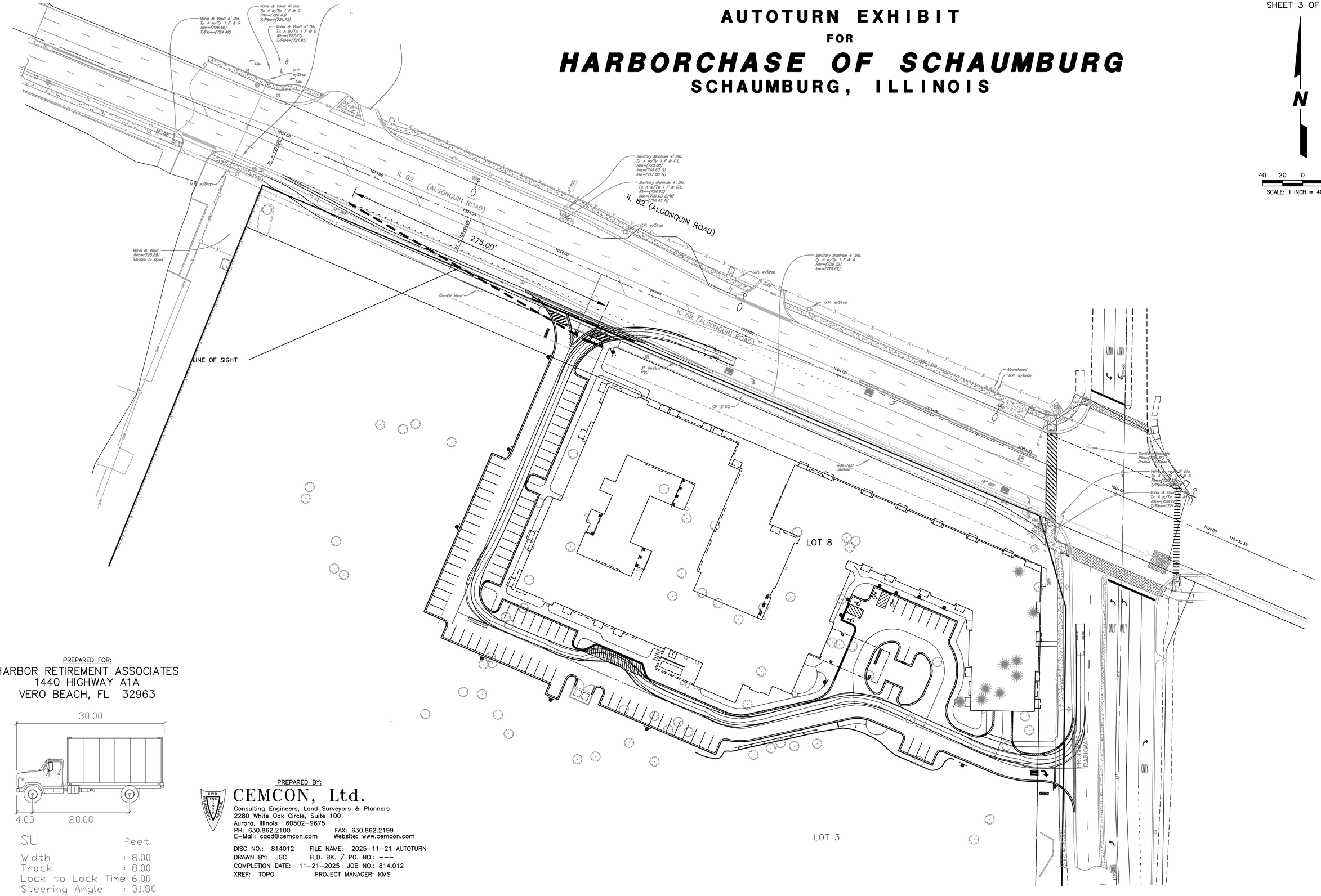
AUTOTURN EXHIBIT
FOR
HARBORCHASE OF SCHAUMBURG
SCHAUMBURG, ILLINOIS



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40 20 0 40

SCALE: 1 INCH = 40 FEET

PREPARED FOR:
HARBOR RETIREMENT ASSOCIATES
1440 HIGHWAY A1A
VERO BEACH, FL 32963

SU	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	6.00
Steering Angle	: 31.80

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INDEX - GENERAL	
SHEET NUMBER	SHEET NAME
DS000	COVER SHEET

INDEX - CIVIL	
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02-03	CONSTRUCTION SPECIFICATIONS - GENERAL NOTES
04	MWRD GENERAL NOTES
05	EXISTING CONDITIONS
06	PAVEMENT DESGIN AND DETAILS
07	GEOMETRIC PLAN
08	OVERALL UTILITY PLAN
09	SOIL EROSION AND SEDIMENTATION CONTROL PLAN
10	SOIL EROSION AND SEDIMENTATION CONTROL DETAILS
11	STORMWATER POLLUTION PREVENTION PLAN
12-13	DRAINAGE AND GRADING PLAN
14-15	ADA GRADING
16	SANITARY SEWER AND WATERMAIN PLAN
17	SANITARY SEWER PROFILE
18	SANITARY SEWER AND WATERMAIN DETAILS
19	DRAINAGE STRUCTURE DETAILS
20-23	FLOODPLAIN CROSS SECTION EXHIBIT
24	MWRD DRAINAGE EXHIBIT
25	EASEMENT EXHIBIT

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L1.3	TREE PRESERVATION PLAN
L1.4	TREE PRESERVATION PLAN
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DS103	1/16" THIRD FLOOR PLAN
DS104	1/16" FOURTH FLOOR PLAN
DS105	1/16" FIFTH FLOOR PLAN
DS106	1/16" ROOF PLAN
DS500	1/16" EXTERIOR ELEVATIONS
DS501	1/16" EXTERIOR ELEVATIONS
DS502	1/16" EXTERIOR ELEVATIONS
DS503	1/16" AXONOMETRIC
DS504	1/16" AXONOMETRIC
DS700	EXTERIOR PERSPECTIVE
DS701	EXTERIOR PERSPECTIVE
DS702	EXTERIOR PERSPECTIVE
DS703	EXTERIOR PERSPECTIVE
DS704	EXTERIOR PERSPECTIVE
DS705	MATERIAL SAMPLE BOARD
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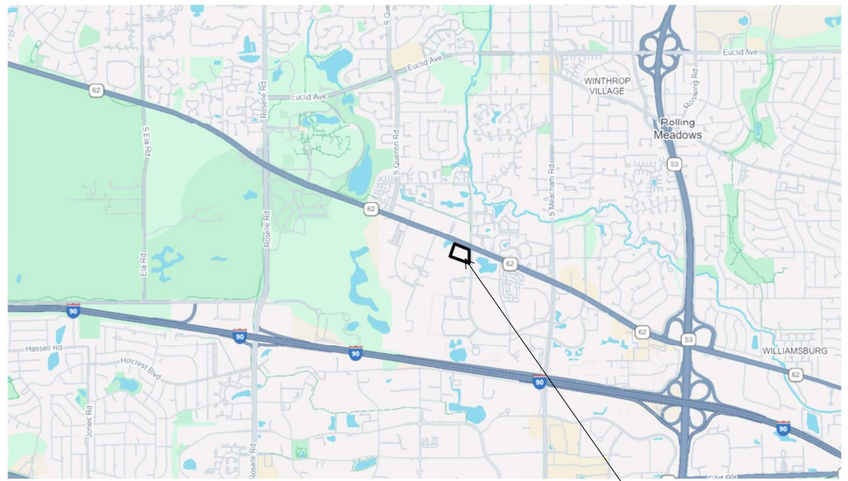
E130	SITE PLAN - PHOTOMETRICS
E200	SITE DETAILS
E300	LIGHT FIXTURE CUT SHEETS
E301	LIGHT FIXTURE CUT SHEETS
E302	LIGHT FIXTURE CUT SHEETS







HarborChase of Schaumburg

2400 PROGRESS PARKWAY, SCHAUMBURG, IL, 60173

20 YEARS HRA

HarborChase
Celebrating Senior Living!

PROJECT TEAM

OWNER - HARBOR RETIREMENT ASSOCIATES SENIOR LIVING
ARCHITECT - AG ARCHITECTURE
STRUCTURAL CONSULTANT - REYN ENGINEERING
CIVIL ENGINEER - CEMCON
LANDSCAPE ARCHITECT - HITCHCOCK DESIGN GROUP
INTERIOR DESIGN - TBD
SITE ELECTRICAL - AG ARCHITECTURE
FOOD SERVICE CONSULTANT - BOELTER
DESIGN BUILD MEP CONSULTANTS - TBD
DEVELOPMENT / PRECONSTRUCTION - THREE LEAF PARTNERS

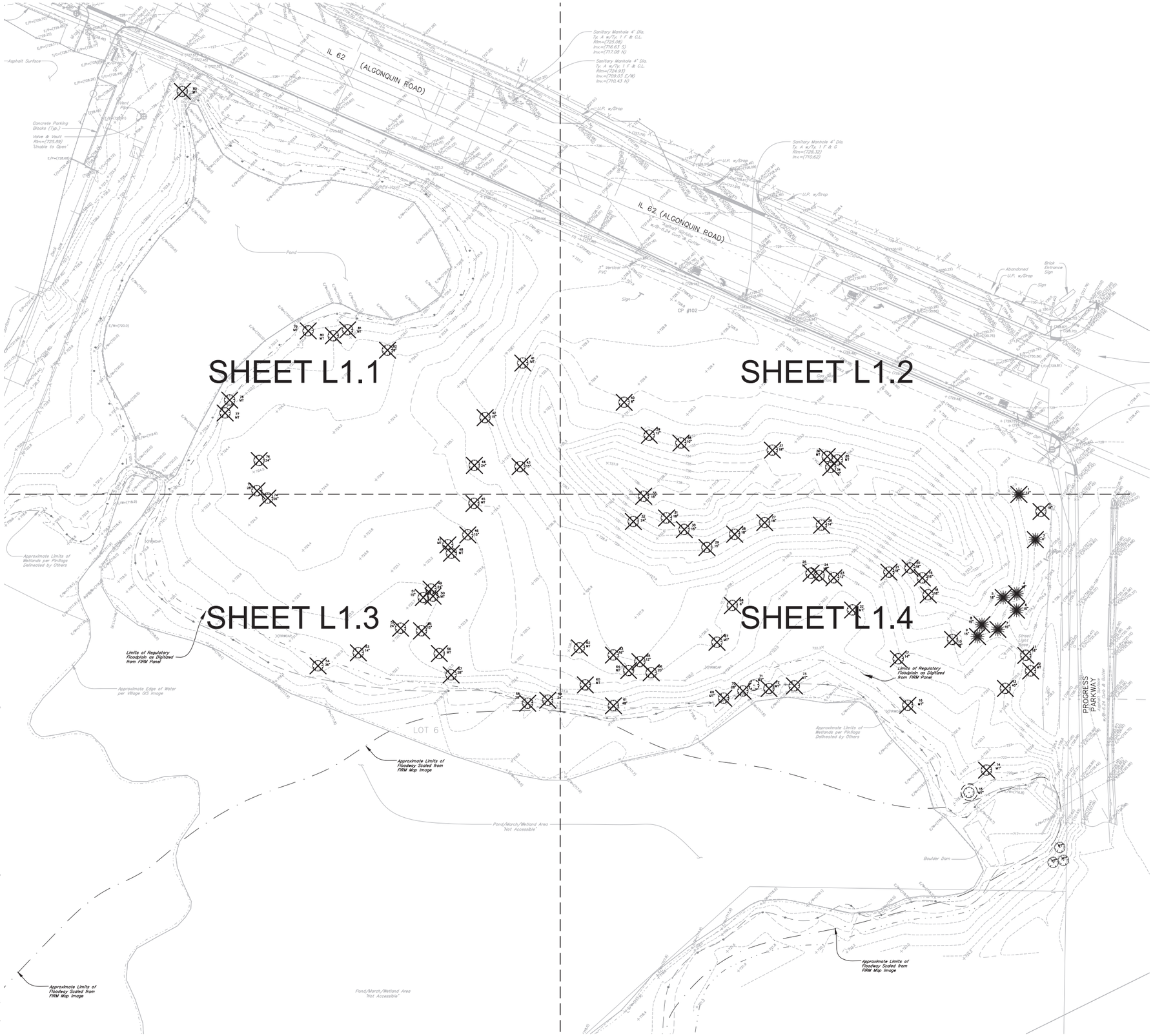
DEVELOPMENT REVIEW SUBMITTAL

AG PROJECT NUMBER: **251201**
REVISED DATE: **21 NOV 2025**

AG ARCHITECTURE
Bright Vision. Bold Communities.

1414 UNDERWOOD AVE., #301
WAUWATOSA, WI 53213

414.431.3131
agarch.com



SITE PREPARATION AND REMOVALS NOTES

1. CONTRACTOR SHALL INSTALL CONSTRUCTION FENCE AT THE LIMITS OF CONSTRUCTION PRIOR TO BEGINNING WORK. MAINTAIN AND ADJUST CONSTRUCTION FENCING AS NEEDED DURING PROGRESS OF CONSTRUCTION.
2. CONTRACTOR TO PROTECT ALL EXISTING UTILITIES AND ALL OTHER SITE FEATURES NOT DESIGNATED FOR REMOVAL. CONTRACTOR IS RESPONSIBLE FOR REPLACING/REPAIRING ANY EXISTING UTILITIES OR OTHER SITE FEATURES DAMAGED DURING CONSTRUCTION TO THE ORIGINAL CONDITION AT NO COST TO THE OWNER.
3. CONTRACTOR SHALL COORDINATE ALL WORK SO PUBLIC SIDEWALK REMAINS OPEN THROUGHOUT CONSTRUCTION.

TREE SURVEY LIST

Tree #	Species	Size	Condition
1	Pinus sylvestris	12"	**dead**
2	Acer saccharum	18"	good
3	Picea pungens	6"	good
4	Pinus nigra	18"	fair
5	Pinus nigra	18"	fair
6	Pinus nigra	10"	**dead**
7	Pinus nigra	15"	**dead**
8	Pinus nigra	15"	poor
9	Pinus nigra	15"	poor
10	Acer saccharinum	18"	good
11	Tilia americana	18"	good
12	Crataegus phaenopyrum	MT	poor
13	Salix babylonica	40"	**dead**
14	Alnus incana	MT	good
15	Alnus incana	MT	good
16	Populus deltoides	MT	fair
17	Tilia americana	14"	good
18	Acer platanoides	18"	good
19	Acer platanoides	16"	good
20	Acer saccharum	18"	good
21	Acer platanoides	18"	good
22	Acer negundo	MT	poor
23	Ulmus americana	12"	fair
24	Acer negundo	MT	poor
25	Ulmus americana	11"	**dead**
26	Quercus rubra	14"	good
27	Acer platanoides	18"	good
28	Acer platanoides	18"	good
29	Acer platanoides	15"	good
30	Acer platanoides	15"	good
31	Acer platanoides	18"	good
32	Acer platanoides	24"	good
33	Acer platanoides	18"	good
34	Acer ginnala	10"	good
35	Acer ginnala	MT	good
36	Acer ginnala	MT	good
37	Quercus rubra	18"	good
38	Malus	10"	fair
39	Malus	12"	fair
40	Malus	8"	fair
41	Cornus mas	MT	good
42	Acer platanoides	15"	good
43	Acer platanoides	15"	good
44	Populus deltoides	24"	fair
45	Populus deltoides	MT	fair
46	Populus deltoides	15"	fair
47	Populus deltoides	MT	fair
48	Populus deltoides	MT	fair
49	Populus deltoides	24"	fair
50	Populus deltoides	MT	fair
51	Populus deltoides	15"	fair
52	Populus deltoides	24"	fair
53	Fraxinus pennsylvanica	14"	**dead**
54	Populus deltoides	36"	**dead**
55	Populus deltoides	15"	fair
56	Populus deltoides	MT	fair
57	Populus deltoides	28"	fair
58	Populus deltoides	28"	fair
59	Populus deltoides	24"	fair
60	Robinia pseudoacacia	MT	good
61	Populus deltoides	48"	fair
62	Robinia pseudoacacia	MT	good
63	Robinia pseudoacacia	16"	good
64	Robinia pseudoacacia	MT	good
65	Robinia pseudoacacia	12"	good
66	Robinia pseudoacacia	20"	good
67	Morus	MT	poor
68	Morus	6"	poor
69	Acer saccharinum	MT	**dead**
70	Populus deltoides	28"	**dead**
71	Ulmus americana	MT	**dead**
72	Acer saccharinum	MT	**dead**
73	Salix babylonica	MT	poor
74	Populus deltoides	26"	**dead**
75	Populus deltoides	28"	**dead**
76	Populus deltoides	24"	**dead**
77	Betula nigra	MT	fair
78	Betula nigra	MT	fair
79	Malus	MT	good
80	Malus	MT	good
81	Malus	MT	good
82	Fraxinus pennsylvanica	8"	**dead**
83	Morus	MT	poor

HITCHCOCK DESIGNGROUP

22 EAST CHICAGO AVENUE
SUITE 200A
NAPERVILLE, IL 60540
T 630.961.1787
HITCHCOCKDESIGNGROUP.COM

PREPARED FOR

Three Leaf Partners

504 W JUNEAU AVE.
MILWAUKEE, WI 53203

CONSULTANTS

LICENSED LANDSCAPE ARCHITECT
NICOLAS ARRIAGA
157.001493
STATE OF ILLINOIS

PROJECT

Harbor Chase of Schaumburg

ISSUED

NOVEMBER 21, 2025

REVISIONS

NO	DATE	ISSUE
1	11.21.25	VILLAGE COMMENTS

CHECKED BY
GBR/NAA

DRAWN BY
SF/MFR/NAA

SCALE IN FEET
1" = 40'
NORTH 0' 20' 40' 80'

SHEET TITLE

OVERALL TREE PRESERVATION PLAN

SHEET NUMBER

L1.0

J:\Projects\Naperville\Three Leaf Partners\Harbor Chase of Schaumburg\06 Production\01 CAD\L1.0 OVERALL TREE PRESERVATION PLAN.dwg

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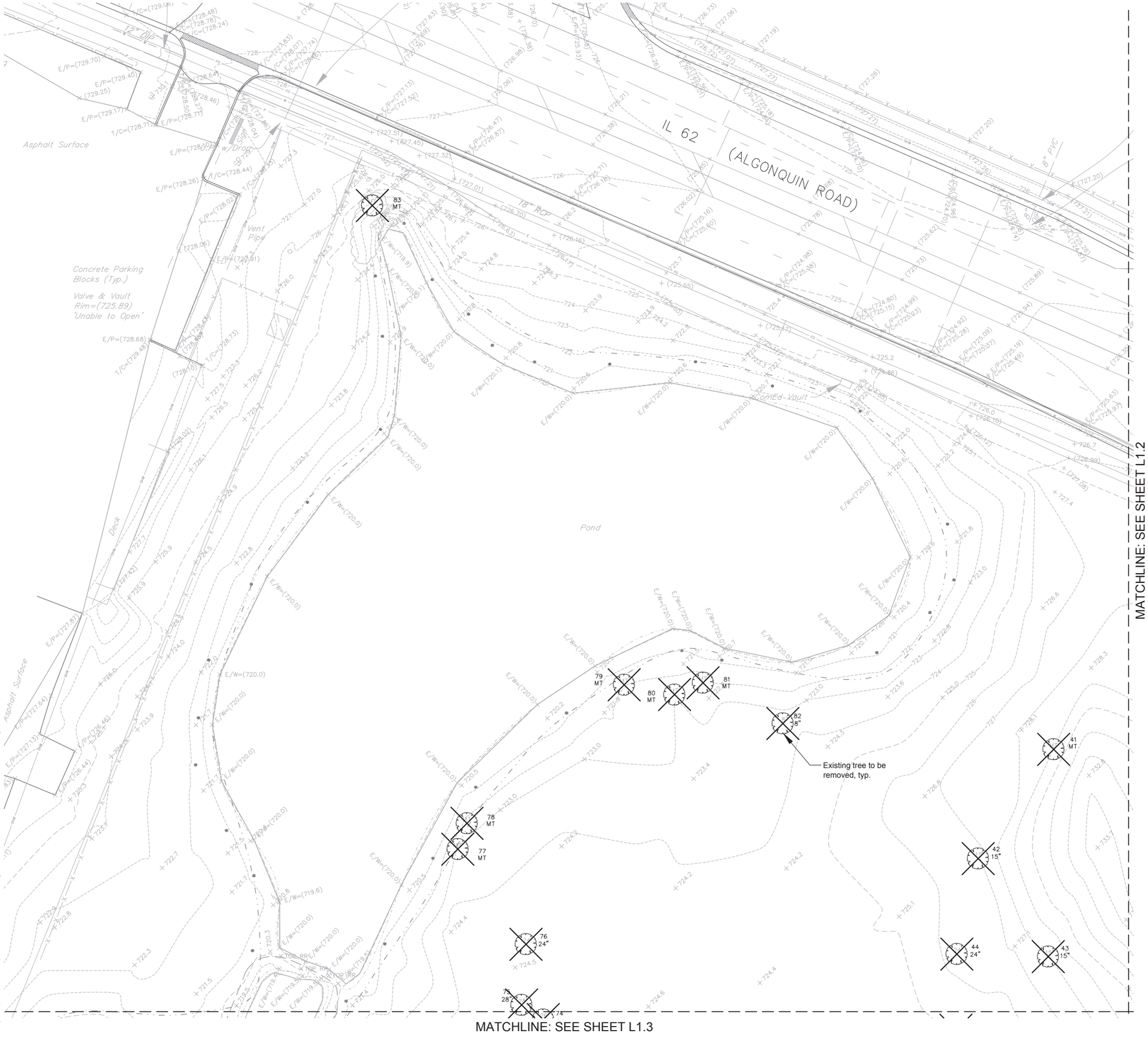

SITE PREPARATION AND REMOVALS NOTES

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TREE SURVEY LIST

Tree #	Species	Size	Condition
1	Pinus sylvestris	12"	**dead**
2	Acer saccharum	18"	good
3	Picea pungens	6"	good
4	Pinus nigra	18"	fair
5	Pinus nigra	18"	fair
6	Pinus nigra	10"	**dead**
7	Pinus nigra	15"	**dead**
8	Pinus nigra	15"	poor
9	Pinus nigra	15"	poor
10	Acer saccharinum	18"	good
11	Tilia americana	18"	good
12	Crataegus phaenopyrum	MT	poor
13	Salix babylonica	40"	**dead**
14	Alnus incana	MT	good
15	Alnus incana	MT	good
16	Populus deltoides	MT	fair
17	Tilia americana	14"	good
18	Acer platanoides	18"	good
19	Acer platanoides	16"	good
20	Acer saccharum	18"	good
21	Acer platanoides	18"	good
22	Acer negundo	MT	poor
23	Ulmus americana	12"	fair
24	Acer negundo	MT	poor
25	Ulmus americana	11"	**dead**
26	Quercus rubra	14"	good
27	Acer platanoides	18"	good
28	Acer platanoides	18"	good
29	Acer platanoides	15"	good
30	Acer platanoides	15"	good
31	Acer platanoides	18"	good
32	Acer platanoides	24"	good
33	Acer platanoides	18"	good
34	Acer ginnala	10"	good
35	Acer ginnala	MT	good
36	Acer ginnala	MT	good
37	Quercus rubra	18"	good
38	Malus	10"	fair
39	Malus	12"	fair
40	Malus	8"	fair
41	Cornus mas	MT	good
42	Acer platanoides	15"	good
43	Acer platanoides	15"	good
44	Populus deltoides	24"	fair
45	Populus deltoides	MT	fair
46	Populus deltoides	15"	fair
47	Populus deltoides	MT	fair
48	Populus deltoides	MT	fair
49	Populus deltoides	24"	fair
50	Populus deltoides	MT	fair
51	Populus deltoides	15"	fair
52	Populus deltoides	24"	fair
53	Fraxinus pennsylvanica	14"	**dead**
54	Populus deltoides	36"	**dead**
55	Populus deltoides	15"	fair
56	Populus deltoides	MT	fair
57	Populus deltoides	28"	fair
58	Populus deltoides	28"	fair
59	Populus deltoides	24"	fair
60	Robinia pseudoacacia	MT	good
61	Populus deltoides	48"	fair
62	Robinia pseudoacacia	MT	good
63	Robinia pseudoacacia	16"	good
64	Robinia pseudoacacia	MT	good
65	Robinia pseudoacacia	12"	good
66	Robinia pseudoacacia	20"	good
67	Morus	MT	poor
68	Morus	6"	poor
69	Acer saccharinum	MT	**dead**
70	Populus deltoides	28"	**dead**
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157.001493
STATE OF ILLINOIS

PROJECT

Harbor Chase of Schaumburg

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SCALE IN FEET
1" = 20'
NORTH 0' 10' 20' 40'

SHEET TITLE

TREE PRESERVATION PLAN

SHEET NUMBER

L1.1

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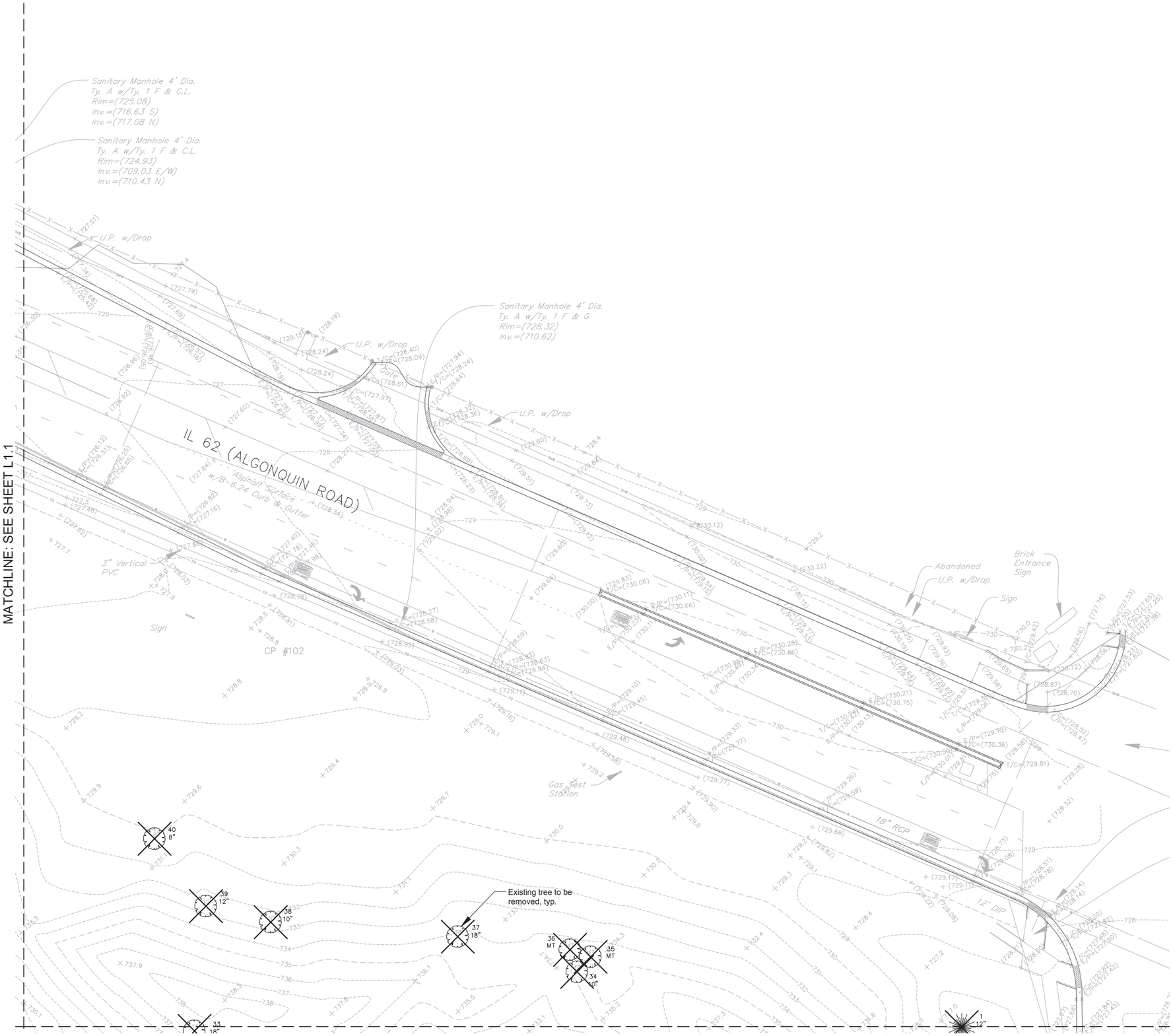

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HITCHCOCK DESIGNGROUP

22 EAST CHICAGO AVENUE
SUITE 200A
NAPERVILLE, IL 60540
T 630.961.1787
HITCHCOCKDESIGNGROUP.COM

PREPARED FOR

Three Leaf Partners

504 W JUNEAU AVE.
MILWAUKEE, WI 53203

CONSULTANTS

LICENSED LANDSCAPE ARCHITECT
NICOLAS ARRIAGA
157.001459
STATE OF ILLINOIS

PROJECT

Harbor Chase of Schaumburg

ISSUED

NOVEMBER 21, 2025

REVISIONS

NO	DATE	ISSUE
1	11.21.25	VILLAGE COMMENTS

CHECKED BY
GBR/NAA

DRAWN BY
SF/MFR/NAA

SCALE IN FEET
1" = 20'
NORTH 0' 10' 20' 40'

SHEET TITLE

TREE PRESERVATION PLAN

SHEET NUMBER

L1.2

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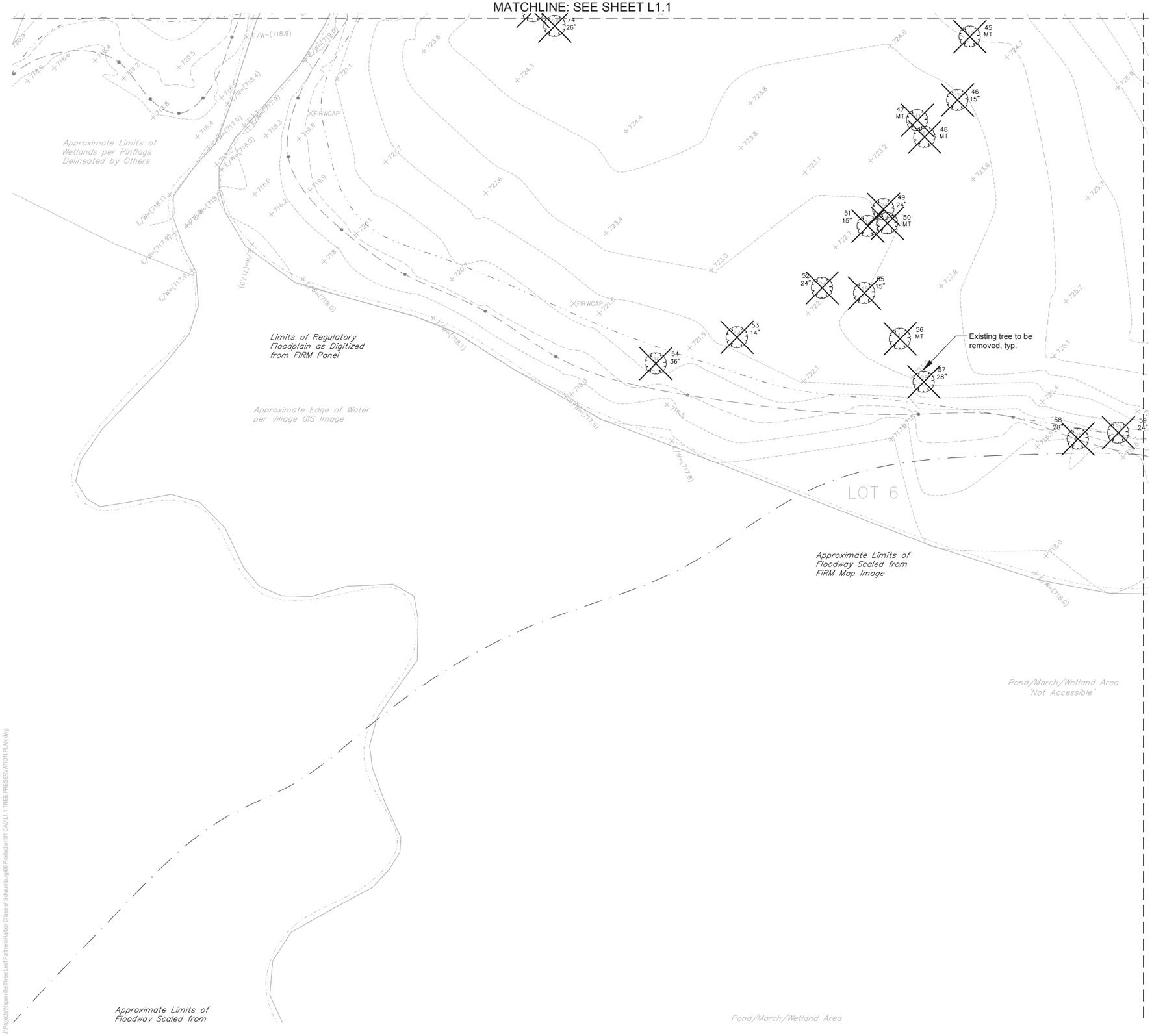

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5	Pinus nigra	18"	fair
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HITCHCOCK DESIGNGROUP
22 EAST CHICAGO AVENUE
SUITE 200A
NAPERVILLE, IL 60540
T 630.961.1787
HITCHCOCKDESIGNGROUP.COM

PREPARED FOR
Three Leaf Partners

504 W JUNEAU AVE.
MILWAUKEE, WI 53203

CONSULTANTS

LICENSED LANDSCAPE ARCHITECT
NICOLAS ARRIAGA
157.001493
STATE OF ILLINOIS

PROJECT
Harbor Chase of Schaumburg

ISSUED
NOVEMBER 21, 2025

REVISIONS

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CHECKED BY
GBR/NAA

DRAWN BY
SF/MFR/NAA

NORTH
SCALE IN FEET
1" = 20'
0' 10' 20' 40'

SHEET TITLE
TREE PRESERVATION PLAN

SHEET NUMBER
L1.3

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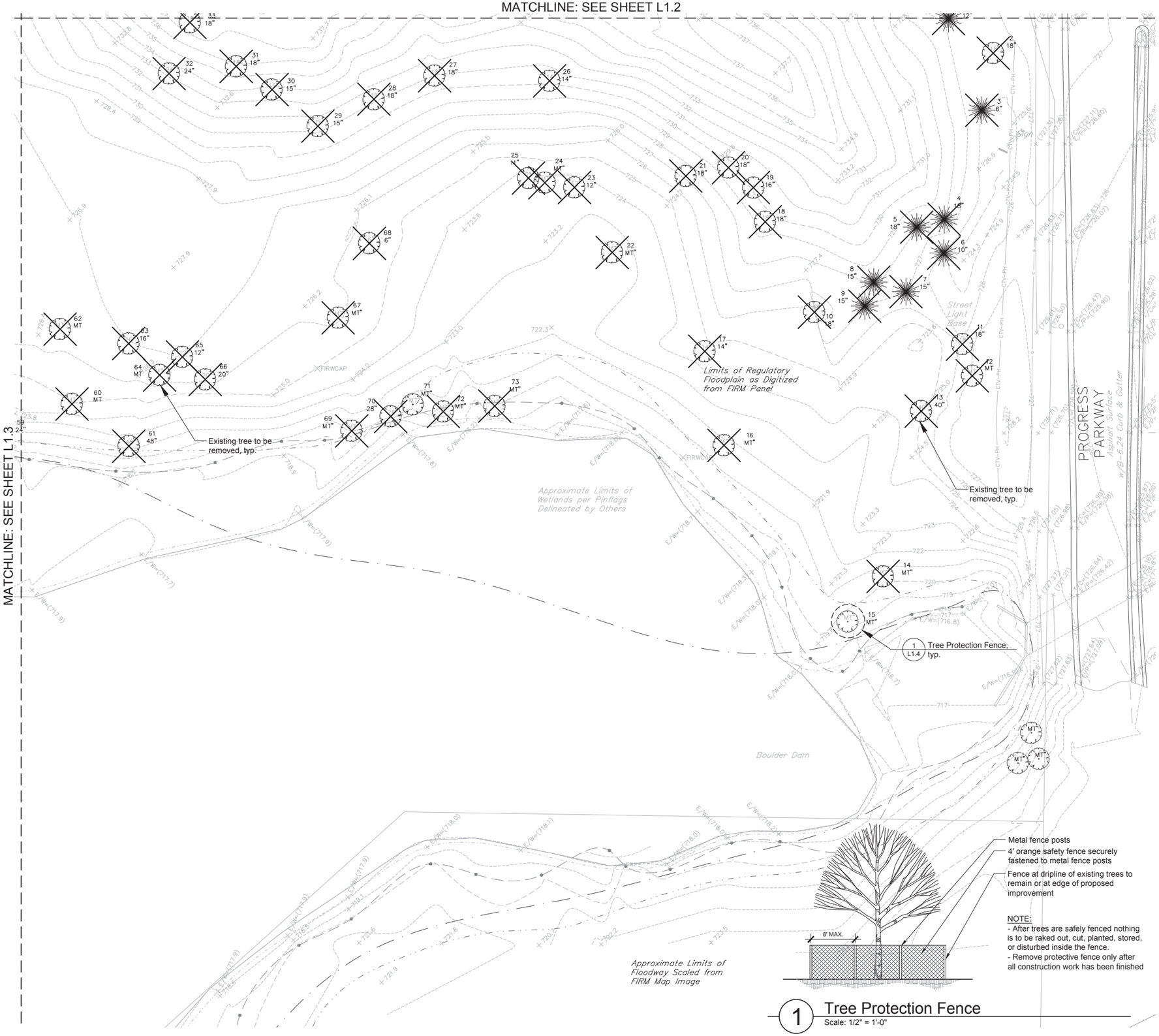

1 Tree Protection Fence
Scale: 1/2" = 1'-0"

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NORTH
SCALE IN FEET
1" = 20'
0' 10' 20' 40'

SHEET TITLE
TREE PRESERVATION PLAN

SHEET NUMBER
L1.4

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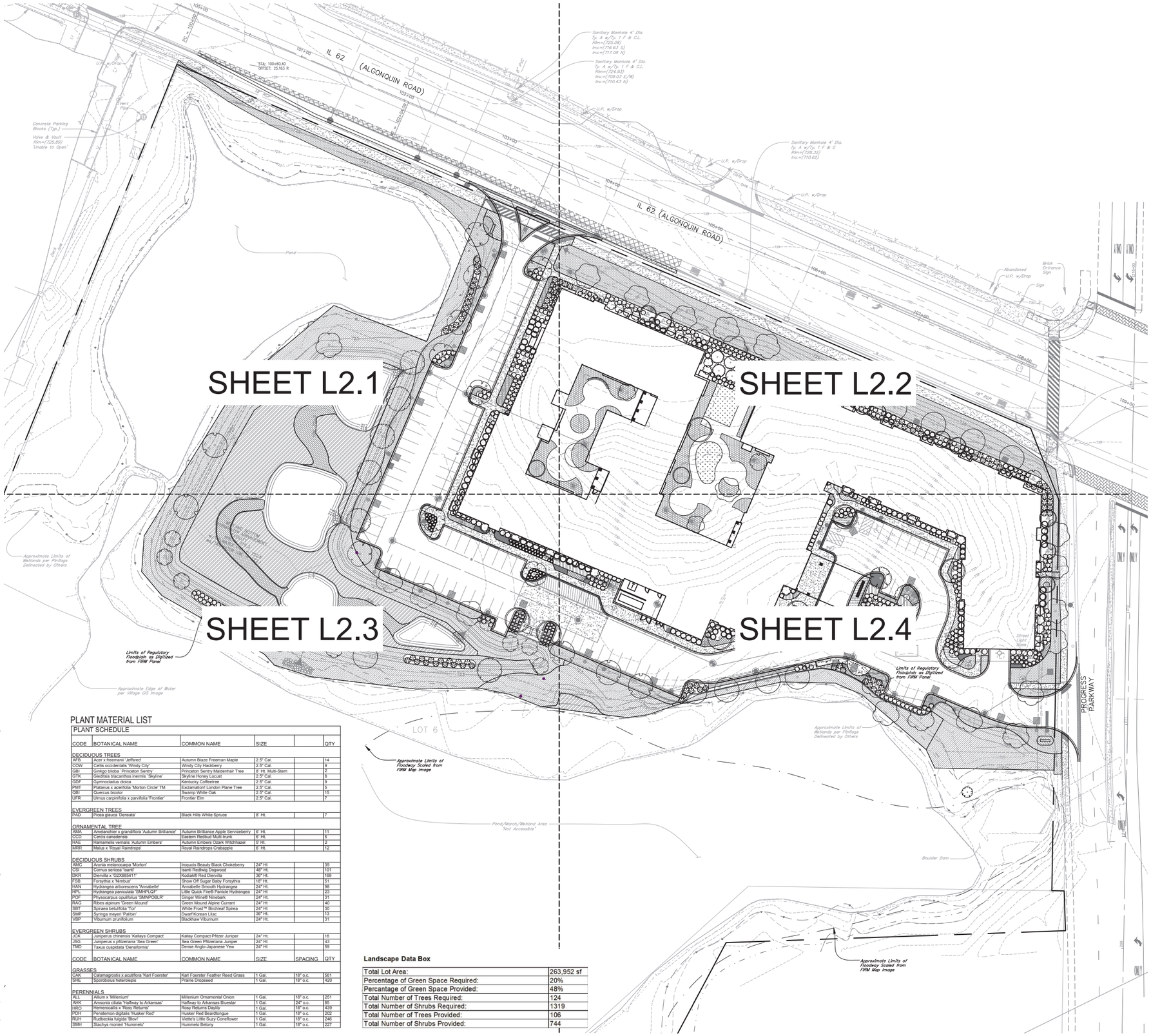

PLANTING NOTES

1. SEED LIMIT LINE IS APPROXIMATE. SEED TO LIMITS OF GRADING AND DISTURBANCE. CONTRACTOR IS RESPONSIBLE FOR RESTORATION OF ANY UNAUTHORIZED DISRUPTION OUTSIDE OF DESIGNATED CONSTRUCTION AREA.
2. CONTRACTOR RESPONSIBLE FOR EROSION CONTROL IN ALL SEEDED AREAS.
3. TREE MULCH RINGS IN TURF AREAS ARE 5 FOOT DIAMETER, TYPICAL.
4. BEDLINES ARE TO BE SPADE CUT TO A MINIMUM DEPTH OF 3 INCHES UNLESS OTHERWISE SHOWN ON THE PLANS. CURVED BEDLINES ARE TO BE SMOOTH AND NOT SEGMENTED.
5. DO NOT LOCATE PLANTS WITHIN 10' OF UTILITY STRUCTURES, OR WITHIN 5' HORIZONTALLY OF UNDERGROUND UTILITY LINES UNLESS OTHERWISE SHOWN ON THE PLANS.
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7. EROSION CONTROL BLANKET SHALL BE APPLIED TO SEEDED AREAS. PRODUCT SHALL BE DS75 STRAW SINGLE NET BLANKET AS MANUFACTURED BY NORTH AMERICAN GREEN, OR APPROVED EQUAL

PLANTING LEGEND

- SHADE TREE, TYPICAL. SEE DETAIL FOR INSTALLATION.
- ORNAMENTAL TREE, TYPICAL. SEE DETAIL FOR INSTALLATION.
- EVERGREEN TREE, TYPICAL. SEE DETAIL FOR INSTALLATION.
- SHRUB, TYPICAL. SEE DETAIL FOR INSTALLATION.
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- SYNTHETIC TURF
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- NATIVE POND EDGE SEED MIX (WET-MESIC SOILS)
- EMERGENT PLUG MIX (0-6" WATER DEPTH)

PLANT MATERIAL LIST

PLANT SCHEDULE

CODE	BOTANICAL NAME	COMMON NAME	SIZE		QTY
DECIDUOUS TREES					
AFB	Acer x freemanii 'Jeffsred'	Autumn Blaze Freeman Maple	2.5" Cal.		14
COW	Celtis occidentalis 'Windy City'	Windy City Hackberry	2.5" Cal.		9
GBI	Ginkgo biloba 'Princeton Sentry'	Princeton Sentry Maidenhair Tree	8' Ht. Multi-Stem		2
GTK	Gleditsia triacanthos inermis 'Skyline'	Skyline Honey Locust	2.5" Cal.		8
GDF	Gymnocladus dioica	Kentucky Coffeetree	2.5" Cal.		9
PMT	Platanus x acerifolia 'Morton Circle' TM	Exclamation! London Plane Tree	2.5" Cal.		5
QBI	Quercus bicolor	Swamp White Oak	2.5" Cal.		15
UFR	Ulmus carpinifolia x parvifolia 'Frontier'	Frontier Elm	2.5" Cal.		7
EVERGREEN TREES					
PAD	Picea glauca 'Densata'	Black Hills White Spruce	8' Ht.		7
ORNAMENTAL TREE					
AMA	Amelanchier x grandiflora 'Autumn Brilliance'	Autumn Brilliance Apple Serviceberry	6' Ht.		11
CCD	Cercis canadensis	Eastern Redbud Multi-trunk	8' Ht.		5
HAE	Hamamelis vernalis 'Autumn Embers'	Autumn Embers Ozark Witchhazel	5' Ht.		2
MRR	Malus x 'Royal Raindrops'	Royal Raindrops Crabapple	6' Ht.		12
DECIDUOUS SHRUBS					
AMC	Aronia melanocarpa 'Morton'	Iroquois Beauty Black Chokeberry	24" Ht		39
CSI	Cornus sericea 'Isanti'	Isanti Redtwig Dogwood	48" Ht.		101
DKR	Diervilla x 'Cx2X855411'	Kodiak® Red Diervilla	36" Ht.		169
FSB	Forsythia x 'Nimbus'	Show Off Sugar Baby Forsythia	18" Ht.		51
HAN	Hydrangea arborescens 'Annabelle'	Annabelle Smooth Hydrangea	24" Ht.		98
HPL	Hydrangea paniculata 'SMHPLQP'	Little Quick Fire® Panicle Hydrangea	24" Ht		23
POF	Physocarpus opulifolius 'SMNPOBLR'	Ginger Wine® Ninebark	24" Ht.		31
RAG	Ribes alpinum 'Green Mound'	Green Mound Alpine Currant	24" Ht		40
SBT	Spiraea betulifolia 'Tor'	White Frost™ Birchleaf Spirea	24" Ht		30
SMP	Syringa meyeri 'Palibin'	Dwarf Korean Lilac	36" Ht.		13
VBP	Viburnum prunifolium	Blackhaw Viburnum	24" Ht.		31
EVERGREEN SHRUBS					
JCK	Juniperus chinensis 'Kallays Compact'	Kallay Compact Pfitzer Juniper	24" Ht.		16
JSG	Juniperus x pfitzeriana 'Sea Green'	Sea Green Pfitzerlana Juniper	24" Ht		43
TMD	Taxus cuspidata 'Densiformis'	Dense Anglo-Japanese Yew	24" Ht		59
CODE	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	QTY
GRASSES					
CAK	Calamagrostis x acutiflora 'Karl Foerster'	Karl Foerster Feather Reed Grass	1 Gal.	18" o.c.	561
SHE	Sporobolus heterolepis	Prairie Dropseed	1 Gal.	18" o.c.	420
PERENNIALS					
ALL	Allium x 'Millenium'	Millenium Ornamental Onion	1 Gal.	18" o.c.	251
AHK	Amsonia ciliata 'Halfway to Arkansas'	Halfway to Arkansas Bluestar	1 Gal.	24" o.c.	85
HRO	Hemerocallis x 'Rosy Returns'	Rosy Returns Daylily	1 Gal.	18" o.c.	439
PDH	Penstemon digitalis 'Husker Red'	Husker Red Beardtongue	1 Gal.	18" o.c.	202
RUH	Rudbeckia fulgida 'Blovi'	Viette's Little Suzy Coneflower	1 Gal.	18" o.c.	246
SMH	Stachys monieri 'Hummelo'	Hummelo Betony	1 Gal.	18" o.c.	227

Landscape Data Box

Total Lot Area:	263,952 sf
Percentage of Green Space Required:	20%
Percantage of Green Space Provided:	48%
Total Number of Trees Required:	124
Total Number of Shrubs Required:	1319
Total Number of Trees Provided:	106
Total Number of Shrubs Provided:	744

HITCHCOCK DESIGNGROUP

22 EAST CHICAGO AVENUE
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HITCHCOCKDESIGNGROUP.COM

PREPARED FOR

Three Leaf Partners

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MILWAUKEE, WI 53203

CONSULTANTS

LICENSED LANDSCAPE ARCHITECT
NICOLAS ARRIAGA
157.001493
STATE OF ILLINOIS

PROJECT

Harbor Chase of Schaumburg

ISSUED

NOVEMBER 21, 2025

REVISIONS

NO	DATE	ISSUE
1	11.21.25	VILLAGE COMMENTS

CHECKED BY
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DRAWN BY
SF/MFR/NAA

NORTH

SCALE IN FEET
1" = 40'
0' 20' 40' 80'

SHEET TITLE

OVERALL LANDSCAPE PLAN

SHEET NUMBER

L2.0

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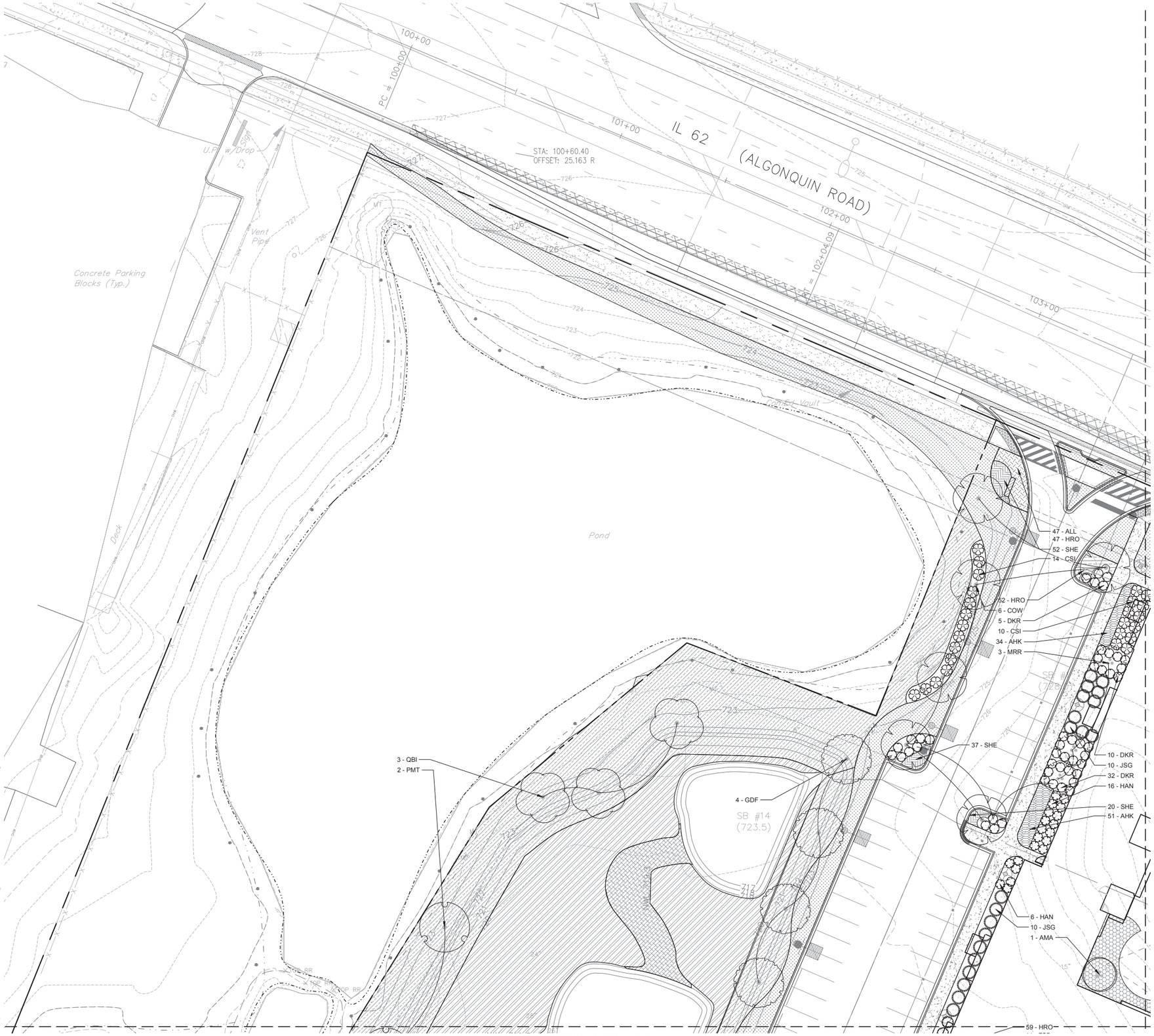

PLANTING NOTES

1. SEED LIMIT LINE IS APPROXIMATE. SEED TO LIMITS OF GRADING AND DISTURBANCE. CONTRACTOR IS RESPONSIBLE FOR RESTORATION OF ANY UNAUTHORIZED DISRUPTION OUTSIDE OF DESIGNATED CONSTRUCTION AREA.
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L2.1

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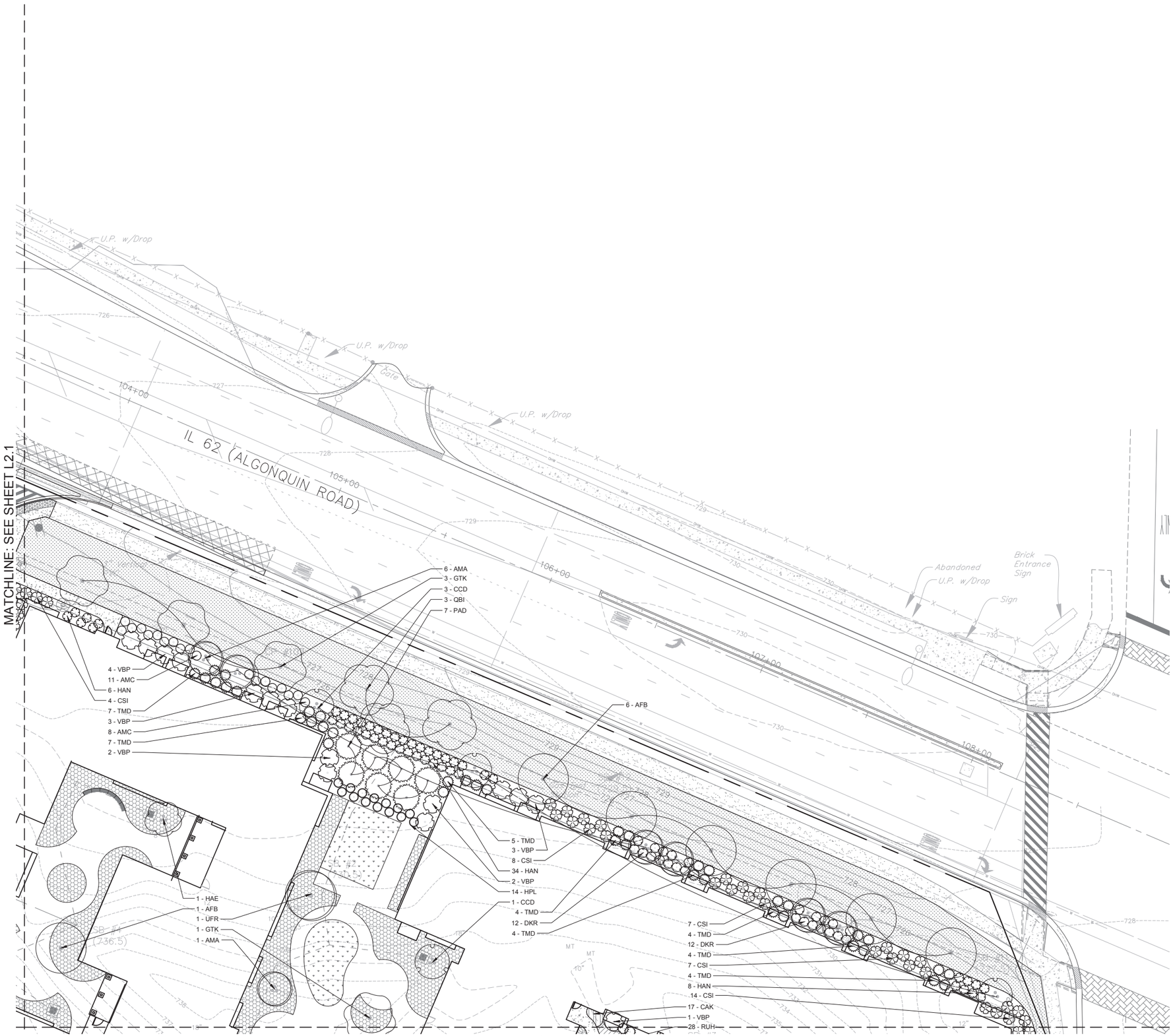

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NORTH

SCALE IN FEET
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SHEET TITLE

LANDSCAPE PLAN

SHEET NUMBER

L2.2

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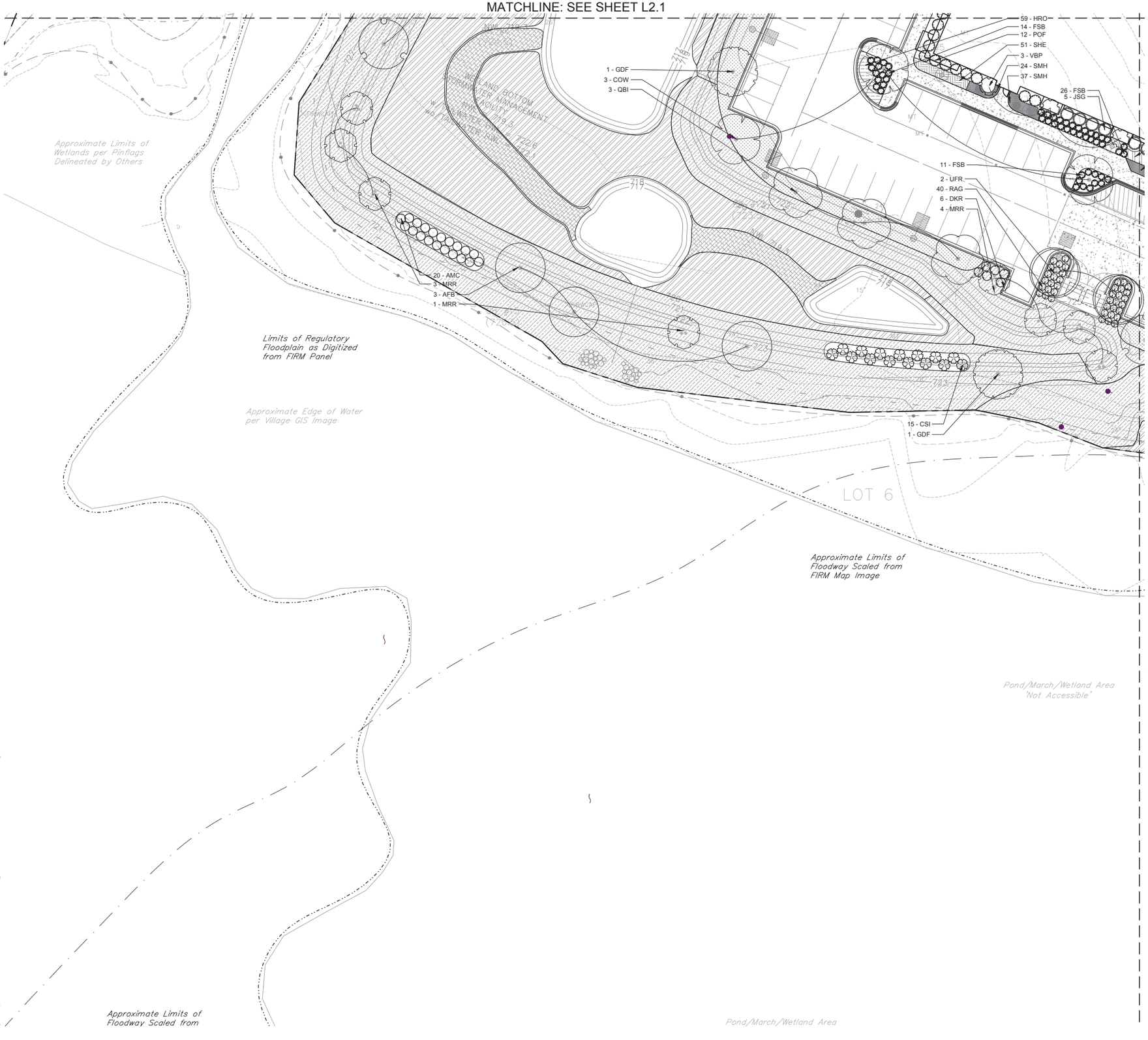
MATCHLINE: SEE SHEET L2.1



MATCHLINE: SEE SHEET L2.4

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SCALE IN FEET
1" = 20'
NORTH
0' 10' 20' 40'

SHEET TITLE

LANDSCAPE PLAN

SHEET NUMBER

L2.3

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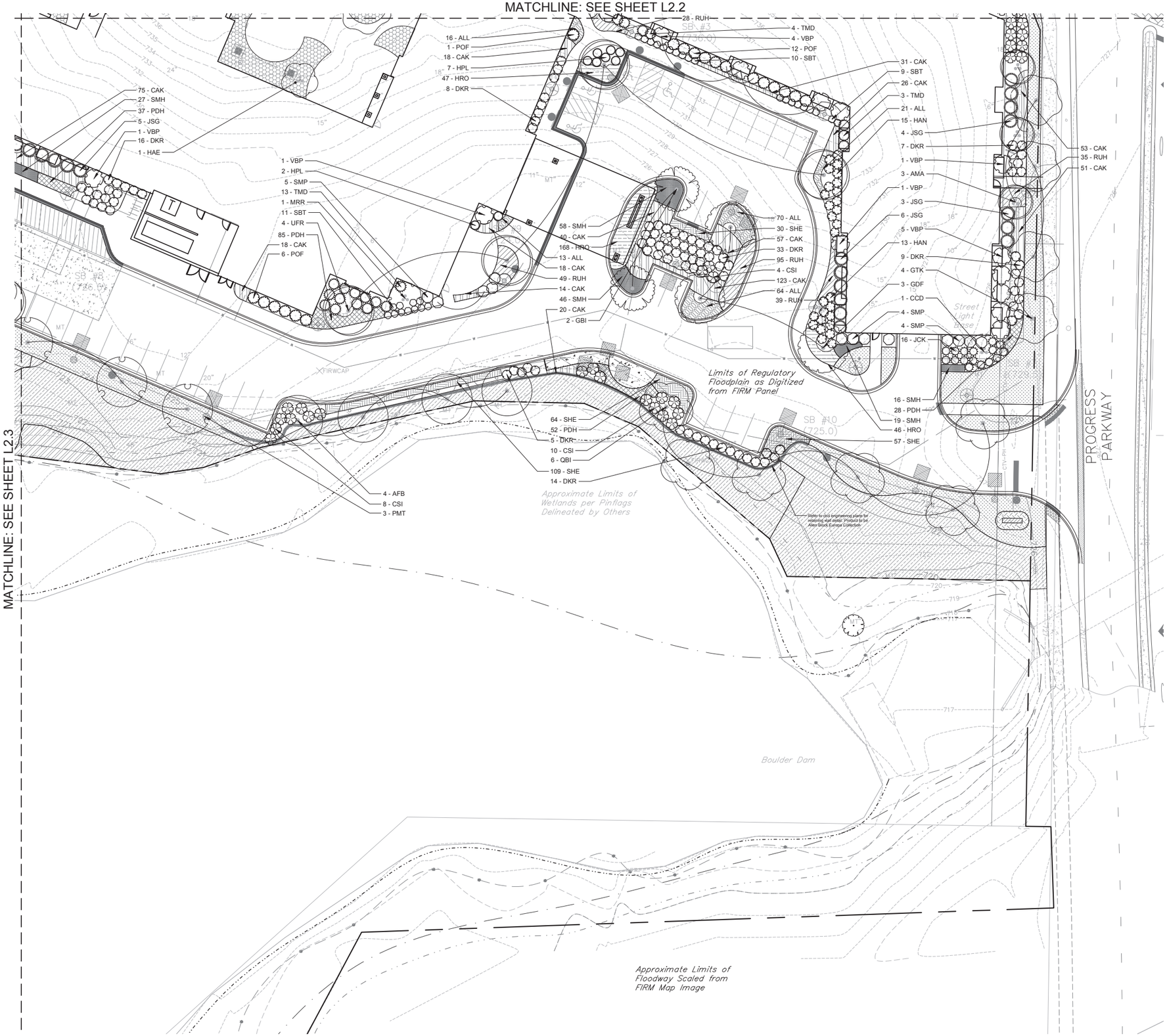
MATCHLINE: SEE SHEET L2.2

MATCHLINE: SEE SHEET L2.3



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NORTH

SCALE IN FEET
1" = 20'
0' 10' 20' 40'

SHEET TITLE

LANDSCAPE PLAN

SHEET NUMBER

L2.4

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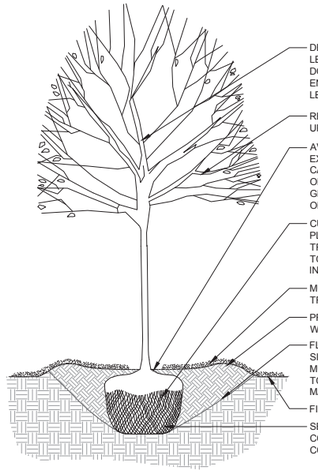
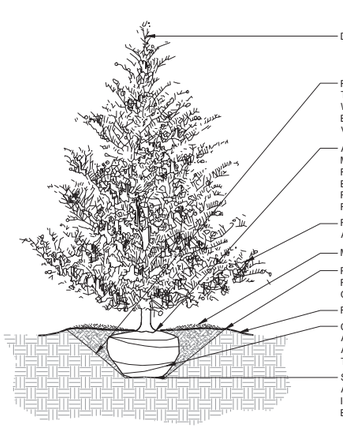


- DECIDUOUS SINGLE STEM TREE WITH A STRONG CENTRAL LEADER. DO NOT PRUNE, STAKE, OR WRAP UNLESS DIRECTED TO DO SO. IF PRUNING IS REQUIRED, ONLY PRUNE BRANCHES TO ENCOURAGE CENTRAL LEADER GROWTH. DO NOT CUT CENTRAL LEADER UNLESS DIRECTED TO DO SO
- REMOVE ANY BROKEN BRANCHES, TREE TAGS, AND RIBBONS UPON APPROVAL OF PLANT
- AVOID PLACING SOIL ON TOP OF THE ROOT BALL, MAINTAIN EXPOSURE OF ROOT FLARE. IF ROOT FLARE IS NOT EXPOSED, CAREFULLY REMOVE EXCESS SOIL. SET ROOT BALL SO THAT BASE OF ROOT FLARE IS 3" TO 6" HIGHER THAN ADJACENT FINISH GRADE (ROOT FLARE IS TYPICALLY 6" BELOW BUD GRAFT UNION ON GRAFTED TREES)
- CUT AND REMOVE ALL CORDS, TWINE, ROPE, WIRE, BURLAP, AND PLASTIC WRAP FROM AROUND TOP HALF OF ROOT BALL AND TRUNK. IF ROOT BALL IS ENCLOSED IN A WIRE BASKET REMOVE TOP HALF OF WIRE BASKET AND FOLD REMAINING POINTS DOWN INTO PLANTING HOLE
- MULCH, 3" DEPTH, TYP. TAPER MULCH TO 1" DEPTH AT TREE TRUNK.
- PREPARE A 3" MINIMUM HEIGHT SAUCER AROUND PIT FOR WATERING
- FLARE AND ROUGHEN PLANTING HOLE EDGES AND SIDES. HOLE SIZE TO BE TWICE AS WIDE AS ROOT BALL DIAMETER. ROOT FLARE MUST BE VISIBLE AT GRADE. BACKFILL PIT WITH 1/3 AMENDED TOPSOIL AND 2/3 EXCAVATED MATERIAL. REMOVE EXCESS MATERIAL FROM SITE AND DISPOSE OF LEGALLY
- FINISH GRADE
- SET ROOT BALL ON UNDISTURBED OR APPROPRIATELY COMPACTED SUBGRADE. IF HOLE IS TOO DEEP, ADD AND COMPACT ADDITIONAL FILL BEFORE SETTING TREE.

1 SINGLE STEM TREE PLANTING

1/2" = 1'-0"



- DO NOT CUT LEADER ON EVERGREEN TREES
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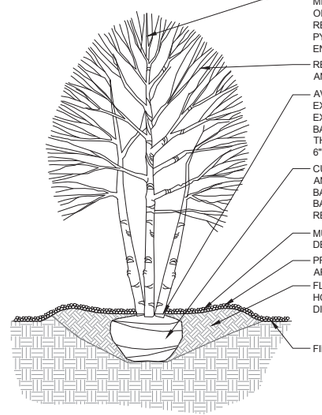
- AVOID PLACING SOIL ON TOP OF THE ROOT BALL, MAINTAIN EXPOSURE OF ROOT FLARE. IF ROOT FLARE IS NOT EXPOSED, CAREFULLY REMOVE EXCESS SOIL. SET ROOT BALL SO THAT BASE OF ROOT FLARE IS 3"-6" HIGHER THAN ADJACENT FINISH GRADE.
- REMOVE ANY BROKEN BRANCHES, TREE TAGS, AND RIBBONS (UPON ACCEPTANCE OF PLANT)
- MULCH 3" DEEP, TAPERING TO 1" AT TRUNK
- PREPARE A 3" MINIMUM SAUCER AROUND PIT. REMOVE AND PROPERLY DISPOSE OF SOILS OFF SITE.
- FINISH GRADE
- CUT AND REMOVE ALL CORDS AROUND ROOT BALL AND TRUNK. REMOVE TOP HALF OF WIRE BASKET, AND FOLD REMAINING POINTS DOWN. REMOVE TOP HALF OF BURLAP.
- SET ROOT BALL ON UNDISTURBED OR APPROPRIATELY COMPACTED SUBGRADE. IF HOLE IS TOO DEEP, ADD AND COMPACT ADDITIONAL FILL BEFORE SETTING TREE.

2 EVERGREEN TREE PLANTING

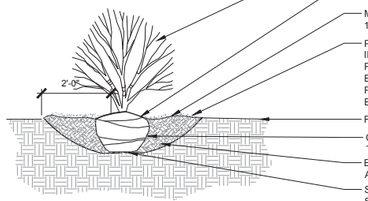
1/2" = 1'-0"



- ORNAMENTAL MULTI-STEM DECIDUOUS TREE WITH A MINIMUM OF FOUR TO FIVE STEMS. DO NOT PRUNE, STAKE, OR WRAP UNLESS DIRECTED TO DO SO. IF PRUNING IS REQUIRED, DO NOT CUT LEADER ON EVERGREEN OR PYRAMIDAL TREES AND ONLY PRUNE BRANCHES TO ENCOURAGE CENTRAL LEADER GROWTH
- REMOVE ANY BROKEN BRANCHES, TREE TAGS, AND RIBBONS UPON APPROVAL OF PLANT
- AVOID PLACING SOIL ON TOP OF THE ROOT BALL, MAINTAIN EXPOSURE OF ROOT FLARE. IF ROOT FLARE IS NOT EXPOSED, CAREFULLY REMOVE EXCESS SOIL. SET ROOT BALL SO THAT BASE OF ROOT FLARE IS 3" TO 6" HIGHER THAN ADJACENT FINISH GRADE (ROOT FLARE IS TYPICALLY 6" BELOW BUD GRAFT UNION ON GRAFTED TREES)
- CUT AND REMOVE ALL CORDS, TWINE, ROPE, WIRE, BURLAP, AND PLASTIC WRAP FROM AROUND TOP HALF OF ROOT BALL AND TRUNK. IF ROOT BALL IS ENCLOSED IN A WIRE BASKET REMOVE TOP HALF OF WIRE BASKET AND FOLD REMAINING POINTS DOWN INTO PLANTING HOLE
- MULCH, 3" DEPTH, TYP. TAPER MULCH TO 1" DEPTH AT TREE TRUNK.
- PREPARE A 3" MINIMUM HEIGHT SAUCER AROUND PIT FOR WATERING
- FLARE AND ROUGHEN PLANTING HOLE EDGES AND SIDES. HOLE SIZE TO BE TWICE AS WIDE AS ROOT BALL DIAMETER. ROOT FLARE MUST BE VISIBLE AT GRADE.
- FINISH GRADE

3 MULTI-STEM TREE PLANTING

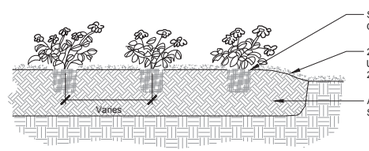
1/2" = 1'-0"



- LIMIT PRUNING TO DEAD AND BROKEN BRANCHES.
- SET ROOTBALL AT SAME LEVEL AS FINISHED GRADE.
- MULCH, 3" DEEP, TYP. TAPER MULCH TO 1" DEPTH AT TRUNK.
- PREPARE A 3" MIN. SAUCER AROUND PIT IF SHRUB IS A SOLITARY PLANTING. FOR MULTIPLE PLANTINGS IN THE SAME BED, PREPARE SHRUB BED SO THAT FINISH GRADE BETWEEN SHRUBS PROVIDES POSITIVE DRAINAGE. DISCARD EXCESS EXCAVATED MATERIAL.
- FINISH GRADE
- CUT ALL CORDS AROUND ROOTBALL AND TRUNK.
- BACKFILL PIT WITH 1/3 AMENDED TOPSOIL AND 2/3 EXCAVATED MATERIAL.
- SET ROOTBALL ON UNDISTURBED SUBGRADE.

4 SHRUB PLANTING

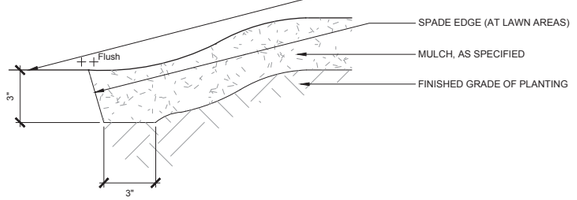
1/2" = 1'-0"



- SET PLANTS AT SAME LEVEL AS GROWN IN CONTAINER
- 2" DEEP MULCH. WORK MULCH UNDER BRANCHES. RAISE PLANT BED 2" ABOVE FINISH GRADE
- AMENDED TOPSOIL OR PLANTING SOIL MIX, SEE SPECIFICATIONS

5 PERENNIAL AND GROUNDCOVER PLANTING

1/2" = 1'-0"



- FINISHED GRADE OF ADJACENT MATERIAL
- SPADE EDGE (AT LAWN AREAS)
- MULCH, AS SPECIFIED
- FINISHED GRADE OF PLANTING

6 PLANTING BED EDGE

3" = 1'-0"

Detention Basin Plug and Seed Mix

Note: There are to be approximately 46 ea. of plugs spaced 18" OC and 181 ea. of plugs spaced 12" OC.

Emergent Plug Mix (0-6" Water Depth)

Grasses, Sedges, & Rushes (Monocots)

ACRONYM	SCIENTIFIC NAME	COMMON NAME	C-Value	W-Value	WETNESS	HEIGHT Min-Max	COLOR	BLOOM TIME A	M	J	J	A	S	O	Unit(s)	Size	Notes
BOLFLU	*Bolboschoenus fluviatilis*	RIVER BULRUSH	6	-5	OBL	3-5' (4')	N/A								each	2" plug	18" o.c. (A. Rhizomatous)
CALCAN	*Calamagrostis canadensis*	BLUE JOINT GRASS	3	-5	OBL	3-5' (4')	N/A								each	2" plug	18" o.c. (A. Rhizomatous)
CKCOMO	*Carex comosa*	BRISTLY SEDGE	5	-5	OBL	1-3' (2')	N/A								each	2" plug	18" o.c. (S. Rhizomatous)
CHYPST	*Carex hystericina*	PORCUPINE SEDGE	5	-5	OBL	2-4' (3')	N/A								each	2" plug	18" o.c. (S. Rhizomatous)
CKLACU	*Carex lacustris*	COMMON LAKE SEDGE	6	-5	OBL	2-4' (3')	N/A								each	2" plug	18" o.c. (A. Rhizomatous)
CKLURI	*Carex luridа*	BOTTLEBRUSH SEDGE	8	-5	OBL	2-4' (3')	N/A								each	2" plug	18" o.c. (Rhizomatous)
CKSTRI	*Carex stricta*	COMMON TUSSOCK SEDGE	5	-5	OBL	2-4' (3')	N/A								each	2" plug	18" o.c. (A. Rhizomatous)
CKTRHC	*Carex trichocarpa*	HAIRY FRUITED LAKE SEDGE	8	-5	OBL	2-4' (3')	N/A								each	2" plug	18" o.c. (A. Rhizomatous)
CKVULP	*Carex vulpinoidea*	BROWN FOX SEDGE	2	-5	OBL	2-4' (3')	N/A								each	2" plug	18" o.c. (S. Rhizomatous)
JUNEFF	*Juncus effusus*	COMMON RUSH	7	-5	OBL	1-3' (2')	N/A								each	2" plug	18" o.c. (S. Rhizomatous)
LEEORY	*Leersia oryzoides*	RICE CUT GRASS	4	-5	OBL	3-5' (4')	N/A								each	2" plug	18" o.c. (A. Rhizomatous)
SCMACU	*Schoenoplectus acutus*	HARD STEM BULRUSH	4	-5	OBL	6-8' (7')	N/A								each	2" plug	18" o.c. (A. Rhizomatous)
SCHTAB	*Schoenoplectus tabernaemontani*	GREAT BULRUSH	5	-5	OBL	6-7' (5.5')	N/A								each	2" plug	18" o.c. (A. Rhizomatous)
SCATA	*Scirpus atrovirens*	DARK GREEN RUSH	4	-5	OBL	3-6' (5')	N/A								each	2" plug	18" o.c. (Rhizomatous)
SCICYP	*Scirpus cyperinus*	WOOL GRASS	6	-5	OBL	3-5' (4')	N/A								each	2" plug	18" o.c. (S. Rhizomatous)
SCIPUN	*Scirpus pungens*	CHAIRMAKER'S RUSH	6	-5	OBL	3-5' (4')	N/A								each	2" plug	18" o.c. (A. Rhizomatous)

Flowers & Other Broadleaves (Dicots)

ACRONYM	SCIENTIFIC NAME	COMMON NAME	C-Value	W-Value	WETNESS	HEIGHT Min-Max	COLOR	BLOOM TIME A	M	J	J	A	S	O	Unit(s)	Size	Notes
ACOCAL	*Acorus calamus*	SWEET FLAG	7	-5	OBL	1-3' (2')	Green								each	2" plug	18" o.c. (Rhizomatous)
ALSUB	*Alisma subcordatum*	COMMON WATER PLANTAIN	4	-5	OBL	1-3' (2')	White								each	2" plug	18" o.c.
ASCINC	*Asclepias incarnata*	SWAMP MILKWEED	4	-5	OBL	3-5' (4')	Magenta								each	2" plug	18" o.c. (S. Rhizomatous)
EUTMAC	*Eutrochium maculatum*	SPOTTED JOE PYE WEED	4	-5	OBL	4-7' (5')	Pink								each	2" plug	18" o.c.
HIBLAE	*Hibiscus laevis*	HALBERD-LEAVED ROSE MALLOW	6	-5	OBL	3-6' (5')	Pink								each	2" plug	18" o.c.
IRIVIS	*Iris virginica shrevei*	BLUE FLAG	5	-5	OBL	2-4' (3')	Blue								each	2" plug	12" o.c. (Rhizomatous)
LOBCAR	*Lobelia cardinalis*	CARDINAL FLOWER	7	-5	OBL	3-5' (4')	Red								each	2" plug	18" o.c.
LYCAME	*Lycopus americanus*	COMMON WATER HOREHOUND	5	-5	OBL	1-3' (2')	White								each	2" plug	18" o.c.
LYTALA	*Lythrum alatum*	WINGED LOOSESTRIFE	7	-5	OBL	2-4' (3')	Purple								each	2" plug	18" o.c. (Rhizomatous)
MIMRIN	*Mimulus ringens*	MONKEY FLOWER	6	-5	OBL	2-4' (2.5')	Purple								each	2" plug	18" o.c.
PONCOR	*Pontederia cordata*	PICKEREL WEED	10	-5	OBL	1-3' (2')	Purple								each	2" plug	18" o.c. (Rhizomatous)
SAGLAT	*Sagittaria latifolia*	COMMON ARROWHEAD	4	-5	OBL	2-4' (3')	White								each	2" plug	12" o.c. (Rhizomatous)
SOLRID	*Solidago riddellii*	RIDDELL'S GOLDENROD	7	-5	OBL	2-4' (3')	Yellow								each	2" plug	18" o.c.
SPAEUR	*Spirganium eurycarpum*	COMMON BUR REED	6	-5	OBL	3-5' (4')	White								each	2" plug	18" o.c. (Rhizomatous)

Native Pond Edge Seed Mix (Dry - Mesic Soils)

MIX STATISTICS	
Number of Native Species in Mix	30
Lbs/Acre of *Native Seed*	27.1
Propagules per Square Foot	129.0
Native FQI	31.8
Native Mean C Value	5.8
Native Mean W Value	2.8

Grasses, Sedges, & Rushes

ACRONYM	SCIENTIFIC NAME	COMMON NAME	C-Value	W-Value	WETNESS	HEIGHT Min-Max	COLOR	BLOOM TIME A	M	J	J	A	S	O	SEEDS/ OZ	OZ/ ACRE	LB/ ACRE	% OF MIX by Weight	% OF MIX by Seed
BOUCUR	*Bouteloua curtipendula*	SIDE-OATS GRAMA	8	5	UPL	2-3' (2.5')	N/A								6,000	192.000	12.00	44.34%	20.49%
CKBREV	*Carex brevior*	PLAINS OVAL SEDGE	4	3	FACU	6"-18"	N/A								29,000	4.0000	0.25	0.92%	2.06%
ELYCAN	*Elymus canadensis*	CANADA WILD RYE	4	1	FAC-	2.5'-(3.5')	N/A								5,200	16.0000	1.00	3.69%	1.48%
PANVIR	*Panicum virgatum*	SWITCH GRASS	5	-1	FAC+	3-5' (4')	N/A								34,000	8.0000	0.50	1.84%	1.99%
SCHSCO	*Schizachyrium scoparium*	LITTLE BLUESTEM GRASS	5	4	FACU-	2-3' (3')	N/A								15,000	112.000	7.00	25.81%	29.89%
																Grass Subtotals		20.75	76.50%	55.91%

Flowers & Other Broadleaves

ACRONYM	SCIENTIFIC NAME	COMMON NAME	C-Value	W-Value	WETNESS	HEIGHT Min-Max	COLOR	BLOOM TIME A	M	J	J	A	S	O	SEEDS/ OZ	OZ/ ACRE	LB/ ACRE	% OF MIX by Weight	% OF MIX by Seed
ASCTUB	*Asclepias tuberosa*	BUTTERFLY WEED	7	5	UPL	1-3.5' (2.5')	Orange								4,300	8.0000	0.50	1.84%	0.61%
BAPALB	*Baptisia alba*	WHITE WILD INDIGO	8	2	FACU+	2-5' (4')	White								1,700	4.0000	0.25	0.92%	0.12%
CHAFAS	*Chamaecrista fasciculata*	PARTRIDGE PEA	5	4	FACU-	1-3' (2')	Yellow								2,700	16.0000	1.00	3.69%	0.77%
CORPAL	*Coreopsis palmata*	PRAIRIE COREOPSIS	6	5	UPL	1-2.5' (2')	Yellow								10,000	4.0000	0.25	0.92%	0.73%
DALPUR	*Dalea purpurea*	PURPLE PRAIRIE CLOVER	9	5	UPL	1.5-3' (2')	Purple								15,000	4.0000	0.25	0.92%	1.07%
ECHPAL	*Echinacea pallida*	PALE PURPLE CONEFLOWER	8	5	UPL	2-4' (3')	Pink								5,200	8.0000	0.50	1.84%	0.74%
ERYYUC	*Eryngium yuccifolium*	RATTLESNAKE MASTER	9	-1	FAC+	2-5' (4')	White								7,500	4.0000	0.25	0.92%	0.53%
EUPCOR	*Euphorbia corollata*	FLOWERING SPURGE	2	5	UPL	1-4' (3')	White								8,000	1.0000	0.06	0.23%	0.14%
HELPAP	*Helianthus pauciflorus subsp.*	PRAIRIE SUNFLOWER	8	5	UPL	3-6' (5')	Yellow								4,000	1.0000	0.06	0.23%	0.07%
HELHEL	*Heliopsis helianthoides*	FALSE SUNFLOWER	5	5	UPL	3-6' (5')	Yellow								6,300	4.0000	0.25	0.92%	0.45%
LESCAP	*Lespedeza capitata*	ROUND-HEADED BUSH CLOVER	4	3	FACU	2-4' (3')	Green								8,000	2.0000	0.13	0.46%	0.28%
LIASCP	*Liatris aspera*	ROUGH BLAZING STAR	6	5	UPL	2.5-5' (3')	Purple								16,000	4.0000	0.25	0.92%	1.14%
MONFIS	*Monarda fistulosa*	WILD BERGAMOT	4	3	FACU	3-5' (4')	Purple								70,000	1.0000	0.06	0.23%	1.25%
PENDIG	*Penstemon digitalis*	FOXGLOVE BEARD TONGUE	4	1	FAC-	2.5-5'	White								130,000	3.0000	0.19	0.69%	6.94%
PYCTEN	*Pycnanthemum tenuifolium*	SLENDER MOUNTAIN MINT	7	0	FAC	1-3' (2')	White								220,000	0.2500	0.02	0.06%	0.98%
RUDFUS	*Rudbeckia fulgida var. sullivantii*	SHOWY BLACK-EYED SUSAN	8	-3	FACW	2-4' (3')	Yellow								27,100	8.0000	0.50	1.84%	3.86%
RUDHIR	*Rudbeckia hirta*	BLACK-EYED SUSAN	1	3	FACU	2-3' (2.5')	Yellow								92,000	8.0000	0.50	1.84%	13.09%
RUDSUB	*Rudbeckia subtomentosa*	SWEET BLACK-EYED SUSAN	9	2	FACU+	3-6' (5')	Yellow								43,000	2.0000	0.13	0.46%	1.53%
SILINI	*Silphium integrifolium*	ROSIN WEED	5	5	UPL	2-6' (5')	Yellow								1,200	8.0000	0.50	1.84%	0.13%
SOLRIG	*Solidago rigida*	STIFF GOLDENROD	4	4	FACU-	3-6' (4')	Yellow								41,000	2.0000	0.13	0.46%	1.46%
SYMERI	*Symphyotrichum ericoides*	HEATH ASTER	5	4	FACU-	1-3' (2')	White								200,000	0.2500	0.02	0.06%	0.89%
SYMLAE	*Symphyotrichum laeve*	SMOOTH BLUE ASTER	9	5	UPL	2.5-5' (4')	Blue								55,000	1.0000	0.06	0.23%	0.98%
SYMNOV	*Symphyotrichum novae-angliae*	NEW ENGLAND ASTER	4	-3	FACW	4-6' (5')	Purple								65,000	4.0000	0.25	0.92%	4.63%
VERSTR	*Verbena stricta*	HOARY VERVAIN	4	5	UPL	1-3' (2')	Blue								28,000	1.5000	0.09	0.35%	0.75%
ZIZAUR	*Zizia aurea*	GOLDEN ALEXANDERS	7	-1	FAC+	2-4' (3')	Yellow								11,000	5.0000	0.31	1.15%	0.98%
																Broadleaf Subtotals		6.38	23.50%	44.09%
																BASE MIX TOTALS		27.13	100.00%	100.00%

Native Pond Edge Seed Mix (Wet-Mesic Soils)

MIX STATISTICS	
Number of Native Species in Mix	34
Lbs/Acre of *Native Seed*	22.3
Propagules per Square Foot	186.5
Native FQI	28.5
Native Mean C Value	4.9
Native Mean W Value	-1.6

Grasses, Sedges, & Rushes

ACRONYM	SCIENTIFIC NAME	COMMON NAME	C-Value	W-Value	WETNESS	HEIGHT Min-Max	COLOR	BLOOM TIME A	M	J	J	A	S	O	SEEDS/ OZ	OZ/ ACRE	LB/ ACRE	% OF MIX by Weight	% OF MIX by Seed
ANDGER	*Andropogon gerardii*	BIG BLUESTEM GRASS	5	1	FAC-	6-8' (7')	N/A								10,000	24.0000	1.50	6.72%	2.95%
CALCAN	*Calamagrostis canadensis*	BLUE JOINT GRASS	3	-5	OBL	3-5' (4')	N/A								280,000	2.0000	0.13	0.56%	6.89%
CKBREV	*Carex brevior*	PLAINS OVAL SEDGE	4	3	FACU	6"-18" (12")	N/A								29,000	4.0000	0.25	1.12%	1.43%
CKSCOP	*Carex scoparia*	LANCE-FRUITED OVAL	7	-3	FACW	1-3' (2')	N/A								84,000	2.0000	0.13	0.56%	2.07%
CKVULP	*Carex vulpinoidea*	BROWN FOX SEDGE	2	-5	OBL	2-4' (3')	N/A								100,000	8.0000	0.50	2.24%	9.85%
ELEERY	*Eleocharis erythropoda*	RED-ROOTED SPIKE RUSH	2	-5	OBL	2-4' (3')	N/A								78,000	1.0000	0.06	0.28%	0.96%
ELYCAN	*Elymus canadensis*	CANADA WILD RYE	4	1	FAC-	2.5'-(3.5')	N/A								5,200	32.0000	2.00	8.96%	2.05%
ELYVIR	*Elymus virginicus*	VIRGINIA WILD RYE	4	-2	FACW-	3-5' (4')	N/A								4,200	48.0000	3.00	13.44%	2.48%
GLYSTR	*Glyceria striata*	FOWL MANNA GRASS	4	-3	FACW	2-4' (3')	N/A								90,000	2.0000	0.13	0.56%	2.22%
JUNDUD	*Juncus dudleyi*	DUDLEY'S RUSH	4	0	FACI	1-3' (2')	N/A								3,200,000	0.1250	0.01	0.04%	4.92%
PANVIR	*Panicum virgatum*	SWITCH GRASS	5	-1	FAC+	3-5' (4')	N/A								14,000	48.0000	3.00	13.44%	8.27%
SCHSCO	*Schizachyrium scoparium*	LITTLE BLUESTEM GRASS	5	4	FACU-	2-3' (3')	N/A								15,000	96.0000	6.00	26.88%	17.72%
SORNUT	*Sorghastrum nutans*	INDIAN GRASS	5	2	FACU+	3-7' (6')	N/A								12,000	16.0000	1.00	4.48%	2.36%
SPAPEC	*Spartina pectinata*	PRAIRIE CORD GRASS	4	-4	FACW+	5-9' (7')	N/A								6,000	16.0000	1.00	4.48%	1.30%
																Grass Subtotals		18.70	83.76%	65.47%

Flowers & Other Broadleaves

ACRONYM	SCIENTIFIC NAME	COMMON NAME	C-Value	W-Value	WETNESS	HEIGHT Min-Max	COLOR	BLOOM TIME A	M	J	J	A	S	O	SEEDS/ OZ	OZ/ ACRE	LB/ ACRE	% OF MIX by Weight	% OF MIX by Seed
ASCINC	*Asclepias incarnata*	SWAMP MILKWEED	4	-5	OBL	3-5' (4')	Magenta								4,800	12.0000	0.75	3.36%	0.71%
CORTRP	*Coreopsis tripteris*	TALL COREOPSIS	5	0	FAC	5-8' (7')	Yellow								14,000	2.0000	0.13	0.56%	0.34%
DOELUMB	*Doellingeria umbellata*	FLAT-TOP ASTER	9	-3	FACW-	3-5' (4')	Cream								67,000	1.5000	0.09	0.42%	1.24%
ERYYUC	*Eryngium yuccifolium*	RATTLESNAKE MASTER	9	-1	FAC+	2.5'-(4')	White								7,500	3.0000	0.19	0.84%	0.28%
EUPPER	*Eupatorium perfoliatum*	COMMON BONESET	4	-4	FACW+	3-6' (4')	White								160,000	1.0000	0.06	0.28%	1.97%
EUTGRA	*Euthamnia graminifolia*	GRASS-LEAVED GOLDENROD	4	-2	FACW-	2-4' (3')	Yellow								350,000	0.5000	0.03	0.14%	2.15%
EUTMAC	*Eutrochium maculatum*	SPOTTED JOE PYE WEED	4	-5	OBL	4-7' (5')	Pink								95,000	3.0000	0.19	0.84%	3.51%
HELAUT	*Helenium autumnale*	SNEEZEWEED	5	-4	FACW+	2.5'-(4')	Yellow								130,000	1.0000	0.06	0.28%	1.60%
MONFIS	*Monarda fistulosa*	WILD BERGAMOT	4	3	FACU	3-5' (4')	Purple								70,000	3.0000	0.19	0.84%	2.58%
PENDIG	*Penstemon digitalis*	FOXGLOVE BEARD TONGUE	4	1	FAC-	2.5-5' (3.5')	White								130,000	4.0000	0.25	1.12%	6.40%
PYCVIR	*Pycnanthemum virginianum*	COMMON MOUNTAIN MINT	5	-4	FACW+	1-4' (3')	White								220,000	0.5000	0.03	0.14%	1.35%
RUDFUS	*Rudbeckia fulgida var. sullivantii*	SHOWY BLACK-EYED SUSAN	8	-3	FACW	2-4' (3')	Yellow								27,100	4.0000	0.25	1.12%	1.33%
RUDSUB	*Rudbeckia subtomentosa*	SWEET BLACK-EYED SUSAN	9	2	FACU+	3-6' (5')	Yellow								43,000	2.0000	0.13	0.56%	1.00%
RUDTRI	*Rudbeckia triloba*	BROWN-EYED SUSAN	3	1	FAC-	4-6' (5')	Yellow								34,000	2.0000	0.13	0.56%	0.84%
SOLRID	*Solidago riddellii*	RIDDELL'S GOLDENROD	7	-5	OBL	2-4' (3')	Yellow								93,000	1.0000	0.06	0.28%	1.14%
SOLRIG	*Solidago rigida*	STIFF GOLDENROD	4	4	FACU-	3-6' (4')	Yellow								41,000	2.0000	0.13	0.56%	1.01%
SYMNOV	*Symphyotrichum novae-angliae*	NEW ENGLAND ASTER	4	-3	FACW	4-6' (5')	Purple								65,000	4.0000	0.25	1.12%	3.20%
VERFAS	*Vernonia fasciculata*	COMMON IRONWEED	5	-3	FACW	4-6' (5')	Purple								24,000	1.5000	0.09	0.42%	0.44%
VERHAS	*Verbena hastata*	BLUE VERVAIN	4	-4	FACW+	4-7' (5')	Blue								93,000	2.0000	0.13	0.56%	2.29%
ZIZAUR	*Zizia aurea*	GOLDEN ALEXANDERS	7	-1	FAC+	2-4' (3')	Yellow								11,000	8.0000	0.50	2.24%	1.08%
																Broadleaf Subtotals		3.63	16.24%	34.53%
																SEED MIX		22.32	100.00%	100.00%

Emergent Plug Notes:
1. A. Rhizomatous - Aggressive Rhizomatous
2. Rhizomatous - Rhizomatous, may colonize
3. S. Rhizomatous - Short Rhizomatus, may form small colonies, not typically aggressive

Wet Mesic and Mesic Seed Notes:
1. It is recommended to install a Mycorrhizal Innoculant with the above seed mix at 40 lbs/acre
2. For spring planting, it is recommended to install a cover crop of *Avena sativa* with the above seed mix at 40 lbs/acre
3. For fall planting, it is recommended to install a cover crop of ReGreen (a winter wheat and wheatgrass sterile hybrid) with the above mix at 50 lbs/acre
4. Annual or Perennial Rye (*Lolium multiflorum* or *perenne*) should NEVER be utilized as a cover crop
5. Provide erosion control blanket for all seeded areas. Product shall be DS75 straw single net blanket as manufactured by North American Green, or approved equal.

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PREPARED FOR

Three Leaf Partners

504 W JUNEAU AVE.
MILWAUKEE, WI 53203

CONSULTANTS

PROJECT

Harbor Chase of Schaumburg

ISSUED

NOVEMBER 21, 2025

REVISIONS

NO	DATE	ISSUE
1	11.21.25	VILLAGE COMMENTS

CHECKED BY GBR/NAA

DRAWN BY SF/MFR/NAA

SCALE IN FEET as noted

SHEET TITLE

LANDSCAPE DETAILS

SHEET NUMBER

L3.0

LICENSED LANDSCAPE ARCHITECT NICOLAS ARRIAGA 157.001493 STATE OF ILLINOIS

© 2025 HITCHCOCK DESIGN GROU

J:\Projects\Naperville\Three Leaf Partners\Harbor Chase of Schaumburg\06 Production\01 CADL3.0 LANDSCAPE DETAILS.dwg

Three Leaf Partners LLC
Dan Romnek
Vice President of Development
504 W. Juneau Avenue
Milwaukee, WI 53203
dromnek@threeleafdevelopment.com
Cell: 414-426-6999

January 15th, 2025

Re: Parking Ratio - HarborChase of Schaumburg
Three Leaf Response

Three Leaf Partners and HarborChase are requesting a variance to the parking requirement for the senior housing project being considered at the Veridian campus. The parking requirement based on the Village code is calculated below:

HarborChase @ Veridian
Schaumburg, IL
Parking Matrix

		Code Requirement		Proposed	
Independent Living	**Units**	**Stalls / Unit**	**Total Stalls**	**Stalls / Unit**	**Total Stalls**
(max. 800 SF)	28	1.00	28	1.25	35
(801-1,500 SF max.)	51	1.25	64	1.25	64
Guest Parking		1 per 20 units	4		
Indendent Living - subotal	**79**		**96**		**99**

		Code Requirement		Proposed	
Assited Living	**Units**	**Stalls / Unit**	**Total Stalls**	**Stalls / Unit**	**Total Stalls**
AL - 1BR	38	0.67	26	0.75	29
AL - 2BR	10	0.67	7	0.75	8
Guest Parking	48	1 per 3 units	16		
Assisted Living Subtotal	**48**		**49**		**37**

		Code Requirement		Proposed	
Memory Care	**Units**	**Stalls / Unit**	**Total Stalls**	**Stalls / Unit**	**Total Stalls**
MC - Suite	32	0.25	8	0.75	24
Employee Parking		1 per employee @ peak	16	0.75	0
Memory Care Subotal	**32**		**24**		**24**

TOTAL	**169**	**160**

Three Leaf Partners is requesting a variance of the parking requirements to build 160 parking stalls, or 9 fewer than the parking code. Below is a table of the parking counts and usage at 3 other HarborChase senior housing projects that have similar unit mixes as this project. As you can see, HarborChase typically builds between 0.75 and 0.80 parking stalls per unit, with utilization substantially less than what is built. This information should give the Village comfort that this project will have sufficient parking for the projected usage without overbuilding parking that will not be used.

Community	Unit Count				Parking Spaces	Ratio Spaces/Units	# of Employees (Average)	Parking Spaces in Use		
	IL	AL	MC	Total				8:00 AM	12:00 PM	5:00 PM
HarborChase of Schaumburg (Proposed) 2400 Progress Parkway Schaumburg, IL	79	48	32	159	160	1.01	45			
HarborChase of Dr. Phillips 7233 Della Dr. Orlando, FL	80	74	32	186	146	0.78	55	77	93	90
HarborChase of Mandarin 12351 San Jose Blvd. Jacksonville, FL	54	39	21	114	88	0.77	38	28	38	36
HarborChase of Olney 17001 Georgia Ave. Olney, MD	13	75	41	129	100	0.78	58	30	44	36



Prepared For:

THREE LEAF PARTNERS

KLOA

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

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for HarborChase at Veridian, a proposed assisted living and memory care development to be located in the southwest quadrant of the intersection of Algonquin Road with Plum Grove Road/Progress Parkway in Schaumburg, Illinois. The site, which is currently vacant, is proposed to be developed with 79 independent living units, 48 assisted living units and 32 memory care units for a total of 159 units. Access to the development will be provided on Algonquin Road via a right-in/right-out access drive and on Progress Parkway via a right-in/right-out access drive.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, evaluate the internal and external circulation and accessibility, determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed development and evaluate the adequacy of the proposed parking. **Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site.

The sections of this report present the following:

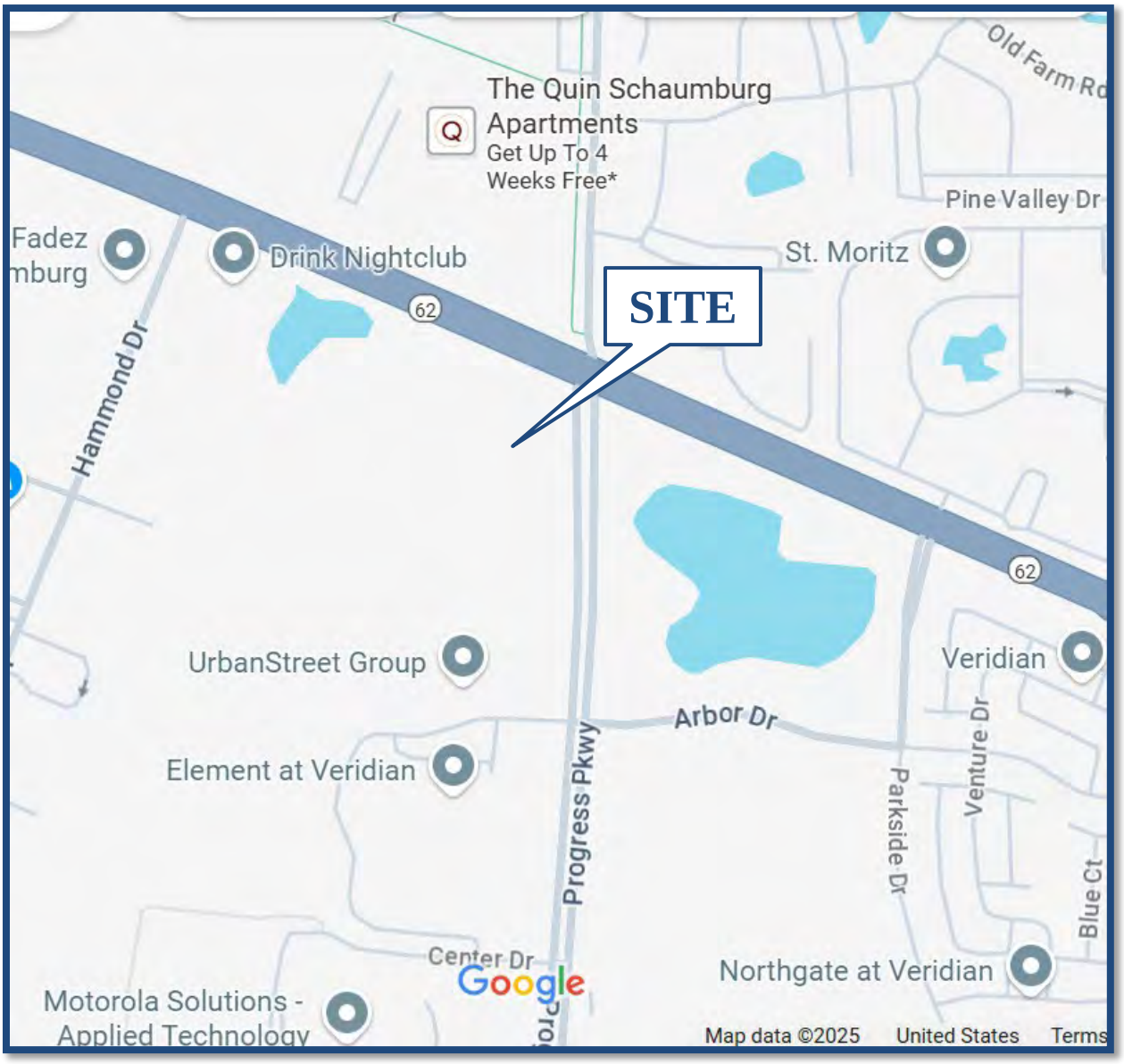
- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning and weekday evening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

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

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

2. No-Build Conditions – Analyzes the capacity of the existing roadway system using the ambient area growth not attributable to any particular development and any additional developments not associated with the proposed development.

3. Projected Conditions – Analyzes the capacity of the future roadway system using the traffic volumes that include the background traffic volumes and the traffic estimated to be generated by the proposed development.



Site Location **Figure 1**



Aerial View of Site **Figure 2**

2. Existing Conditions

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

Site Location

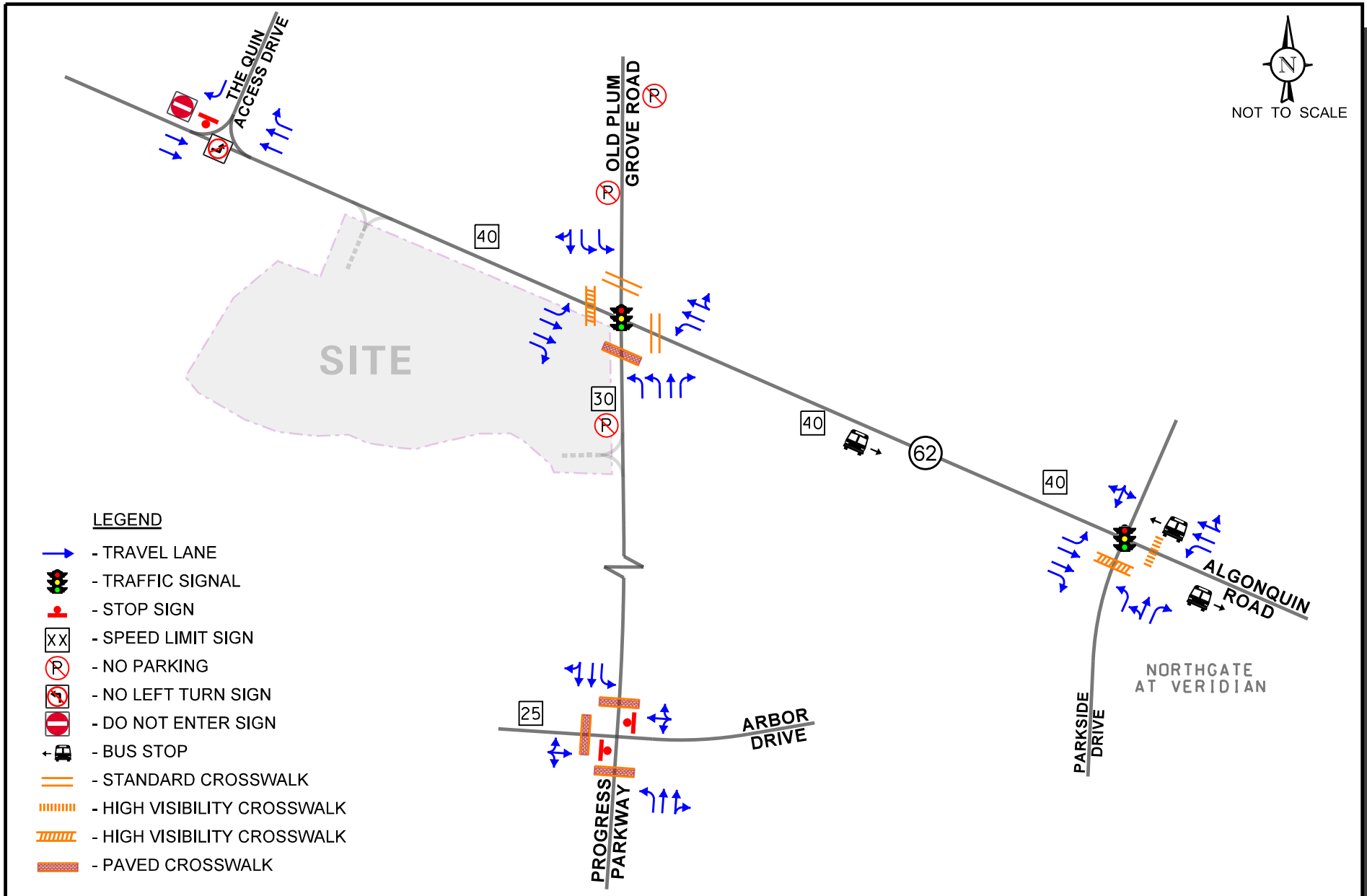
The site, which is currently vacant, is located in the southwest quadrant of the intersection of Algonquin Road with Plum Grove Road/Progress Parkway. Adjacent land uses include The Quin Apartments to the north, Drink nightclub to the west and an office building to the south. The Veridian mixed-use development is located to the east. Access to the area expressways and tollways (I-90/I-290/IL 53) is approximately 1.3 miles east via Algonquin Road and one mile south via Meacham Road.

Existing Roadway System Characteristics

The characteristics of the adjacent roadways and access drives within the study area are described below and illustrated in **Figure 3**.

Algonquin Road (IL 62) is an east-west other principal arterial that provides two lanes in each direction divided by a painted median. At its signalized intersection with Plum Grove Road/Progress Parkway, Algonquin Road provides an exclusive left-turn lane, two through lanes, and an exclusive right-turn lane on the eastbound approach. The westbound approach provides an exclusive left-turn lane, a through lane, and a combined through/right-turn lane. At its signalized intersection with Parkside Drive/International Village access drive, Algonquin Road provides an exclusive left-turn lane, two through lanes, and an exclusive right-turn lane on the eastbound approach. The westbound approach provides an exclusive left-turn lane, a through lane, and a combined through/right-turn lane. At its unsignalized intersection with The Quin right-in/right-out access drive, Algonquin Road provides two through lanes on the eastbound approach. The westbound approach provides two through lanes and an exclusive right-turn lane. Algonquin Road has a posted speed limit of 40 miles per hour, carries an Annual Average Daily Traffic (AADT) volume of 28,100 vehicles (Illinois Department of Transportation [IDOT] 2023), is designated as a Strategic Regional Arterial (SRA) route, and is under the jurisdiction of IDOT.

Old Plum Grove Road is a north-south collector road that provides one lane in each direction divided by a two-way left-turn lane (TWLTL). At its signalized intersection with Algonquin Road, Old Plum Grove Road is widened to provide and dual left-turn lanes and a combined through/right-turn lane on the southbound approach. The south leg is Progress Parkway and it provides dual left-turn lanes, a through lane and an exclusive right-turn lane. Plum Grove Road is under the jurisdiction of the Village of Schaumburg and has a posted speed limit of 30 miles per hour.



Harborchase at Veridian
Schaumburg, Illinois

Existing Roadway Characteristics

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Job No: 25-210

Figure: 3

Progress Parkway is a north-south collector road that provides two lanes in each direction divided by a raised landscaped median. At its signalized intersection with Algonquin Road, Progress Parkway provides dual left-turn lanes, a through lane and an exclusive right-turn lane. At its unsignalized intersection with Arbor Drive, Progress Parkway provides an exclusive left-turn lane, a through lane and a combined through/right-turn lane on both approaches. Progress Parkway has a posted speed limit of 30 miles per hour and is under the jurisdiction of the Village of Schaumburg.

Parkside Drive is a north-south collector road serving the Veridian mixed-use development. At its signalized intersection with Algonquin Road, Parkside Drive provides an exclusive left-turn lane, a combined left/through lane and an exclusive right-turn lane. Parkside Drive has a posted speed limit of 25 miles per hour and is under the jurisdiction of the Village of Schaumburg.

Arbor Drive is an east-west local road that serves the Veridian mixed-use development and the Element at Veridian apartment building. At its unsignalized intersection with Progress Parkway, both approaches provide one inbound lane and one outbound lane with outbound movements under stop sign control. Arbor Drive is under the jurisdiction of the Village of Schaum burg.

International Village Access Drive is a north-south private access drive opposite Parkside Drive that at its signalized intersection with Algonquin Road provides one inbound lane and one outbound lane.

The Quin access drive is a private north-south access drive physically restricted to right-in/right-out movements with outbound movements under stop sign control.

Planned Roadway Improvements

As part of the Veridian mixed-use development project, various improvements are either planned or scheduled for the area roadways including the intersection of Algonquin Road with Plum Grove Road/Progress Parkway. The proposed improvements include the provision of an exclusive westbound to northbound right-turn lane on Algonquin Road and traffic signal modifications.

Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period vehicle, pedestrian, and bicycle movement traffic counts during the weekday morning (7:00 to 9:00 A.M.) and weekday evening (4:00 to 6:00 P.M.) peak periods on Thursday July 31, 2025 at the following intersections:

- Algonquin Road with Progress Parkway/Old Plum Grove Road
- Algonquin Road with Parkside Drive/International Village Access Drive
- Algonquin Road with The Quin Right-In/Right-Out Access Drive
- Progress Parkway with Arbor Drive

The results of the traffic counts showed that the weekday morning peak hour of traffic generally occurs from 7:30 A.M. to 8:30 A.M. and the weekday evening peak hour of traffic generally occurs from 4:45 P.M. to 5:45 P.M.

Figure 4 illustrates the existing traffic volumes. Copies of the traffic count summary sheets are included in the Appendix.

Crash Data Summary

KLOA, Inc. obtained crash data[1] for the most recent available past five years (2019 to 2023) for the intersections of Algonquin Road with Progress Parkway/Old Plum Grove Road, Parkside Drive/International Village access drive, and Progress Parkway with Arbor Drive. A review of the crash data indicated no fatalities were reported at the intersections during the review period. The crash data for the intersections are summarized in **Table 1** through **Table 3**.

Table 1
ALGONQUIN ROAD WITH PROGRESS PARKWAY – CRASH SUMMARY

Year	Type of Crash								Severity	
	A	HO	O	RE	S	T	Other	Total	I	F
2019	0	0	0	4	0	2	0	6	4	0
2020	0	0	0	1	0	0	2	3	1	0
2021	0	0	0	2	0	0	0	2	0	0
2022	0	0	0	4	0	1	2	7	5	0
2023	0	0	0	4	0	1	1	6	1	0
Total	**0**	**0**	**0**	**15**	**0**	**4**	**5**	**24**	**11**	**0**
Avg	**0.0**	**0.0**	**0.0**	**3.0**	**0.0**	**<1.0**	**1.0**	**4.8**	**2.2**	**0.0**

A – Angle; HO – Head On; O – Object; RE – Rear End; S – Sideswipe; T – Turning
I – Injury; F - Fatal

[1] IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s).

Table 2
ALGONQUIN ROAD WITH PARKSIDE DRIVE/INTERNATIONAL VILLAGE DRIVE – CRASH SUMMARY

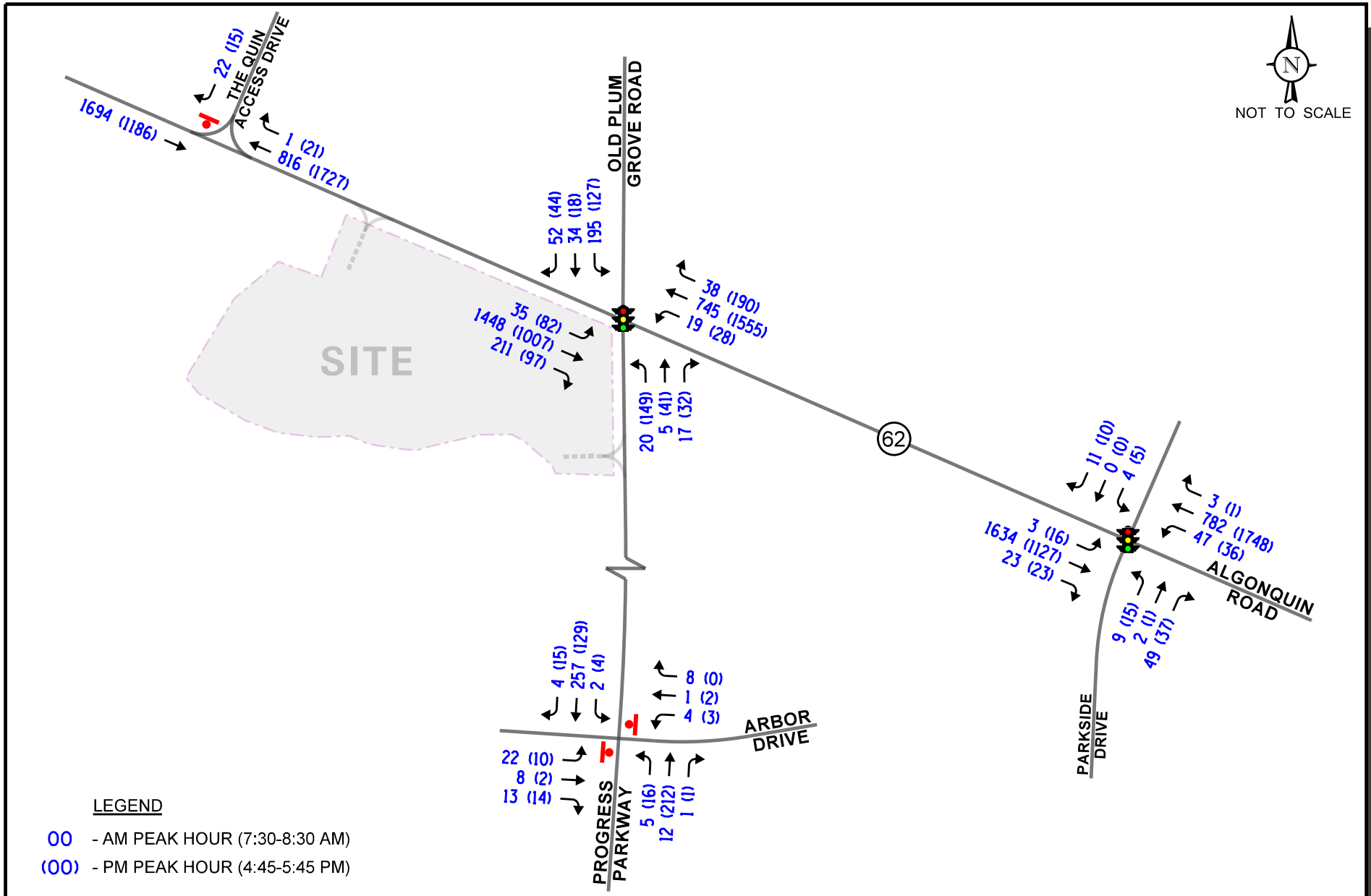
Year	Type of Crash								Severity	
	A	HO	O	RE	S	T	Other	Total	I	F
2019	2	0	0	1	0	0	0	3	1	0
2020	0	0	0	1	0	0	0	1	0	0
2021	0	0	0	2	0	0	0	2	1	0
2022	0	0	0	0	0	0	1	1	0	0
2023	0	0	0	3	1	1	0	5	1	0
Total	**2**	**0**	**0**	**7**	**1**	**1**	**1**	**12**	**3**	**0**
Avg	**<1.0**	**0.0**	**0.0**	**1.4**	**<1.0**	**<1.0**	**<1.0**	**2.4**	**<1.0**	**0.0**

A – Angle; HO – Head On; O – Object; RE – Rear End; S – Sideswipe; T – Turning
PD – Property Damage; I – Injury; F - Fatal

Table 3
PROGRESS PARKWAY WITH ARBOR DRIVE – CRASH SUMMARY

Year	Type of Crash								Severity	
	A	HO	O	RE	S	T	Other	Total	I	F
2019	0	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	1	0	1	0	0
2023	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**
Avg	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**<1.0**	**0.0**	**<1.0**	**0.0**	**0.0**

A – Angle; HO – Head On; O – Object; RE – Rear End; S – Sideswipe; T – Turning
PD – Property Damage; I – Injury; F - Fatal



Harborchase at Veridian
Schaumburg, Illinois

Existing Traffic Volumes

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Figure: 4

3. Traffic Characteristics of the Proposed Development

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

Proposed Site and Development Plan

The site, which is currently vacant office park, is located in the southwest quadrant of the intersection of Algonquin Road with Progress Parkway/Old Plum Grove Road. Access to the development will be provided on Algonquin Road via a right-in/right-out access drive and on Progress Parkway via a right-in/right-out access drive. As proposed, the plans call for developing the site with a building providing 79 independent living units, 48 assisted living units and 32 memory care units for a total of 159 units, 16 employees during the peak shift and 160 off-street parking spaces. It is important to note that HarborChase will maintain a community bus that will transport residents to off-site events, grocery shopping, and other appointments. There are scheduled weekly trips plus the ability to book transportation for specific doctor visits or other off-site appointments. A copy of the preliminary site plan is included in the Appendix.

Site Access

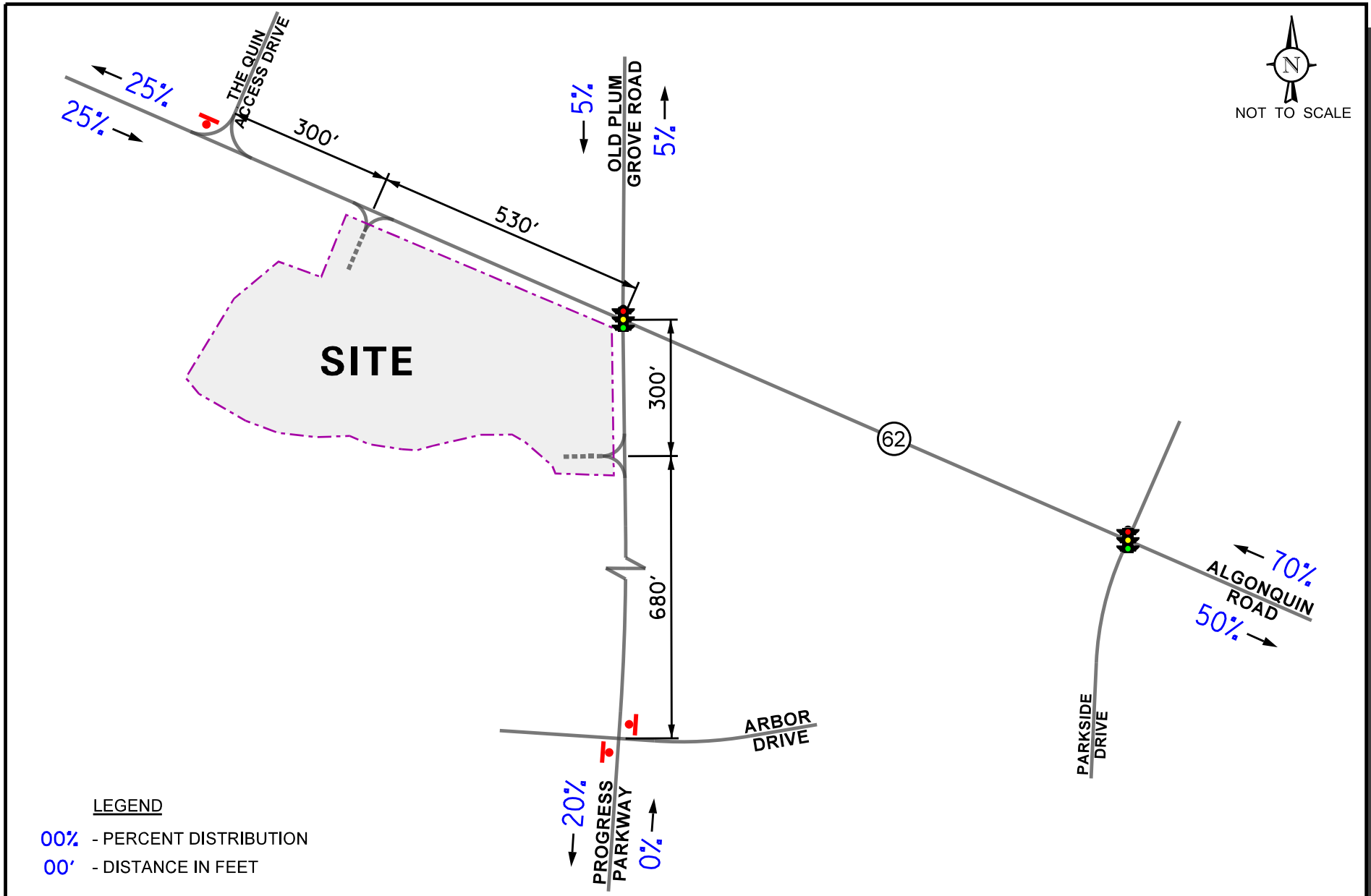
Access to the proposed development will be provided off Algonquin Road and Progress Parkway via two right-in/right-out access drives.

- Algonquin Road Right-In/Right-Out Access Drive – A right-in/right-out access drive will be provided on Algonquin Road approximately 530 feet west of Progress Parkway and 300 feet east of The Quin right-in/right-out access drive. The access drive will restrict left-turn movements via a raised triangular island with outbound movements under stop sign control. Given this proposed access drive will be located within the influence of the taper for the existing eastbound right-turn lane on Algonquin Road at its intersection with Progress Parkway, the existing storage length should be extended by 50 feet beyond the proposed access drive.

- Progress Parkway Right-In/Right-Out Access Drive – A right-in/right-out access drive will be provided on Progress Parkway approximately 300 feet south of Algonquin Road. The access drive will restrict left-turn movements via a raised triangular island with outbound movements under stop sign control.

Directional Distribution

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



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Directional Distribution

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Figure: 5

Peak Hour Traffic Volumes

The volume of traffic generated by a development is based on the type of land use and the size of the development. The number of peak hour vehicle trips estimated to be generated by the proposed continuing care retirement community development was based on vehicle trip generation rates contained in the *Trip Generation Manual*, 12th Edition, published by the Institute of Transportation Engineers (ITE). It is important to note that, as previously indicated, HarborChase will maintain a community bus that will transport residents to off-site events, grocery shopping, and other appointments. There are scheduled weekly trips plus the ability to book transportation for specific doctor visits or other off-site appointments. This community transportation service could reduce the number of trips generated by a private personal vehicle. However, for analysis purposes, no reduction was applied to the estimated trip generation. **Table 4** shows the site-generated traffic volumes for the proposed development.

Table 4
PROJECTED SITE-GENERATED TRAFFIC VOLUMES

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Trips
		In	Out	Total	In	Out	Total	
255	Continuing Care Retirement Community (159 units)	34	18	52	34	53	87	911

4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes and the traffic estimated to be generated by the proposed subject development.

Development Traffic Assignment

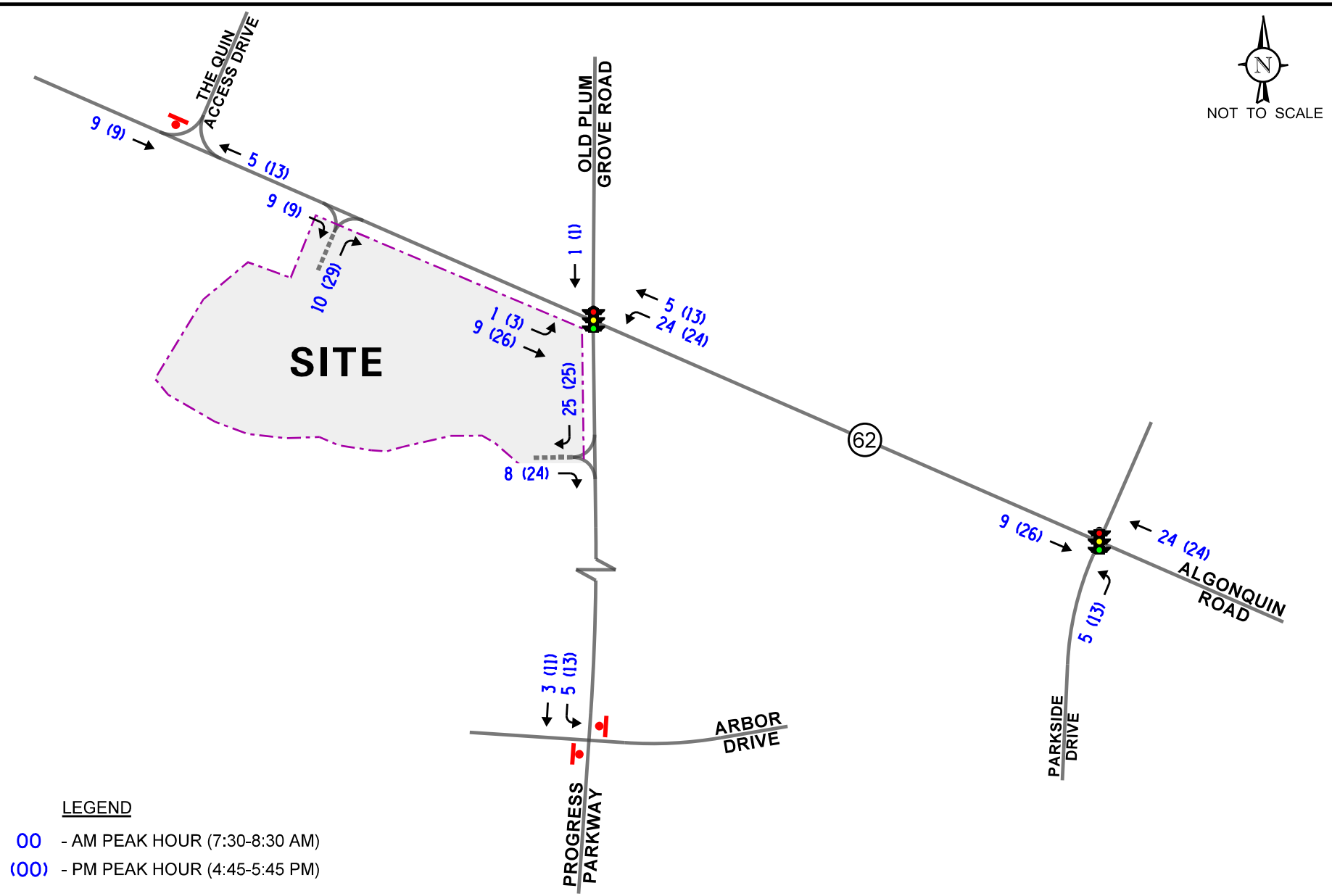
The estimated weekday morning and evening peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 4). The traffic assignment for the development is illustrated in **Figure 6**.

Background (No-Build) Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on Annual Average Daily Traffic (AADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes are projected to increase by an annual compounded growth rate of approximately 0.58 percent. As such, traffic volumes were increased by 3.5 percent to represent Year 2031 no-build conditions (one year of construction plus five years). In addition, the traffic to be generated by Phase I of the Veridian mixed-use development as well as that of a proposed residential development to be located on the south side of Arbor Drive just east of Progress Parkway was also included in the Year 2031 no-build projections. The Year 2031 no-build traffic volumes are illustrated in **Figure 7**. A copy of the CMAP projections letter is included in the Appendix.

Year 2031 Total Projected Traffic Volumes

The total projected traffic volumes include the Year 2031 no-build traffic volumes (Figure 7) and the traffic estimated to be generated by the proposed development (Figure 6). **Figure 8** shows the Year 2031 total projected traffic volumes



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Site-Generated Traffic Volumes

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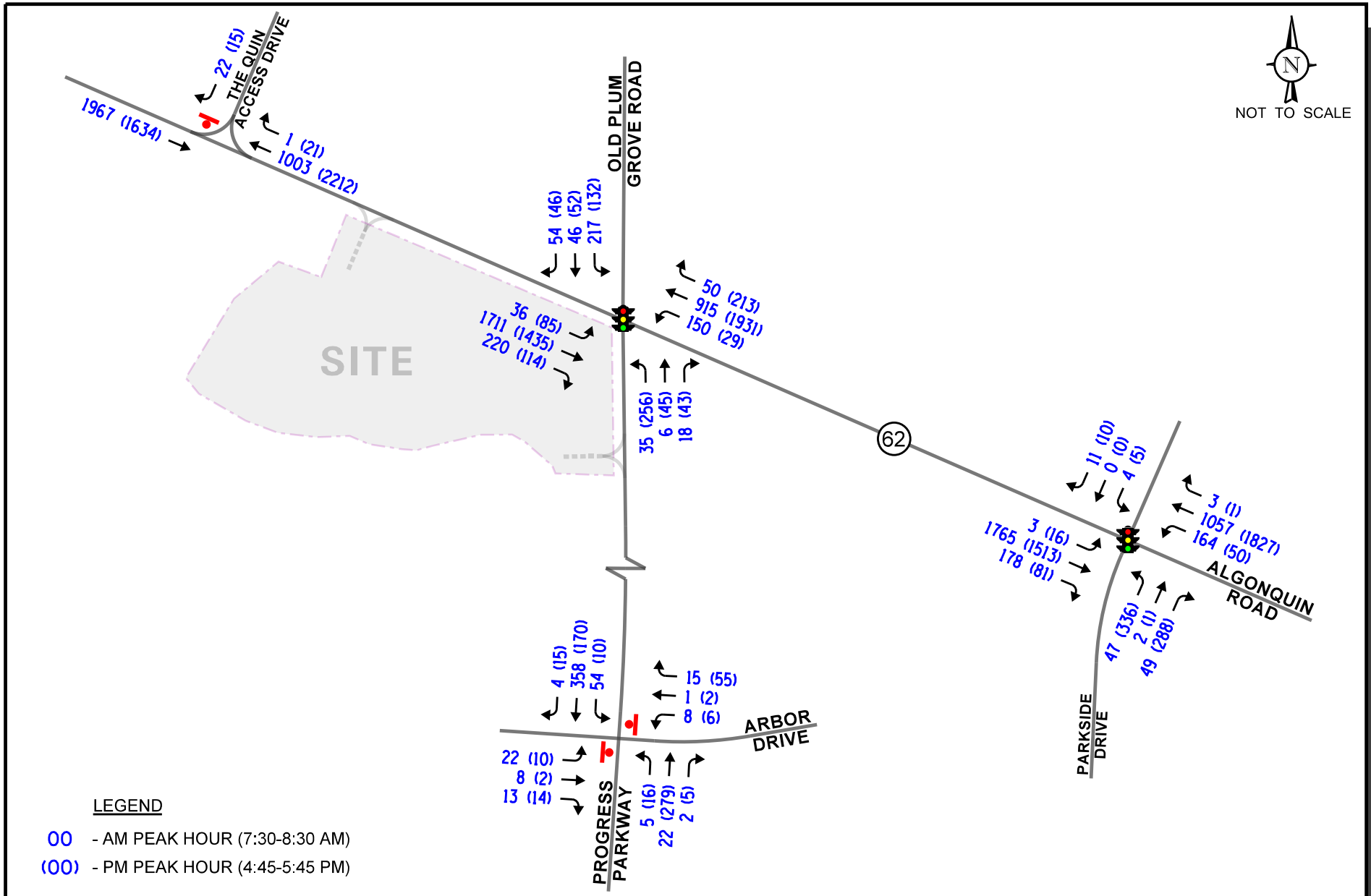
Job No: 25-210 Figure: 6



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Schaumburg, Illinois

Year 2031 No-Build Traffic Volumes

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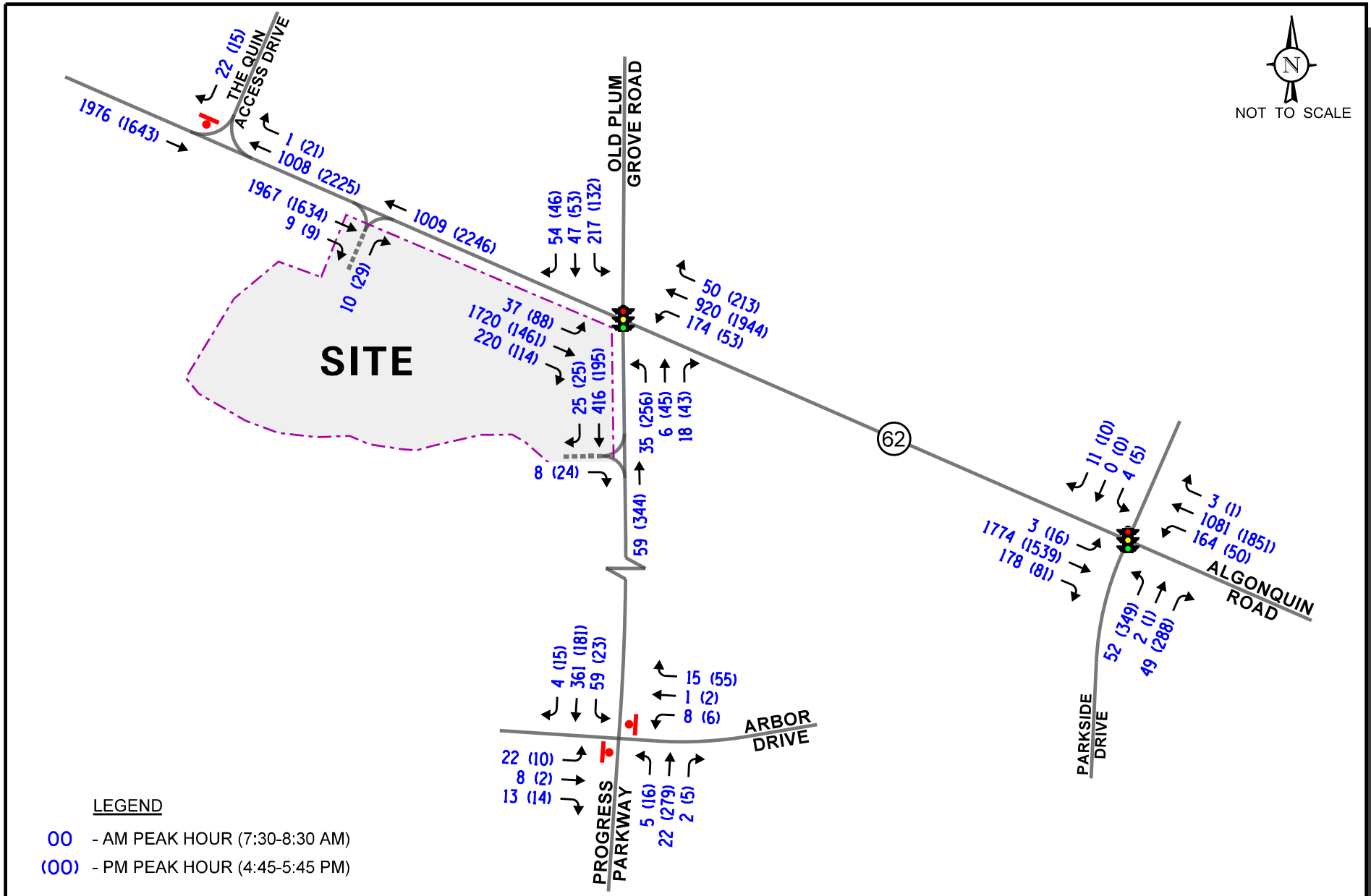
Job No: 25-210 Figure: 7



Harborchase at Veridian
Schaumburg, Illinois

Year 2031 Total Traffic Volumes

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Job No: 25-210 Figure: 8

5. Traffic Analysis and Recommendations

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

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and evening peak hours for the Year 2030 baseline traffic conditions and the Year 2030 total traffic conditions.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 7th Edition and analyzed using Synchro 12 software. The analysis for the traffic-signal controlled intersections were accomplished using the existing signal timings 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 traffic volumes, the Year 2031 no-build conditions and the Year 2031 total traffic conditions are presented in **Tables 5** through **9**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 5
CAPACITY ANALYSIS RESULTS – ALGONQUIN ROAD WITH OLD PLUM GROVE ROAD/PROGRESS PARKWAY – SIGNALIZED

	Peak Hour	Eastbound			Westbound			Northbound			Southbound		Overall
		L	T	R	L	T	R	L	T	R	L	T/R	
Existing Conditions	**Weekday Morning**	A 4.7	B 12.4	A 0.9	A 4.9	A 7.7		E 65.9	E 65.6	A 2.1	E 57.8	D 49.8	B 14.8
		B – 10.8			A – 7.6			D – 40.6			E – 55.3		
	Weekday Evening	D 35.2	B 11.6	A 0.8	A 2.8	B 19.6		E 68.6	E 69.0	A 5.8	E 68.0	D 36.0	C 21.7
		B – 12.3			B – 19.3			E – 59.7			E – 57.6		
2031 No-Build Conditions	**Weekday Morning**	A 5.7	C 22.7	A 1.4	E 62.7	A 7.3	A 0.2	E 66.6	E 64.5	A 0.8	E 56.6	E 57.1	C 22.0
		B – 20.0			B – 14.4			D – 46.2			E – 56.8		
	Weekday Evening	C 32.1	B 19.4	A 0.9	A 5.6	C 27.4	A 3.0	E 69.2	E 56.7	A 7.8	E 63.5	E 65.1	C 27.3
		B – 18.8			C – 24.7			E – 59.9			E – 64.2		
2031 Projected Conditions	**Weekday Morning**	A 5.9	C 24.5	A 1.4	E 65.1	A 7.4	A 0.2	E 66.6	E 64.5	A 0.7	E 56.5	E 57.4	C 23.3
		C – 21.6			B – 15.8			D – 46.2			E – 56.8		
	Weekday Evening	C 33.5	C 20.3	A 1.0	A 7.1	C 28.7	A 3.1	E 69.2	E 56.6	A 7.6	E 63.4	E 65.9	C 28.1
		B – 19.7			C – 25.7			E – 59.9			E – 64.5		

Letter denotes Level of Service L – Left Turn R – Right Turn
Delay is measured in seconds. T – Through

Table 6
CAPACITY ANALYSIS RESULTS – ALGONQUIN ROAD WITH PARKSIDE DRIVE/INTERNATIONAL VILLAGE DRIVE – SIGNALIZED

	Peak Hour	Eastbound			Westbound		Northbound			Southbound	Overall
		L	T	R	L	T/R	L	T	R	L/T/R	
Existing Conditions	**Weekday Morning**	A 2.0	A 5.2	A 0.1	A 5.2	A 3.6	E 66.0	E 66.0	B 11.1	A 1.4	A 5.0
		A – 5.1			A – 3.7		C – 20.8				
	Weekday Evening	A 3.1	A 4.6	A 0.1	A 2.8	A 7.9	E 66.7	E 67.1	A 5.2	A 1.3	A 6.8
		A – 4.5			A – 7.8		C – 23.6				
2031 No-Build Conditions	**Weekday Morning**	A 3.3	A 9.2	A 0.6	D 39.2	A 5.2	E 70.0	E 70.2	A 5.6	A 1.3	A 9.8
		A – 8.4			A – 9.8		D – 37.5				
	Weekday Evening	A 6.9	B 12.0	A 0.7	A 8.7	B 18.6	E 70.7	E 70.8	D 35.9	A 1.3	C 21.1
		B – 11.3			B – 18.4		D – 54.7				
2031 Projected Conditions	**Weekday Morning**	A 3.7	A 9.2	A 0.6	D 40.8	A 5.4	E 70.7	E 70.1	A 5.6	A 1.3	A 10.0
		A – 8.5			B – 10.0		D – 39.5				
	Weekday Evening	A 7.0	B 12.8	A 0.8	A 9.2	C 20.2	E 69.5	E 69.7	D 35.3	A 1.3	C 22.0
		B – 12.2			B – 19.9		D – 54.1				

Letter denotes Level of Service L – Left Turn R – Right Turn
Delay is measured in seconds. T – Through

Table 7
CAPACITY ANALYSIS RESULTS
EXISTING CONDITIONS - UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Arbor Drive with Progress Parkway				
• Eastbound Approach	B	11.2	B	10.3
• Westbound Approach	A	9.4	B	12.1
• Northbound Left Turn	A	7.9	A	7.6
• Southbound Left Turn	A	7.3	A	7.7
Algonquin Road with The Quin RI/RO Access Drive				
• Southbound Right Turn	B	11.6	C	20.3
LOS = Level of Service Delay is measured in seconds.	All intersections under two-way stop control			

Table 8
CAPACITY ANALYSIS RESULTS
YEAR 2031 NO-BUILD CONDITIONS - UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Arbor Drive with Progress Parkway				
• Eastbound Approach	B	14.1	B	11.4
• Westbound Approach	B	10.2	B	10.3
• Northbound Left Turn	A	8.2	A	7.7
• Southbound Left Turn	A	7.4	A	8.0
Algonquin Road with The Quin RI/RO Access Drive				
• Southbound Right Turn	B	12.7	D	25.7
LOS = Level of Service Delay is measured in seconds.	All intersections under two-way stop control			

Table 9
CAPACITY ANALYSIS RESULTS
YEAR 2031 PROJECTED CONDITIONS - UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Arbor Drive with Progress Parkway				
• Eastbound Approach	B	14.4	B	11.7
• Westbound Approach	B	10.3	B	10.4
• Northbound Left Turn	A	8.2	A	7.7
• Southbound Left Turn	A	7.4	A	8.0
Algonquin Road with The Quin RI/RO Access Drive				
• Southbound Right Turn	B	12.7	D	26.0
Algonquin Road with Site RI/RO Access Drive				
• Northbound Right Turn	C	21.2	C	18.2
Progress Parkway with Site RI/RO Access Drive				
• Eastbound Right Turn	A	9.7	A	9.0

LOS = Level of Service
Delay is measured in seconds.
All intersections under two-way stop control

Discussion and Recommendations

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

Algonquin Road with Plum Grove Road/Progress Parkway

The results of the capacity analyses indicate that under existing conditions, the intersection operates at an overall Level of Service (LOS) B and C during the weekday morning and evening peak hours, respectively. Under Year 2031 no-build traffic conditions and assuming the provision of an exclusive westbound to northbound right-turn lane as identified in the Veridian Mixed-Use traffic study as well as the existing signal timings, the intersection will operate at an overall LOS C during the weekday morning and evening peak hours. Under Year 2031 projected traffic conditions, the intersection will continue operating at the same LOS as under the Year 2031 no-build conditions with increases in overall delay of less than one second. It is important to note that as demonstrated by the results of the capacity analyses, site traffic will account for approximately one percent of the total traffic traversing the intersection. As such, the intersection has sufficient reserve capacity to accommodate site-generated traffic and no additional geometric or traffic control improvements will be necessary in conjunction with the proposed development.

Algonquin Road with Parkside Drive

The results of the capacity analyses indicate that under existing conditions, the intersection operates at an overall Level of Service (LOS) A during the weekday morning and evening peak hours. Under Year 2031 no-build traffic conditions and assuming the existing signal timings, the intersection will operate at an overall LOS A and C during the weekday morning and evening peak hours, respectively. Under Year 2031 projected traffic conditions, the intersection will continue operating at the same LOS as under the Year 2031 no-build conditions with increases in overall delay of less than one second. As such, the intersection has sufficient reserve capacity to accommodate site-generated traffic and no additional geometric or traffic control improvements will be necessary in conjunction with the proposed development.

Arbor Drive with Progress Parkway

The results of the capacity analyses indicate that all movements under existing conditions are operating at a LOS B or better during both peak hours. Under Year 2031 no-build conditions all movements will operate at a LOS B or better with minimal increases in delay. Under Year 2031 projected traffic conditions, all movements are projected to continue to operate at the same LOS as the no-build conditions with increases in delay of less than one second. As such, no additional geometric or traffic control improvements will be necessary in conjunction with the proposed development.

Algonquin Road with The Quin Right-In/Right-Out Access Drive

The results of the capacity analyses indicate that the exiting right-turn movement under existing conditions is operating at a LOS C or better during both peak hours. Under Year 2031 no-build conditions, the outbound right-turn movement will operate at a LOS D or better. Under Year 2031 projected traffic conditions, the outbound right-turn movement is projected to continue to operate at the same LOS as the no-build conditions with increases in delay of less than one second. As such, no additional geometric or traffic control improvements will be necessary in conjunction with the proposed development.

Algonquin Road and Progress Parkway with the Proposed Right-In/Right-Out Access Drives

The results of the capacity analyses indicate that the outbound right-turn movements at these intersections will operate at LOS C or better during the peak hours. Outbound queues from the proposed access drives are projected to be less than 50 feet and as such will not have an impact on the internal circulation. Given the proposed right-in/right-out off Algonquin Road will be located within the influence of the taper for the existing eastbound right-turn lane, the existing storage length should be extended 50 feet beyond the proposed access drive and then taper back. Based on a review of the requirements set forth in IDOT's *Bureau of Design and Environment* (BDE) Manual, the taper should be 185 feet long. No other improvements will be necessary in conjunction with the proposed development.

Parking Analysis

As previously discussed, the site will be developed with a building providing 79 independent living units, 48 assisted living units and 32 memory care units for a total of 159 units with a maximum of 16 employees during the peak shift. Based on a review of the site plan, the site will provide approximately 160 off-street parking spaces or approximately 1.0 space per unit. Based on the Village of Schaumburg 90 N. District off-street parking requirements, the proposed development should provide the following:

- Independent Living, 0 – 800 s.f.: 1.0 space per unit
- Independent Living, 801 – 1,500 s.f.: 1.25 spaces per unit plus 1.0 space for every 20 required spaces
- Assisted Living: 0.67 spaces per unit plus 1.0 space per unit for guest parking
- Memory Care: 0.25 spaces per employee, plus 1.0 space per employee based on number of employees during a peak shift

Based on the above and per the Village of Schaumburg municipal code, the proposed development should provide a total of 169 parking spaces. Therefore, the proposed parking supply will be short of meeting Village Code by approximately nine spaces.

Parking Based on ITE Parking Demand Data

In reviewing the survey data published in the 6th Edition of the ITE *Parking Generation Manual* for Land-Use Code 255 (Continuing Care Retirement Community), the description for this land use is as follows: "A continuing care retirement community (CCRC) is a land use that provides multiple elements of senior adult living. A CCRC enables a resident to transition in place from independent living to increased care as the medical needs of the resident change. Housing options may include various combinations of senior adult housing (both single-family and multifamily), congregate care, assisted living, and nursing home. The community may also contain special services such as medical, dining, recreational, communal transportation, and some limited, supporting retail facilities". Based on the proposed number of units, the estimated peak parking demand for the proposed facility will be 154 spaces. Therefore, based on the ITE data, the proposed 160 parking spaces are adequate to accommodate the projected peak parking demand.

6. Conclusion

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

- The traffic that will be generated by the proposed development will not be significant and will amount to less than 0.5 percent of the traffic traversing the intersections along Algonquin Road.

- The results of the capacity analysis indicate that the roadway system with the already identified and planned improvements as part of the Veridian mixed-use development will have adequate reserve capacity to accommodate the increase in traffic.

- The proposed access system will be adequate in accommodating the site-generated traffic.

- Given the location of the proposed right-in/right-out off Algonquin Road within the influence of the taper for the existing eastbound right-turn lane at its intersection with Progress Parkway, the existing storage length should be extended by 50 feet beyond the proposed access drive.

- The proposed number of parking spaces will be adequate in accommodating the projected peak parking demand based on ITE parking rates and will exceed the parking required by the Village of Schaumburg ordinance.

Appendix

Traffic Counts
Site Plan
CMAP Projection Letter
Level of Service Criteria
Capacity Analysis Summary Sheets

Traffic Counts

Algonquin Road with Parkside Drive TMC - TMC

Thu Jul 31, 2025
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1322683, Location: 42.070356, -88.050037

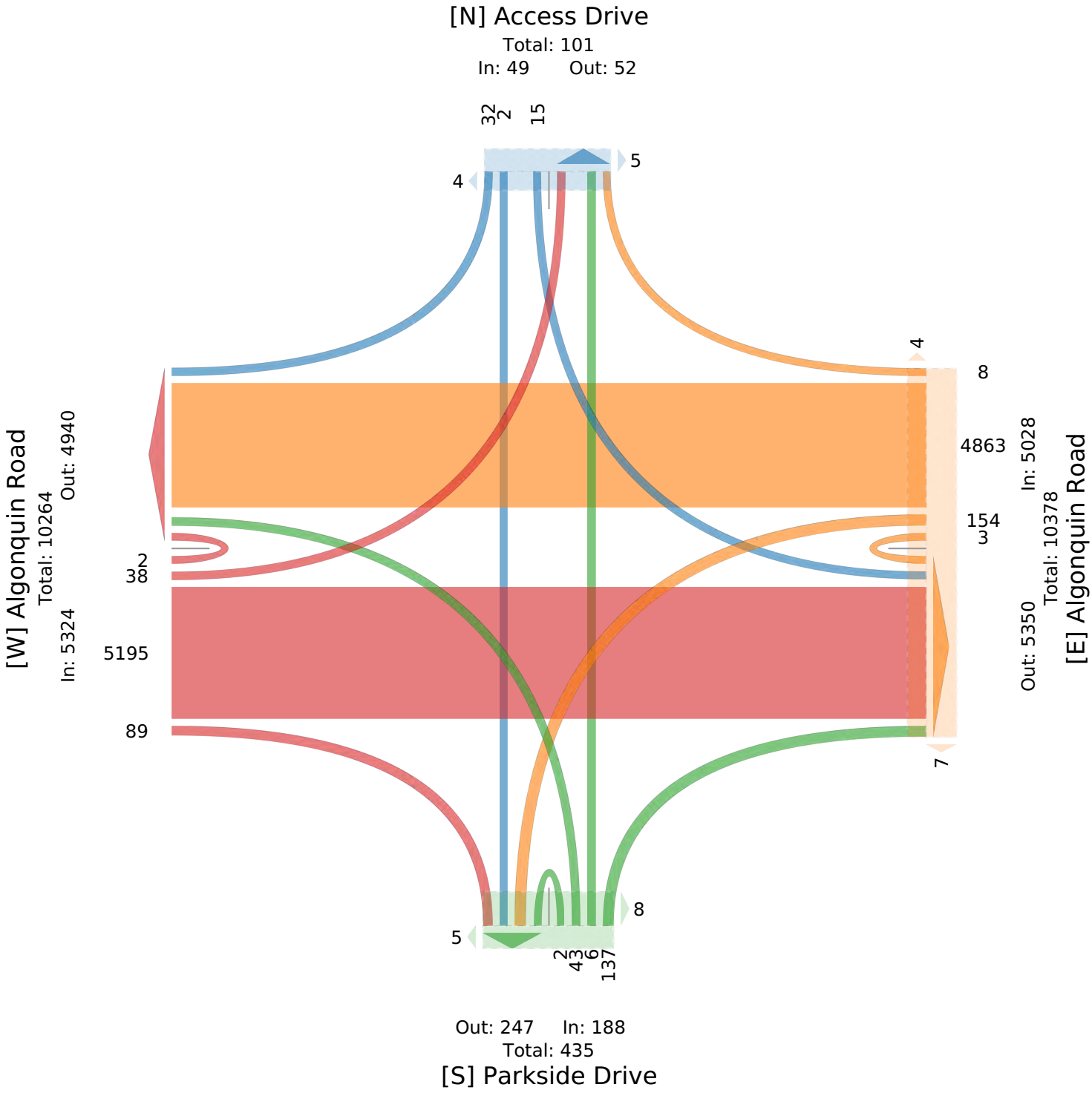
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	Access Drive						Algonquin Road						Parkside Drive						Algonquin Road						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2025-07-31 7:00AM	0	0	1	0	**1**	2	0	157	6	0	**163**	0	3	0	1	1	**5**	0	1	319	0	0	**320**	0	**489**
7:15AM	1	0	0	0	**1**	0	0	171	11	0	**182**	0	13	0	2	0	**15**	0	8	358	2	0	**368**	0	**566**
7:30AM	2	0	1	0	**3**	2	1	211	9	0	**221**	1	9	0	4	0	**13**	0	3	395	0	0	**398**	0	**635**
7:45AM	0	0	0	0	**0**	0	2	208	11	0	**221**	0	14	0	1	1	**16**	0	10	481	1	0	**492**	0	**729**
Hourly Total	3	0	2	0	**5**	4	3	747	37	0	**787**	1	39	0	8	2	**49**	0	22	1553	3	0	**1578**	0	**2419**
8:00AM	5	0	2	0	**7**	1	0	172	12	0	**184**	0	15	0	1	0	**16**	0	4	389	2	0	**395**	0	**602**
8:15AM	4	0	1	0	**5**	1	0	172	15	0	**187**	1	11	2	3	0	**16**	1	6	369	0	2	**377**	0	**585**
8:30AM	3	1	0	0	**4**	2	0	175	9	0	**184**	2	15	1	3	0	**19**	0	4	331	1	0	**336**	0	**543**
8:45AM	0	1	0	0	**1**	0	0	198	14	0	**212**	0	5	0	2	0	**7**	1	8	343	3	0	**354**	0	**574**
Hourly Total	12	2	3	0	**17**	4	0	717	50	0	**767**	3	46	3	9	0	**58**	2	22	1432	6	2	**1462**	0	**2304**
4:00PM	1	0	1	0	**2**	0	1	397	5	1	**404**	2	5	0	1	0	**6**	1	5	312	3	0	**320**	0	**732**
4:15PM	0	0	0	0	**0**	0	0	430	5	0	**435**	0	4	0	3	0	**7**	1	8	279	1	0	**288**	0	**730**
4:30PM	3	0	2	0	**5**	0	2	423	7	0	**432**	0	2	0	3	0	**5**	3	7	246	4	0	**257**	0	**699**
4:45PM	2	0	3	0	**5**	0	0	435	16	0	**451**	0	16	0	5	0	**21**	0	5	251	5	0	**261**	0	**738**
Hourly Total	6	0	6	0	**12**	0	3	1685	33	1	**1722**	2	27	0	12	0	**39**	5	25	1088	13	0	**1126**	0	**2899**
5:00PM	2	0	1	0	**3**	0	1	377	5	0	**383**	3	4	0	3	0	**7**	3	7	305	5	0	**317**	0	**710**
5:15PM	2	0	0	0	**2**	1	0	442	12	0	**454**	0	10	0	3	0	**13**	0	5	262	2	0	**269**	0	**738**
5:30PM	4	0	1	0	**5**	0	0	494	3	1	**498**	0	7	1	4	0	**12**	1	6	294	4	0	**304**	0	**819**
5:45PM	3	0	2	0	**5**	0	1	401	14	1	**417**	2	4	2	4	0	**10**	2	2	261	5	0	**268**	0	**700**
Hourly Total	11	0	4	0	**15**	1	2	1714	34	2	**1752**	5	25	3	14	0	**42**	6	20	1122	16	0	**1158**	0	**2967**
Total	32	2	15	0	**49**	9	8	4863	154	3	**5028**	11	137	6	43	2	**188**	13	89	5195	38	2	**5324**	0	**10589**
% Approach	65.3%	4.1%	30.6%	0%	**-**	-	0.2%	96.7%	3.1%	0.1%	**-**	-	72.9%	3.2%	22.9%	1.1%	**-**	-	1.7%	97.6%	0.7%	0%	**-**	-	-
% Total	0.3%	0%	0.1%	0%	**0.5%**	-	0.1%	45.9%	1.5%	0%	**47.5%**	-	1.3%	0.1%	0.4%	0%	**1.8%**	-	0.8%	49.1%	0.4%	0%	**50.3%**	-	-
Lights	32	2	15	0	**49**	-	8	4705	149	3	**4865**	-	134	6	42	2	**184**	-	87	5019	37	2	**5145**	-	10243
% Lights	100%	100%	100%	0%	**100%**	-	100%	96.8%	96.8%	100%	**96.8%**	-	97.8%	100%	97.7%	100%	**97.9%**	-	97.8%	96.6%	97.4%	100%	**96.6%**	-	96.7%
Single-Unit Trucks	0	0	0	0	**0**	-	0	72	3	0	**75**	-	3	0	1	0	**4**	-	2	94	0	0	**96**	-	175
% Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	1.5%	1.9%	0%	**1.5%**	-	2.2%	0%	2.3%	0%	**2.1%**	-	2.2%	1.8%	0%	0%	**1.8%**	-	1.7%
Articulated Trucks	0	0	0	0	**0**	-	0	75	1	0	**76**	-	0	0	0	0	**0**	-	0	64	1	0	**65**	-	141
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	1.5%	0.6%	0%	**1.5%**	-	0%	0%	0%	0%	**0%**	-	0%	1.2%	2.6%	0%	**1.2%**	-	1.3%
Buses	0	0	0	0	**0**	-	0	11	0	0	**11**	-	0	0	0	0	**0**	-	0	17	0	0	**17**	-	28
% Buses	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0.3%	0%	0%	**0.3%**	-	0.3%
Bicycles on Road	0	0	0	0	**0**	-	0	0	1	0	**1**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	2
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0.6%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	9	-	-	-	-	-	11	-	-	-	-	-	13	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-

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

Algonquin Road with Parkside Drive TMC - TMC
Thu Jul 31, 2025
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1322683, Location: 42.070356, -88.050037

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



Algonquin Road with Parkside Drive TMC - TMC

Thu Jul 31, 2025
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1322683, Location: 42.070356, -88.050037

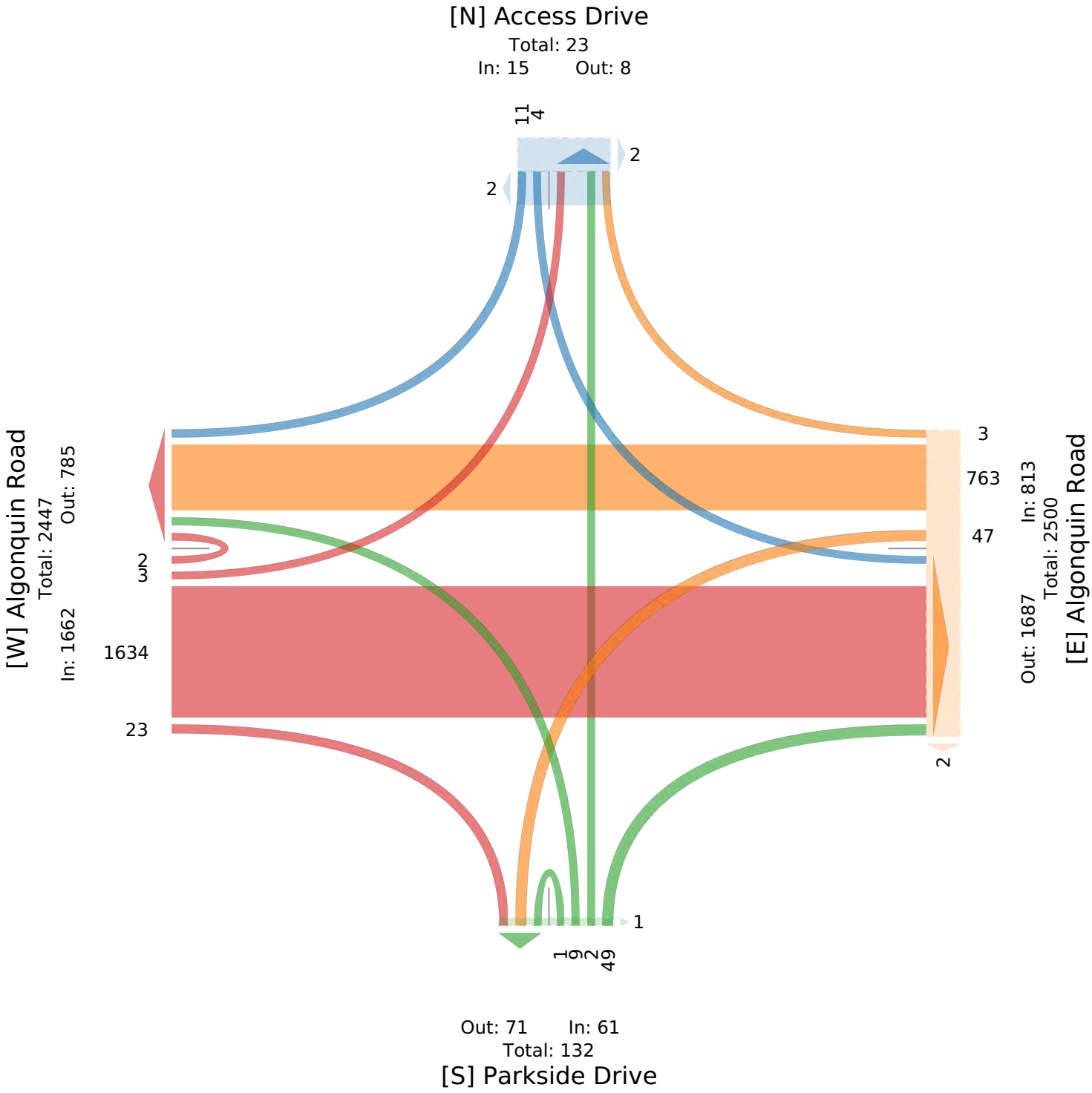
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg / Direction	Access Drive Southbound						Algonquin Road Westbound						Parkside Drive Northbound						Algonquin Road Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2025-07-31 7:30AM	2	0	1	0	**3**	2	1	211	9	0	**221**	1	9	0	4	0	**13**	0	3	395	0	0	**398**	0	**635**
7:45AM	0	0	0	0	**0**	0	2	208	11	0	**221**	0	14	0	1	1	**16**	0	10	481	1	0	**492**	0	**729**
8:00AM	5	0	2	0	**7**	1	0	172	12	0	**184**	0	15	0	1	0	**16**	0	4	389	2	0	**395**	0	**602**
8:15AM	4	0	1	0	**5**	1	0	172	15	0	**187**	1	11	2	3	0	**16**	1	6	369	0	2	**377**	0	**585**
Total	11	0	4	0	**15**	4	3	763	47	0	**813**	2	49	2	9	1	**61**	1	23	1634	3	2	**1662**	0	**2551**
% Approach	73.3%	0%	26.7%	0%	**-**	-	0.4%	93.8%	5.8%	0%	**-**	-	80.3%	3.3%	14.8%	1.6%	**-**	-	1.4%	98.3%	0.2%	0.1%	**-**	-	-
% Total	0.4%	0%	0.2%	0%	**0.6%**	-	0.1%	29.9%	1.8%	0%	**31.9%**	-	1.9%	0.1%	0.4%	0%	**2.4%**	-	0.9%	64.1%	0.1%	0.1%	**65.2%**	-	-
PHF	0.550	-	0.500	-	**0.536**	-	0.375	0.904	0.783	-	**0.920**	-	0.817	0.250	0.563	0.250	**0.953**	-	0.575	0.849	0.375	0.250	**0.845**	-	0.875
Lights	11	0	4	0	**15**	-	3	718	45	0	**766**	-	47	2	9	1	**59**	-	23	1589	3	2	**1617**	-	2457
% Lights	100%	0%	100%	0%	**100%**	-	100%	94.1%	95.7%	0%	**94.2%**	-	95.9%	100%	100%	100%	**96.7%**	-	100%	97.2%	100%	100%	**97.3%**	-	96.3%
Single-Unit Trucks	0	0	0	0	**0**	-	0	20	1	0	**21**	-	2	0	0	0	**2**	-	0	25	0	0	**25**	-	48
% Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	2.6%	2.1%	0%	**2.6%**	-	4.1%	0%	0%	0%	**3.3%**	-	0%	1.5%	0%	0%	**1.5%**	-	1.9%
Articulated Trucks	0	0	0	0	**0**	-	0	24	1	0	**25**	-	0	0	0	0	**0**	-	0	17	0	0	**17**	-	42
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	3.1%	2.1%	0%	**3.1%**	-	0%	0%	0%	0%	**0%**	-	0%	1.0%	0%	0%	**1.0%**	-	1.6%
Buses	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	3	0	0	**3**	-	4
% Buses	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	0.2%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-

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

Algonquin Road with Parkside Drive TMC - TMC
Thu Jul 31, 2025
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1322683, Location: 42.070356, -88.050037

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



Algonquin Road with Parkside Drive TMC - TMC

Thu Jul 31, 2025
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1322683, Location: 42.070356, -88.050037

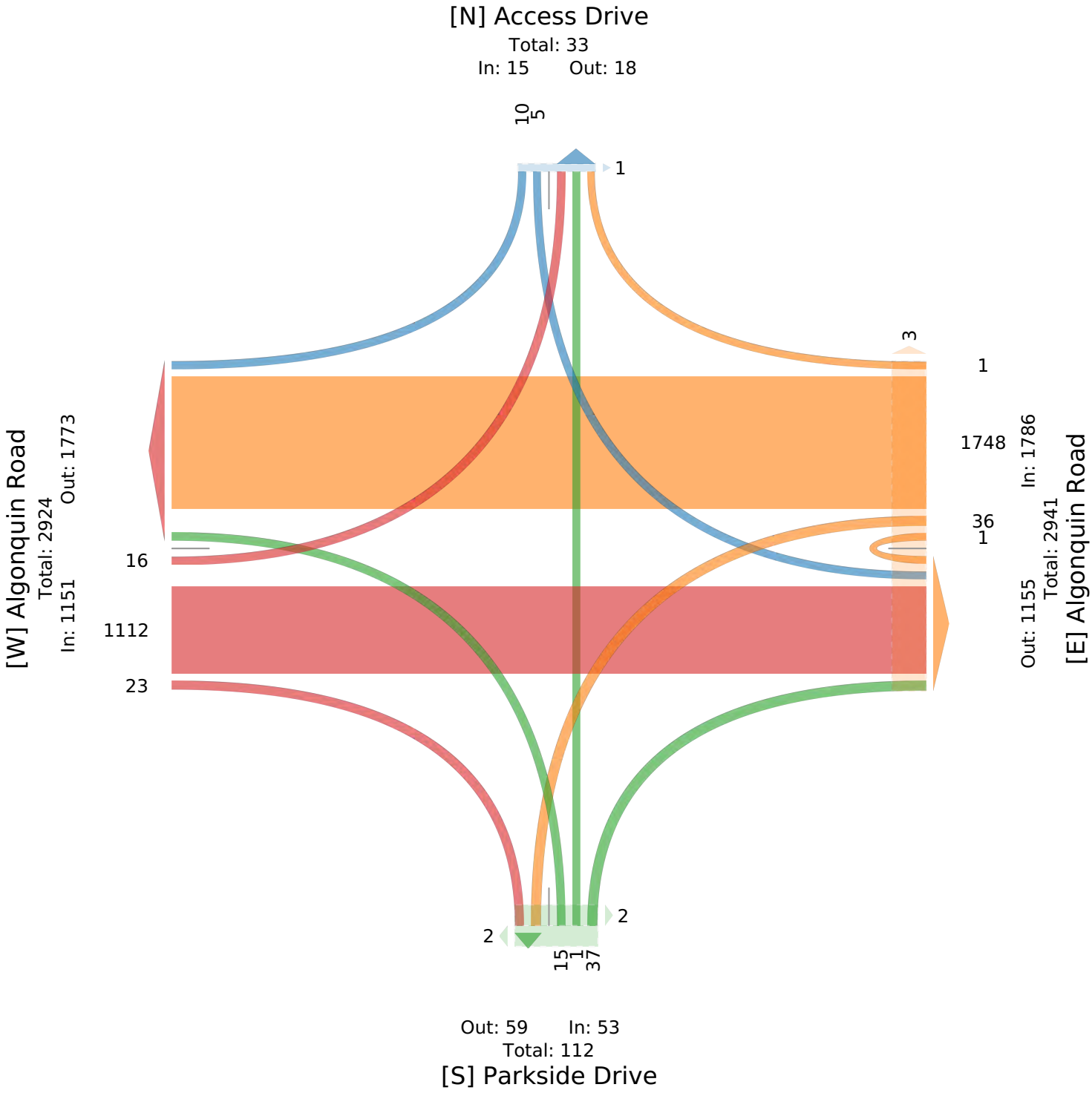
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	Access Drive						Algonquin Road						Parkside Drive						Algonquin Road						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2025-07-31 4:45PM	2	0	3	0	**5**	0	0	435	16	0	**451**	0	16	0	5	0	**21**	0	5	251	5	0	**261**	0	**738**
5:00PM	2	0	1	0	**3**	0	1	377	5	0	**383**	3	4	0	3	0	**7**	3	7	305	5	0	**317**	0	**710**
5:15PM	2	0	0	0	**2**	1	0	442	12	0	**454**	0	10	0	3	0	**13**	0	5	262	2	0	**269**	0	**738**
5:30PM	4	0	1	0	**5**	0	0	494	3	1	**498**	0	7	1	4	0	**12**	1	6	294	4	0	**304**	0	**819**
Total	10	0	5	0	**15**	1	1	1748	36	1	**1786**	3	37	1	15	0	**53**	4	23	1112	16	0	**1151**	0	**3005**
% Approach	66.7%	0%	33.3%	0%	**-**	-	0.1%	97.9%	2.0%	0.1%	**-**	-	69.8%	1.9%	28.3%	0%	**-**	-	2.0%	96.6%	1.4%	0%	**-**	-	-
% Total	0.3%	0%	0.2%	0%	**0.5%**	-	0%	58.2%	1.2%	0%	**59.4%**	-	1.2%	0%	0.5%	0%	**1.8%**	-	0.8%	37.0%	0.5%	0%	**38.3%**	-	-
PHF	0.625	-	0.417	-	**0.750**	-	0.250	0.885	0.547	0.250	**0.896**	-	0.578	0.250	0.750	-	**0.631**	-	0.821	0.911	0.800	-	**0.908**	-	0.917
Lights	10	0	5	0	**15**	-	1	1712	35	1	**1749**	-	36	1	14	0	**51**	-	22	1071	15	0	**1108**	-	2923
% Lights	100%	0%	100%	0%	**100%**	-	100%	97.9%	97.2%	100%	**97.9%**	-	97.3%	100%	93.3%	0%	**96.2%**	-	95.7%	96.3%	93.8%	0%	**96.3%**	-	97.3%
Single-Unit Trucks	0	0	0	0	**0**	-	0	15	0	0	**15**	-	1	0	1	0	**2**	-	1	27	0	0	**28**	-	45
% Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0.9%	0%	0%	**0.8%**	-	2.7%	0%	6.7%	0%	**3.8%**	-	4.3%	2.4%	0%	0%	**2.4%**	-	1.5%
Articulated Trucks	0	0	0	0	**0**	-	0	18	0	0	**18**	-	0	0	0	0	**0**	-	0	12	1	0	**13**	-	31
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	1.0%	0%	0%	**1.0%**	-	0%	0%	0%	0%	**0%**	-	0%	1.1%	6.3%	0%	**1.1%**	-	1.0%
Buses	0	0	0	0	**0**	-	0	3	0	0	**3**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	5
% Buses	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	0.2%
Bicycles on Road	0	0	0	0	**0**	-	0	0	1	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	2.8%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	4	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-

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

Algonquin Road with Parkside Drive TMC - TMC
Thu Jul 31, 2025
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1322683, Location: 42.070356, -88.050037

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



Algonquin Road with Progress Pkwy TMC - TMC

Thu Jul 31, 2025
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1322682, Location: 42.071533, -88.053582

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

Leg	Progress Pkwy Southbound						Algonquin Road Westbound						Progress Pkwy Northbound						Algonquin Road Eastbound						
Direction																									
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2025-07-31 7:00AM	8	6	40	0	**54**	0	8	143	5	0	**156**	1	9	3	4	0	**16**	1	39	266	5	0	**310**	0	**536**
7:15AM	18	2	45	0	**65**	0	10	156	6	0	**172**	2	7	0	4	0	**11**	0	40	313	5	0	**358**	0	**606**
7:30AM	12	5	40	0	**57**	0	9	198	3	0	**210**	0	7	1	6	0	**14**	0	38	356	6	0	**400**	1	**681**
7:45AM	16	8	66	0	**90**	1	14	186	5	0	**205**	0	2	2	4	0	**8**	0	73	413	10	0	**496**	1	**799**
Hourly Total	54	21	191	0	**266**	1	41	683	19	0	**743**	3	25	6	18	0	**49**	1	190	1348	26	0	**1564**	2	**2622**
8:00AM	9	14	48	0	**71**	0	8	173	5	0	**186**	1	4	1	6	0	**11**	0	55	345	11	0	**411**	0	**679**
8:15AM	15	7	41	0	**63**	0	7	180	6	0	**193**	0	4	1	4	0	**9**	0	45	333	8	0	**386**	1	**651**
8:30AM	13	2	45	0	**60**	0	8	143	8	0	**159**	0	12	1	10	0	**23**	0	42	265	9	0	**316**	2	**558**
8:45AM	15	8	34	0	**57**	0	14	175	11	0	**200**	0	3	2	10	0	**15**	0	64	329	10	0	**403**	0	**675**
Hourly Total	52	31	168	0	**251**	0	37	671	30	0	**738**	1	23	5	30	0	**58**	0	206	1272	38	0	**1516**	3	**2563**
4:00PM	14	2	49	0	**65**	0	29	367	8	0	**404**	3	15	4	42	0	**61**	2	9	247	18	0	**274**	3	**804**
4:15PM	11	3	35	0	**49**	0	37	377	5	1	**420**	0	3	7	45	0	**55**	4	16	262	21	0	**299**	2	**823**
4:30PM	12	6	35	0	**53**	0	51	362	9	1	**423**	0	4	6	31	0	**41**	0	20	221	24	0	**265**	2	**782**
4:45PM	14	5	39	0	**58**	2	43	362	10	0	**415**	0	7	12	32	0	**51**	0	26	219	22	0	**267**	4	**791**
Hourly Total	51	16	158	0	**225**	2	160	1468	32	2	**1662**	3	29	29	150	0	**208**	6	71	949	85	0	**1105**	11	**3200**
5:00PM	12	2	28	0	**42**	0	50	375	10	0	**435**	0	9	9	43	0	**61**	2	18	279	18	2	**317**	3	**855**
5:15PM	11	6	22	0	**39**	0	37	350	4	0	**391**	2	9	11	51	0	**71**	2	19	239	22	0	**280**	8	**781**
5:30PM	7	5	38	0	**50**	0	60	480	4	0	**544**	0	7	9	23	0	**39**	0	34	270	20	0	**324**	0	**957**
5:45PM	17	4	29	0	**50**	0	54	351	19	0	**424**	1	3	4	27	0	**34**	2	20	235	23	0	**278**	1	**786**
Hourly Total	47	17	117	0	**181**	0	201	1556	37	0	**1794**	3	28	33	144	0	**205**	6	91	1023	83	2	**1199**	12	**3379**
Total	204	85	634	0	**923**	3	439	4378	118	2	**4937**	10	105	73	342	0	**520**	13	558	4592	232	2	**5384**	28	**11764**
% Approach	22.1%	9.2%	68.7%	0%	**-**	-	8.9%	88.7%	2.4%	0%	**-**	-	20.2%	14.0%	65.8%	0%	**-**	-	10.4%	85.3%	4.3%	0%	**-**	-	**-**
% Total	1.7%	0.7%	5.4%	0%	**7.8%**	-	3.7%	37.2%	1.0%	0%	**42.0%**	-	0.9%	0.6%	2.9%	0%	**4.4%**	-	4.7%	39.0%	2.0%	0%	**45.8%**	-	**-**
Lights	201	83	629	0	**913**	-	430	4215	118	2	**4765**	-	101	73	341	0	**515**	-	554	4433	227	2	**5216**	-	11409
% Lights	98.5%	97.6%	99.2%	0%	**98.9%**	-	97.9%	96.3%	100%	100%	**96.5%**	-	96.2%	100%	99.7%	0%	**99.0%**	-	99.3%	96.5%	97.8%	100%	**96.9%**	-	97.0%
Single-Unit Trucks	1	0	1	0	**2**	-	1	76	0	0	**77**	-	1	0	0	0	**1**	-	3	89	4	0	**96**	-	176
% Single-Unit Trucks	0.5%	0%	0.2%	0%	**0.2%**	-	0.2%	1.7%	0%	0%	**1.6%**	-	1.0%	0%	0%	0%	**0.2%**	-	0.5%	1.9%	1.7%	0%	**1.8%**	-	1.5%
Articulated Trucks	0	0	1	0	**1**	-	4	76	0	0	**80**	-	2	0	1	0	**3**	-	1	57	0	0	**58**	-	142
% Articulated Trucks	0%	0%	0.2%	0%	**0.1%**	-	0.9%	1.7%	0%	0%	**1.6%**	-	1.9%	0%	0.3%	0%	**0.6%**	-	0.2%	1.2%	0%	0%	**1.1%**	-	1.2%
Buses	1	0	3	0	**4**	-	2	11	0	0	**13**	-	1	0	0	0	**1**	-	0	13	1	0	**14**	-	32
% Buses	0.5%	0%	0.5%	0%	**0.4%**	-	0.5%	0.3%	0%	0%	**0.3%**	-	1.0%	0%	0%	0%	**0.2%**	-	0%	0.3%	0.4%	0%	**0.3%**	-	0.3%
Bicycles on Road	1	2	0	0	**3**	-	2	0	0	0	**2**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	5
% Bicycles on Road	0.5%	2.4%	0%	0%	**0.3%**	-	0.5%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	10	-	-	-	-	-	13	-	-	-	-	-	28	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

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

Algonquin Road with Progress Pkwy TMC - TMC
Thu Jul 31, 2025
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1322682, Location: 42.071533, -88.053582

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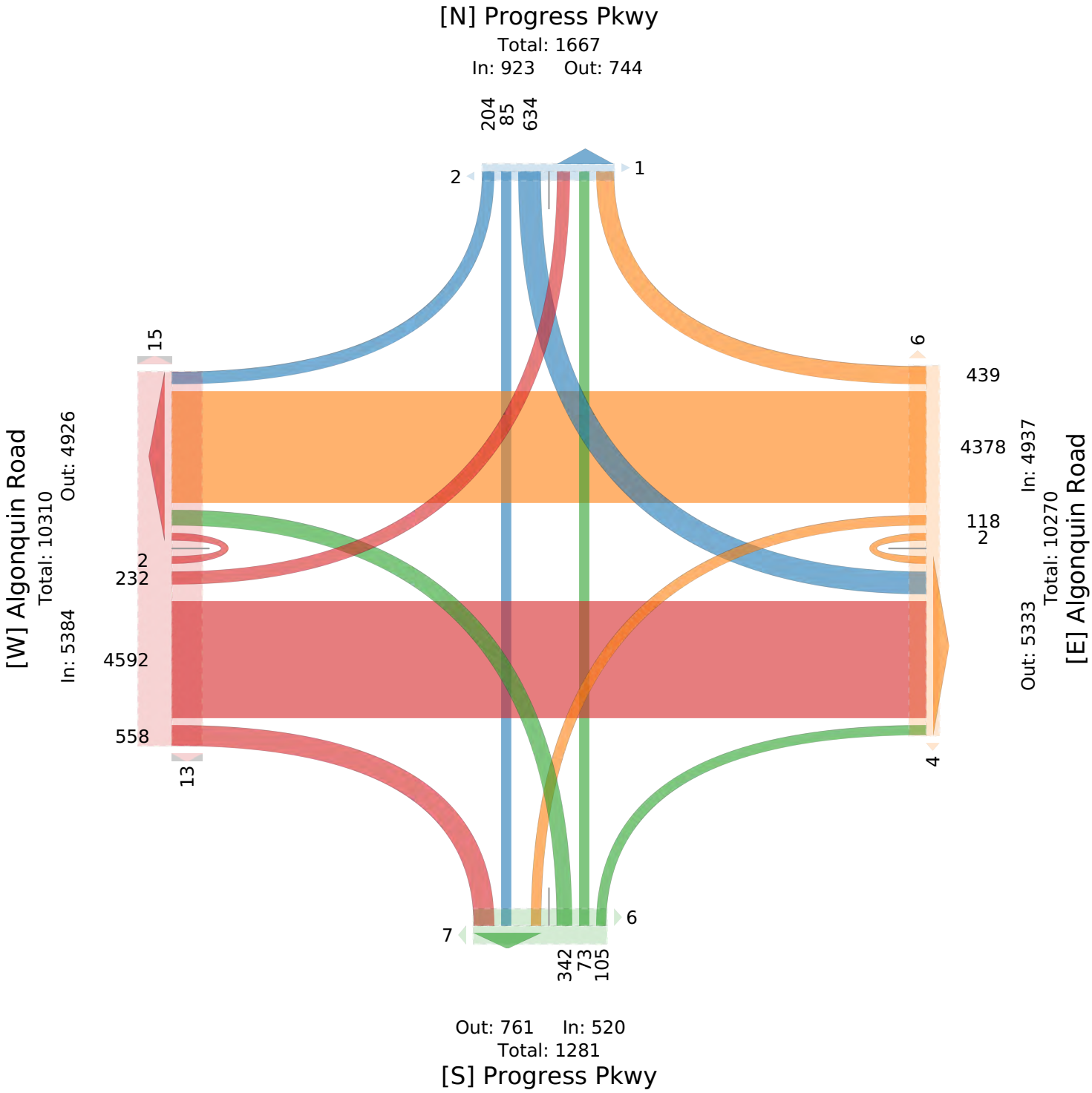


Algonquin Road with Progress Pkwy TMC - TMC

Thu Jul 31, 2025
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1322682, Location: 42.071533, -88.053582

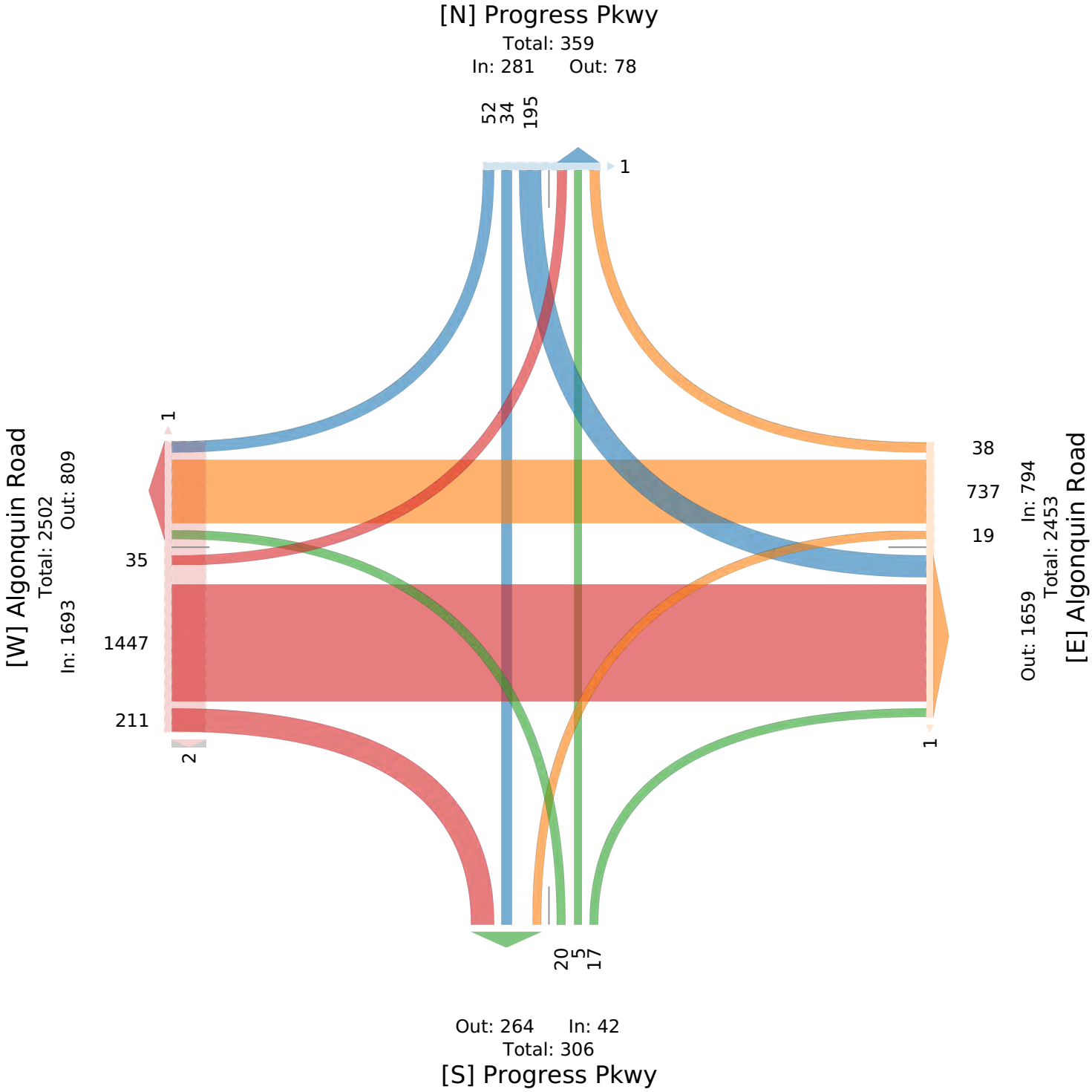
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	Progress Pkwy Southbound						Algonquin Road Westbound						Progress Pkwy Northbound						Algonquin Road Eastbound						
Direction																									
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2025-07-31 7:30AM	12	5	40	0	**57**	0	9	198	3	0	**210**	0	7	1	6	0	**14**	0	38	356	6	0	**400**	1	**681**
7:45AM	16	8	66	0	**90**	1	14	186	5	0	**205**	0	2	2	4	0	**8**	0	73	413	10	0	**496**	1	**799**
8:00AM	9	14	48	0	**71**	0	8	173	5	0	**186**	1	4	1	6	0	**11**	0	55	345	11	0	**411**	0	**679**
8:15AM	15	7	41	0	**63**	0	7	180	6	0	**193**	0	4	1	4	0	**9**	0	45	333	8	0	**386**	1	**651**
Total	52	34	195	0	**281**	1	38	737	19	0	**794**	1	17	5	20	0	**42**	0	211	1447	35	0	**1693**	3	**2810**
% Approach	18.5%	12.1%	69.4%	0%	**-**	-	4.8%	92.8%	2.4%	0%	**-**	-	40.5%	11.9%	47.6%	0%	**-**	-	12.5%	85.5%	2.1%	0%	**-**	-	-
% Total	1.9%	1.2%	6.9%	0%	**10.0%**	-	1.4%	26.2%	0.7%	0%	**28.3%**	-	0.6%	0.2%	0.7%	0%	**1.5%**	-	7.5%	51.5%	1.2%	0%	**60.2%**	-	-
PHF	0.813	0.589	0.739	-	**0.778**	-	0.679	0.931	0.792	-	**0.945**	-	0.607	0.625	0.833	-	**0.750**	-	0.723	0.876	0.795	-	**0.853**	-	0.879
Lights	52	33	195	0	**280**	-	37	689	19	0	**745**	-	16	5	19	0	**40**	-	209	1407	35	0	**1651**	-	2716
% Lights	100%	97.1%	100%	0%	**99.6%**	-	97.4%	93.5%	100%	0%	**93.8%**	-	94.1%	100%	95.0%	0%	**95.2%**	-	99.1%	97.2%	100%	0%	**97.5%**	-	96.7%
Single-Unit Trucks	0	0	0	0	**0**	-	0	18	0	0	**18**	-	0	0	0	0	**0**	-	1	24	0	0	**25**	-	43
% Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	2.4%	0%	0%	**2.3%**	-	0%	0%	0%	0%	**0%**	-	0.5%	1.7%	0%	0%	**1.5%**	-	1.5%
Articulated Trucks	0	0	0	0	**0**	-	1	28	0	0	**29**	-	1	0	1	0	**2**	-	1	13	0	0	**14**	-	45
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	2.6%	3.8%	0%	0%	**3.7%**	-	5.9%	0%	5.0%	0%	**4.8%**	-	0.5%	0.9%	0%	0%	**0.8%**	-	1.6%
Buses	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	3	0	0	**3**	-	5
% Buses	0%	0%	0%	0%	**0%**	-	0%	0.3%	0%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	0.2%
Bicycles on Road	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Bicycles on Road	0%	2.9%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-

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

Algonquin Road with Progress Pkwy TMC - TMC
Thu Jul 31, 2025
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1322682, Location: 42.071533, -88.053582

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



Algonquin Road with Progress Pkwy TMC - TMC

Thu Jul 31, 2025
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1322682, Location: 42.071533, -88.053582

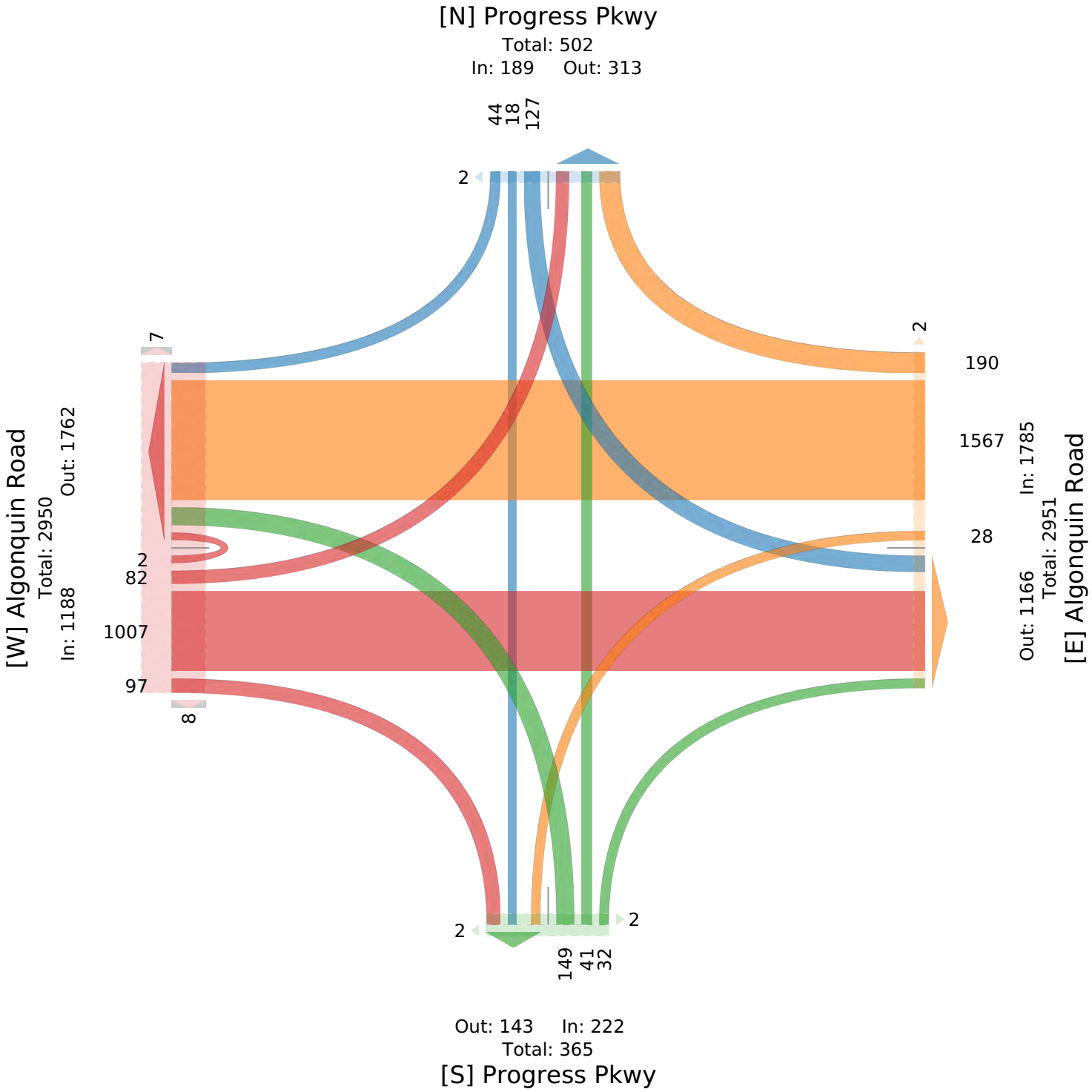
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	Progress Pkwy Southbound						Algonquin Road Westbound						Progress Pkwy Northbound						Algonquin Road Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2025-07-31 4:45PM	14	5	39	0	**58**	2	43	362	10	0	**415**	0	7	12	32	0	**51**	0	26	219	22	0	**267**	4	**791**
5:00PM	12	2	28	0	**42**	0	50	375	10	0	**435**	0	9	9	43	0	**61**	2	18	279	18	2	**317**	3	**855**
5:15PM	11	6	22	0	**39**	0	37	350	4	0	**391**	2	9	11	51	0	**71**	2	19	239	22	0	**280**	8	**781**
5:30PM	7	5	38	0	**50**	0	60	480	4	0	**544**	0	7	9	23	0	**39**	0	34	270	20	0	**324**	0	**957**
Total	44	18	127	0	**189**	2	190	1567	28	0	**1785**	2	32	41	149	0	**222**	4	97	1007	82	2	**1188**	15	**3384**
% Approach	23.3%	9.5%	67.2%	0%	**-**	-	10.6%	87.8%	1.6%	0%	**-**	-	14.4%	18.5%	67.1%	0%	**-**	-	8.2%	84.8%	6.9%	0.2%	**-**	-	-
% Total	1.3%	0.5%	3.8%	0%	**5.6%**	-	5.6%	46.3%	0.8%	0%	**52.7%**	-	0.9%	1.2%	4.4%	0%	**6.6%**	-	2.9%	29.8%	2.4%	0.1%	**35.1%**	-	-
PHF	0.786	0.750	0.814	-	**0.815**	-	0.783	0.816	0.700	-	**0.819**	-	0.889	0.854	0.730	-	**0.782**	-	0.713	0.902	0.932	0.250	**0.917**	-	0.883
Lights	44	18	125	0	**187**	-	185	1532	28	0	**1745**	-	31	41	149	0	**221**	-	97	969	82	2	**1150**	-	3303
% Lights	100%	100%	98.4%	0%	**98.9%**	-	97.4%	97.8%	100%	0%	**97.8%**	-	96.9%	100%	100%	0%	**99.5%**	-	100%	96.2%	100%	100%	**96.8%**	-	97.6%
Single-Unit Trucks	0	0	0	0	**0**	-	1	20	0	0	**21**	-	1	0	0	0	**1**	-	0	24	0	0	**24**	-	46
% Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0.5%	1.3%	0%	0%	**1.2%**	-	3.1%	0%	0%	0%	**0.5%**	-	0%	2.4%	0%	0%	**2.0%**	-	1.4%
Articulated Trucks	0	0	1	0	**1**	-	1	13	0	0	**14**	-	0	0	0	0	**0**	-	0	13	0	0	**13**	-	28
% Articulated Trucks	0%	0%	0.8%	0%	**0.5%**	-	0.5%	0.8%	0%	0%	**0.8%**	-	0%	0%	0%	0%	**0%**	-	0%	1.3%	0%	0%	**1.1%**	-	0.8%
Buses	0	0	1	0	**1**	-	1	2	0	0	**3**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	5
% Buses	0%	0%	0.8%	0%	**0.5%**	-	0.5%	0.1%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0.1%
Bicycles on Road	0	0	0	0	**0**	-	2	0	0	0	**2**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	2
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	1.1%	0%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	4	-	-	-	-	-	15	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

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

Algonquin Road with Progress Pkwy TMC - TMC
Thu Jul 31, 2025
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1322682, Location: 42.071533, -88.053582

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



Algonquin Road with The Quin Schaumburg Apar... - TMC

Thu Jul 31, 2025
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1322681, Location: 42.072469, -88.056533



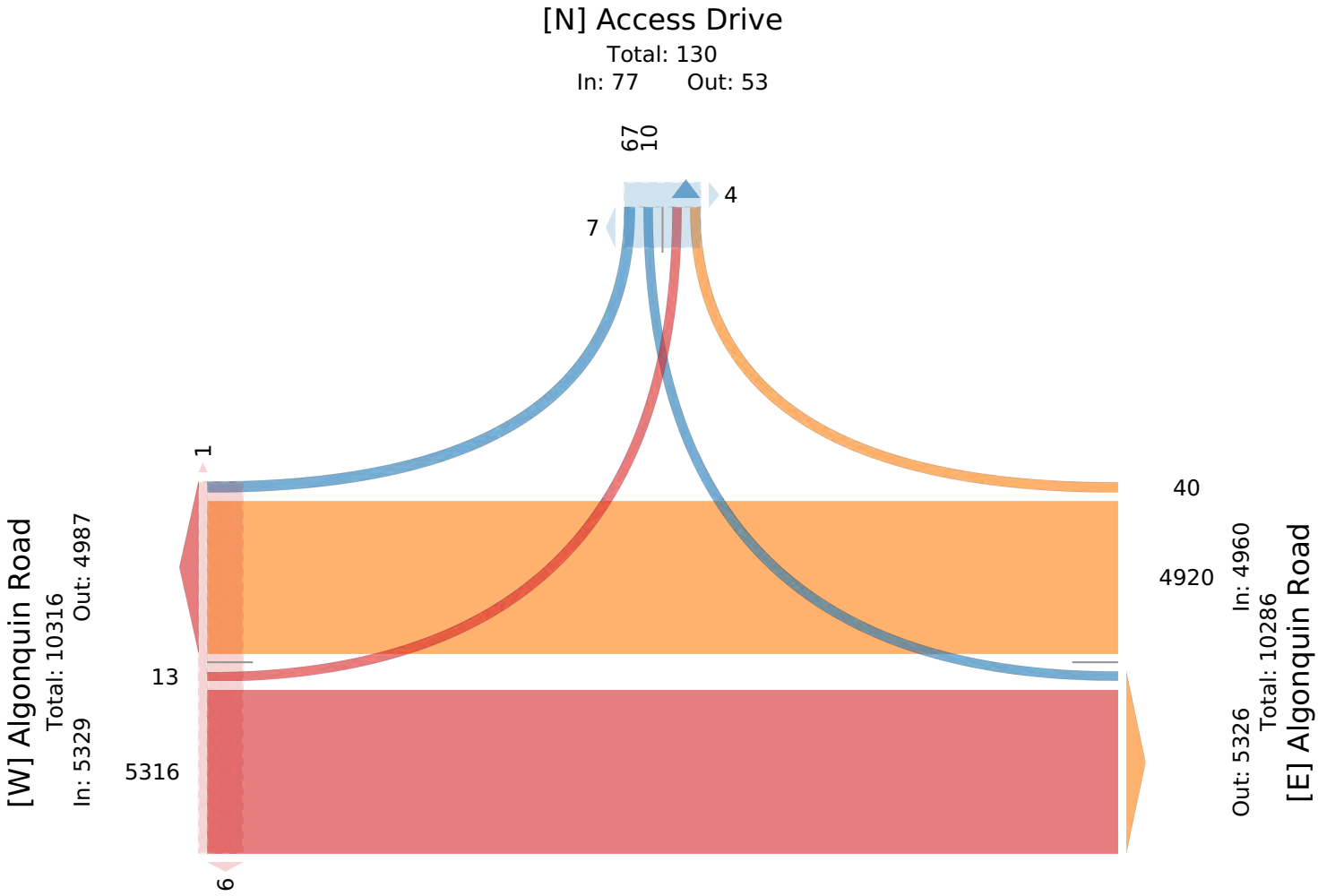
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	Access Drive					Algonquin Road					Algonquin Road					
Direction	Southbound					Westbound					Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2025-07-31 7:00AM	6	0	0	**6**	1	1	154	0	**155**	0	298	0	0	**298**	0	**459**
7:15AM	5	1	0	**6**	3	0	181	0	**181**	0	358	2	0	**360**	2	**547**
7:30AM	1	1	0	**2**	0	0	223	0	**223**	0	395	0	0	**395**	1	**620**
7:45AM	9	0	0	**9**	1	1	204	0	**205**	0	462	0	0	**462**	0	**676**
Hourly Total	21	2	0	**23**	5	2	762	0	**764**	0	1513	2	0	**1515**	3	**2302**
8:00AM	8	0	0	**8**	0	0	193	0	**193**	0	421	0	0	**421**	0	**622**
8:15AM	4	2	0	**6**	1	0	196	0	**196**	0	404	0	0	**404**	0	**606**
8:30AM	3	2	0	**5**	0	0	178	0	**178**	0	346	0	0	**346**	0	**529**
8:45AM	5	0	0	**5**	1	0	206	0	**206**	0	363	1	0	**364**	1	**575**
Hourly Total	20	4	0	**24**	2	0	773	0	**773**	0	1534	1	0	**1535**	1	**2332**
4:00PM	3	1	0	**4**	0	3	395	0	**398**	0	278	3	0	**281**	0	**683**
4:15PM	3	1	0	**4**	0	2	435	0	**437**	0	273	2	0	**275**	0	**716**
4:30PM	3	0	0	**3**	2	2	384	0	**386**	0	239	0	0	**239**	0	**628**
4:45PM	4	1	0	**5**	0	5	418	0	**423**	0	274	1	0	**275**	0	**703**
Hourly Total	13	3	0	**16**	2	12	1632	0	**1644**	0	1064	6	0	**1070**	0	**2730**
5:00PM	3	1	0	**4**	0	7	423	0	**430**	0	309	1	0	**310**	3	**744**
5:15PM	5	0	0	**5**	1	3	433	0	**436**	0	278	2	0	**280**	0	**721**
5:30PM	3	0	0	**3**	1	6	501	0	**507**	0	344	1	0	**345**	0	**855**
5:45PM	2	0	0	**2**	0	10	396	0	**406**	0	274	0	0	**274**	0	**682**
Hourly Total	13	1	0	**14**	2	26	1753	0	**1779**	0	1205	4	0	**1209**	3	**3002**
Total	67	10	0	**77**	11	40	4920	0	**4960**	0	5316	13	0	**5329**	7	**10366**
% Approach	87.0%	13.0%	0%	**-**	-	0.8%	99.2%	0%	**-**	-	99.8%	0.2%	0%	**-**	-	-
% Total	0.6%	0.1%	0%	**0.7%**	-	0.4%	47.5%	0%	**47.8%**	-	51.3%	0.1%	0%	**51.4%**	-	-
Lights	67	10	0	**77**	-	40	4757	0	**4797**	-	5142	13	0	**5155**	-	10029
% Lights	100%	100%	0%	**100%**	-	100%	96.7%	0%	**96.7%**	-	96.7%	100%	0%	**96.7%**	-	96.7%
Single-Unit Trucks	0	0	0	**0**	-	0	85	0	**85**	-	107	0	0	**107**	-	192
% Single-Unit Trucks	0%	0%	0%	**0%**	-	0%	1.7%	0%	**1.7%**	-	2.0%	0%	0%	**2.0%**	-	1.9%
Articulated Trucks	0	0	0	**0**	-	0	66	0	**66**	-	55	0	0	**55**	-	121
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	1.3%	0%	**1.3%**	-	1.0%	0%	0%	**1.0%**	-	1.2%
Buses	0	0	0	**0**	-	0	12	0	**12**	-	12	0	0	**12**	-	24
% Buses	0%	0%	0%	**0%**	-	0%	0.2%	0%	**0.2%**	-	0.2%	0%	0%	**0.2%**	-	0.2%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	11	-	-	-	-	0	-	-	-	-	7	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	100%	-

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

Algonquin Road with The Quin Schaumburg Apar... - TMC
Thu Jul 31, 2025
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1322681, Location: 42.072469, -88.056533

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



Algonquin Road with The Quin Schaumburg Apar... - TMC

Thu Jul 31, 2025
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1322681, Location: 42.072469, -88.056533

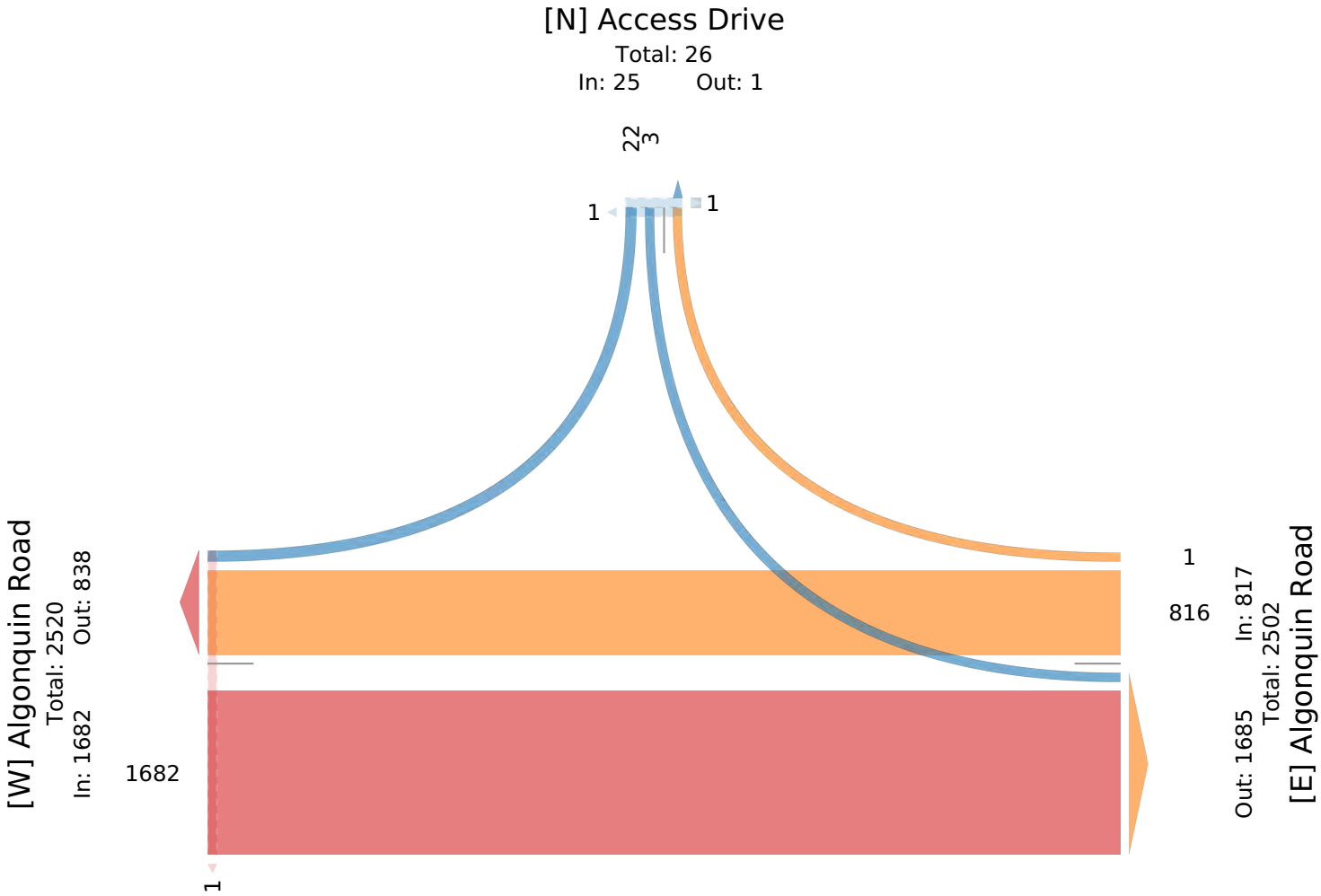
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	Access Drive Southbound					Algonquin Road Westbound					Algonquin Road Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2025-07-31 7:30AM	1	1	0	**2**	0	0	223	0	**223**	0	395	0	0	**395**	1	**620**
7:45AM	9	0	0	**9**	1	1	204	0	**205**	0	462	0	0	**462**	0	**676**
8:00AM	8	0	0	**8**	0	0	193	0	**193**	0	421	0	0	**421**	0	**622**
8:15AM	4	2	0	**6**	1	0	196	0	**196**	0	404	0	0	**404**	0	**606**
Total	22	3	0	**25**	2	1	816	0	**817**	0	1682	0	0	**1682**	1	**2524**
% Approach	88.0%	12.0%	0%	**-**	-	0.1%	99.9%	0%	**-**	-	100%	0%	0%	**-**	-	-
% Total	0.9%	0.1%	0%	**1.0%**	-	0%	32.3%	0%	**32.4%**	-	66.6%	0%	0%	**66.6%**	-	-
PHF	0.611	0.375	-	**0.694**	-	0.250	0.915	-	**0.916**	-	0.910	-	-	**0.910**	-	0.933
Lights	22	3	0	**25**	-	1	766	0	**767**	-	1635	0	0	**1635**	-	2427
% Lights	100%	100%	0%	**100%**	-	100%	93.9%	0%	**93.9%**	-	97.2%	0%	0%	**97.2%**	-	96.2%
Single-Unit Trucks	0	0	0	**0**	-	0	25	0	**25**	-	30	0	0	**30**	-	55
% Single-Unit Trucks	0%	0%	0%	**0%**	-	0%	3.1%	0%	**3.1%**	-	1.8%	0%	0%	**1.8%**	-	2.2%
Articulated Trucks	0	0	0	**0**	-	0	22	0	**22**	-	13	0	0	**13**	-	35
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	2.7%	0%	**2.7%**	-	0.8%	0%	0%	**0.8%**	-	1.4%
Buses	0	0	0	**0**	-	0	3	0	**3**	-	4	0	0	**4**	-	7
% Buses	0%	0%	0%	**0%**	-	0%	0.4%	0%	**0.4%**	-	0.2%	0%	0%	**0.2%**	-	0.3%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	2	-	-	-	-	0	-	-	-	-	1	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	100%	-

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

Algonquin Road with The Quin Schaumburg Apar... - TMC
Thu Jul 31, 2025
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1322681, Location: 42.072469, -88.056533

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



Algonquin Road with The Quin Schaumburg Apar... - TMC

Thu Jul 31, 2025
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1322681, Location: 42.072469, -88.056533

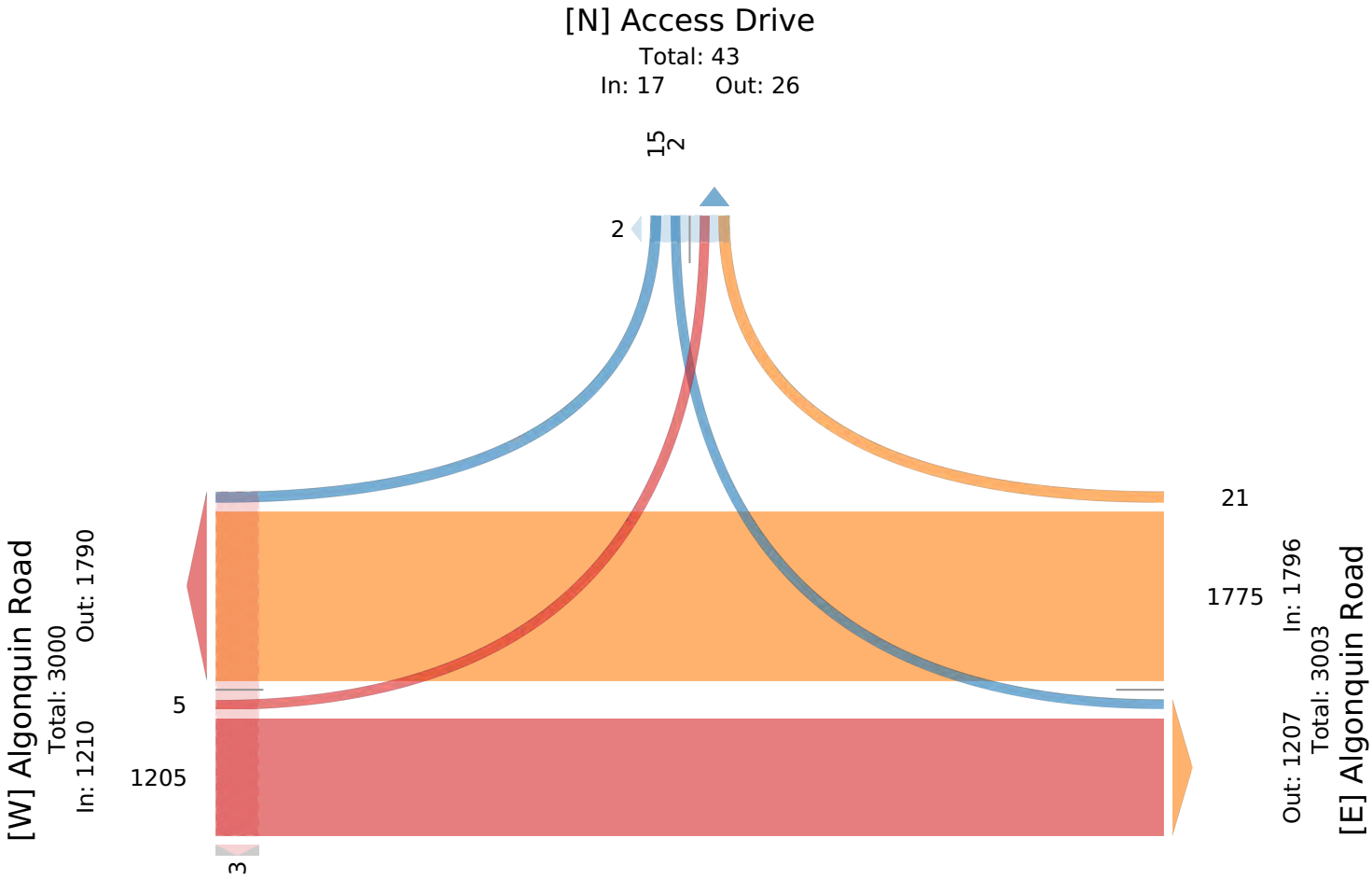
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg / Direction	Access Drive Southbound					Algonquin Road Westbound					Algonquin Road Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2025-07-31 4:45PM	4	1	0	**5**	0	5	418	0	**423**	0	274	1	0	**275**	0	**703**
5:00PM	3	1	0	**4**	0	7	423	0	**430**	0	309	1	0	**310**	3	**744**
5:15PM	5	0	0	**5**	1	3	433	0	**436**	0	278	2	0	**280**	0	**721**
5:30PM	3	0	0	**3**	1	6	501	0	**507**	0	344	1	0	**345**	0	**855**
Total	15	2	0	**17**	2	21	1775	0	**1796**	0	1205	5	0	**1210**	3	**3023**
% Approach	88.2%	11.8%	0%	**-**	-	1.2%	98.8%	0%	**-**	-	99.6%	0.4%	0%	**-**	-	-
% Total	0.5%	0.1%	0%	**0.6%**	-	0.7%	58.7%	0%	**59.4%**	-	39.9%	0.2%	0%	**40.0%**	-	-
PHF	0.750	0.500	-	**0.850**	-	0.750	0.886	-	**0.886**	-	0.876	0.625	-	**0.877**	-	0.884
Lights	15	2	0	**17**	-	21	1738	0	**1759**	-	1160	5	0	**1165**	-	2941
% Lights	100%	100%	0%	**100%**	-	100%	97.9%	0%	**97.9%**	-	96.3%	100%	0%	**96.3%**	-	97.3%
Single-Unit Trucks	0	0	0	**0**	-	0	21	0	**21**	-	28	0	0	**28**	-	49
% Single-Unit Trucks	0%	0%	0%	**0%**	-	0%	1.2%	0%	**1.2%**	-	2.3%	0%	0%	**2.3%**	-	1.6%
Articulated Trucks	0	0	0	**0**	-	0	14	0	**14**	-	15	0	0	**15**	-	29
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0.8%	0%	**0.8%**	-	1.2%	0%	0%	**1.2%**	-	1.0%
Buses	0	0	0	**0**	-	0	2	0	**2**	-	2	0	0	**2**	-	4
% Buses	0%	0%	0%	**0%**	-	0%	0.1%	0%	**0.1%**	-	0.2%	0%	0%	**0.2%**	-	0.1%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	2	-	-	-	-	0	-	-	-	-	3	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	100%	-

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

Algonquin Road with The Quin Schaumburg Apar... - TMC
Thu Jul 31, 2025
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1322681, Location: 42.072469, -88.056533

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



Progress Pkwy with Arbor Drive TMC - TMC

Thu Jul 31, 2025
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1322685, Location: 42.068833, -88.053706

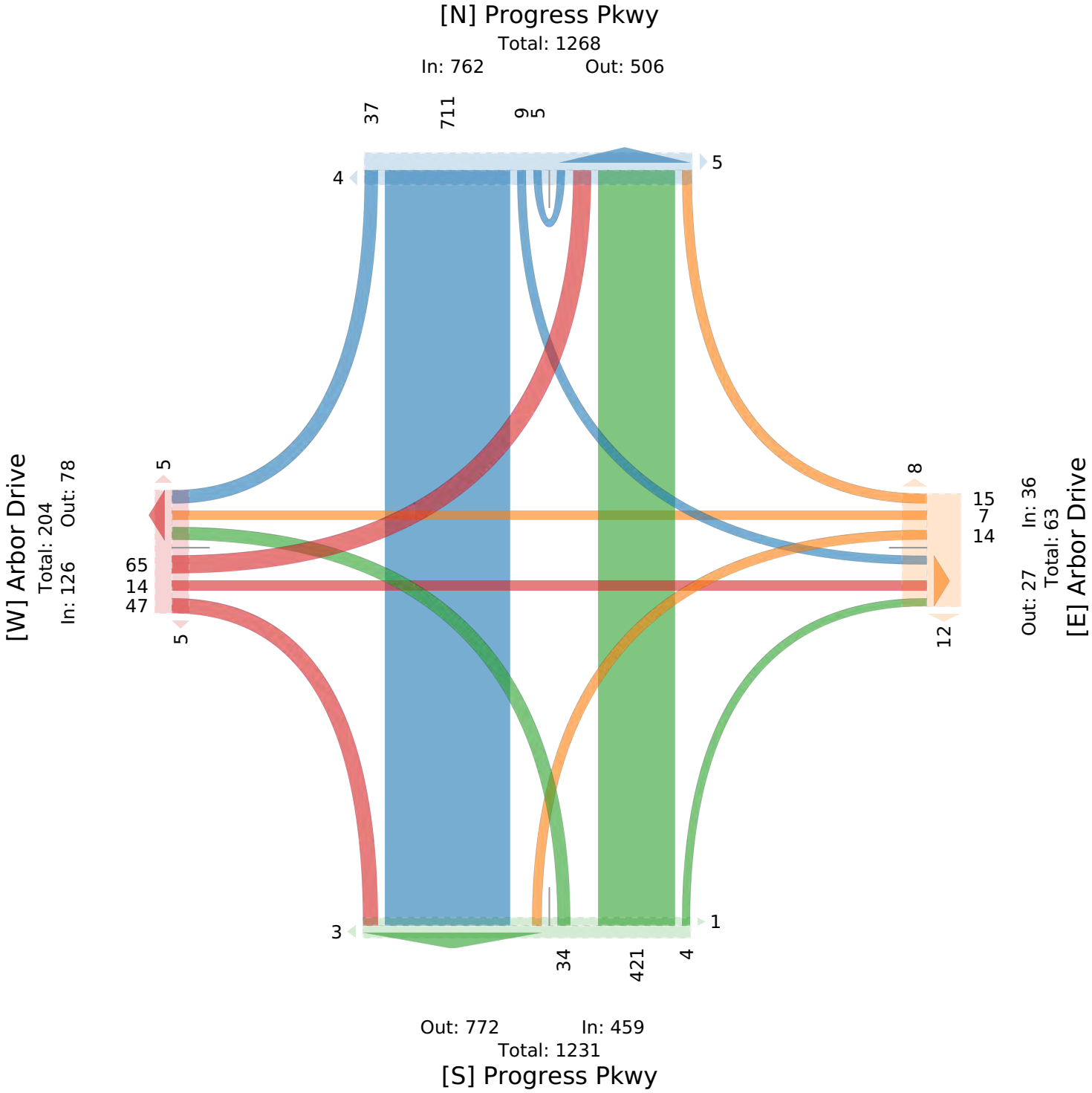
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	Progress Pkwy						Arbor Drive						Progress Pkwy						Arbor Drive						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2025-07-31 7:00AM	1	44	0	0	**45**	0	1	0	0	0	**1**	3	1	6	0	0	**7**	0	5	0	8	0	**13**	1	**66**
7:15AM	1	44	1	0	**46**	0	0	0	2	0	**2**	2	0	3	2	0	**5**	0	1	1	7	0	**9**	0	**62**
7:30AM	1	43	0	0	**44**	0	0	0	0	0	**0**	0	0	6	1	0	**7**	0	5	1	8	0	**14**	2	**65**
7:45AM	2	86	1	0	**89**	0	1	0	2	0	**3**	0	0	5	0	0	**5**	0	4	0	1	0	**5**	1	**102**
Hourly Total	5	217	2	0	**224**	0	2	0	4	0	**6**	5	1	20	3	0	**24**	0	15	2	24	0	**41**	4	**295**
8:00AM	0	70	1	0	**71**	1	2	0	1	0	**3**	5	0	4	3	0	**7**	0	2	1	6	0	**9**	1	**90**
8:15AM	1	57	0	0	**58**	1	1	0	1	0	**2**	1	0	6	2	0	**8**	0	4	6	3	0	**13**	0	**81**
8:30AM	2	49	1	1	**53**	2	2	0	0	0	**2**	1	1	8	0	0	**9**	0	5	0	10	0	**15**	0	**79**
8:45AM	1	81	0	0	**82**	3	3	1	2	0	**6**	5	0	11	0	0	**11**	1	2	1	3	0	**6**	0	**105**
Hourly Total	4	257	2	1	**264**	7	8	1	4	0	**13**	12	1	29	5	0	**35**	1	13	8	22	0	**43**	1	**355**
4:00PM	5	15	1	0	**21**	0	4	2	2	0	**8**	1	0	51	0	0	**51**	1	2	1	3	0	**6**	0	**86**
4:15PM	3	22	0	1	**26**	0	0	0	1	0	**1**	1	0	48	4	0	**52**	0	2	0	2	0	**4**	0	**83**
4:30PM	1	34	0	2	**37**	0	1	1	0	0	**2**	0	1	36	4	0	**41**	0	0	1	1	0	**2**	0	**82**
4:45PM	5	40	1	0	**46**	0	0	0	0	0	**0**	0	0	43	4	0	**47**	0	5	1	3	0	**9**	0	**102**
Hourly Total	14	111	2	3	**130**	0	5	3	3	0	**11**	2	1	178	12	0	**191**	1	9	3	9	0	**21**	0	**353**
5:00PM	2	28	1	1	**32**	1	0	0	1	0	**1**	0	0	76	5	0	**81**	0	4	0	2	0	**6**	2	**120**
5:15PM	3	23	1	0	**27**	0	0	2	1	0	**3**	0	1	50	4	0	**55**	0	4	0	4	0	**8**	2	**93**
5:30PM	5	38	1	0	**44**	0	0	0	1	0	**1**	1	0	44	3	0	**47**	2	1	1	1	0	**3**	0	**95**
5:45PM	4	37	0	0	**41**	1	0	1	0	0	**1**	0	0	24	2	0	**26**	0	1	0	3	0	**4**	1	**72**
Hourly Total	14	126	3	1	**144**	2	0	3	3	0	**6**	1	1	194	14	0	**209**	2	10	1	10	0	**21**	5	**380**
Total	37	711	9	5	**762**	9	15	7	14	0	**36**	20	4	421	34	0	**459**	4	47	14	65	0	**126**	10	**1383**
% Approach	4.9%	93.3%	1.2%	0.7%	**-**	-	41.7%	19.4%	38.9%	0%	**-**	-	0.9%	91.7%	7.4%	0%	**-**	-	37.3%	11.1%	51.6%	0%	**-**	-	-
% Total	2.7%	51.4%	0.7%	0.4%	**55.1%**	-	1.1%	0.5%	1.0%	0%	**2.6%**	-	0.3%	30.4%	2.5%	0%	**33.2%**	-	3.4%	1.0%	4.7%	0%	**9.1%**	-	-
Lights	36	707	9	5	**757**	-	15	7	14	0	**36**	-	2	418	34	0	**454**	-	46	13	64	0	**123**	-	1370
% Lights	97.3%	99.4%	100%	100%	**99.3%**	-	100%	100%	100%	0%	**100%**	-	50.0%	99.3%	100%	0%	**98.9%**	-	97.9%	92.9%	98.5%	0%	**97.6%**	-	99.1%
Single-Unit Trucks	1	1	0	0	**2**	-	0	0	0	0	**0**	-	1	1	0	0	**2**	-	1	1	0	0	**2**	-	6
% Single-Unit Trucks	2.7%	0.1%	0%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	25.0%	0.2%	0%	0%	**0.4%**	-	2.1%	7.1%	0%	0%	**1.6%**	-	0.4%
Articulated Trucks	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	3
% Articulated Trucks	0%	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0.5%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	1
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	1.5%	0%	**0.8%**	-	0.1%
Bicycles on Road	0	2	0	0	**2**	-	0	0	0	0	**0**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	3
% Bicycles on Road	0%	0.3%	0%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	25.0%	0%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Pedestrians	-	-	-	-	-	9	-	-	-	-	-	20	-	-	-	-	-	4	-	-	-	-	-	10	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

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

Progress Pkwy with Arbor Drive TMC - TMC
Thu Jul 31, 2025
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1322685, Location: 42.068833, -88.053706

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



Progress Pkwy with Arbor Drive TMC - TMC

Thu Jul 31, 2025
AM Peak (8 AM - 9 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1322685, Location: 42.068833, -88.053706

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

Leg	Progress Pkwy						Arbor Drive						Progress Pkwy						Arbor Drive						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2025-07-31 8:00AM	0	70	1	0	**71**	1	2	0	1	0	**3**	5	0	4	3	0	**7**	0	2	1	6	0	**9**	1	**90**
8:15AM	1	57	0	0	**58**	1	1	0	1	0	**2**	1	0	6	2	0	**8**	0	4	6	3	0	**13**	0	**81**
8:30AM	2	49	1	1	**53**	2	2	0	0	0	**2**	1	1	8	0	0	**9**	0	5	0	10	0	**15**	0	**79**
8:45AM	1	81	0	0	**82**	3	3	1	2	0	**6**	5	0	11	0	0	**11**	1	2	1	3	0	**6**	0	**105**
Total	4	257	2	1	**264**	7	8	1	4	0	**13**	12	1	29	5	0	**35**	1	13	8	22	0	**43**	1	**355**
% Approach	1.5%	97.3%	0.8%	0.4%	**-**	-	61.5%	7.7%	30.8%	0%	**-**	-	2.9%	82.9%	14.3%	0%	**-**	-	30.2%	18.6%	51.2%	0%	**-**	-	-
% Total	1.1%	72.4%	0.6%	0.3%	**74.4%**	-	2.3%	0.3%	1.1%	0%	**3.7%**	-	0.3%	8.2%	1.4%	0%	**9.9%**	-	3.7%	2.3%	6.2%	0%	**12.1%**	-	-
PHF	0.500	0.793	0.500	0.250	**0.805**	-	0.667	0.250	0.500		**0.542**	-	0.250	0.659	0.417		**0.795**	-	0.650	0.333	0.550		**0.717**	-	0.845
Lights	3	255	2	1	**261**	-	8	1	4	0	**13**	-	0	28	5	0	**33**	-	12	8	22	0	**42**	-	349
% Lights	75.0%	99.2%	100%	100%	**98.9%**	-	100%	100%	100%	0%	**100%**	-	0%	96.6%	100%	0%	**94.3%**	-	92.3%	100%	100%	0%	**97.7%**	-	98.3%
Single-Unit Trucks	1	1	0	0	**2**	-	0	0	0	0	**0**	-	1	1	0	0	**2**	-	1	0	0	0	**1**	-	5
% Single-Unit Trucks	25.0%	0.4%	0%	0%	**0.8%**	-	0%	0%	0%	0%	**0%**	-	100%	3.4%	0%	0%	**5.7%**	-	7.7%	0%	0%	0%	**2.3%**	-	1.4%
Articulated Trucks	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Articulated Trucks	0%	0.4%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.3%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	7	-	-	-	-	-	12	-	-	-	-	-	1	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

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

Progress Pkwy with Arbor Drive TMC - TMC
Thu Jul 31, 2025
AM Peak (8 AM - 9 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1322685, Location: 42.068833, -88.053706

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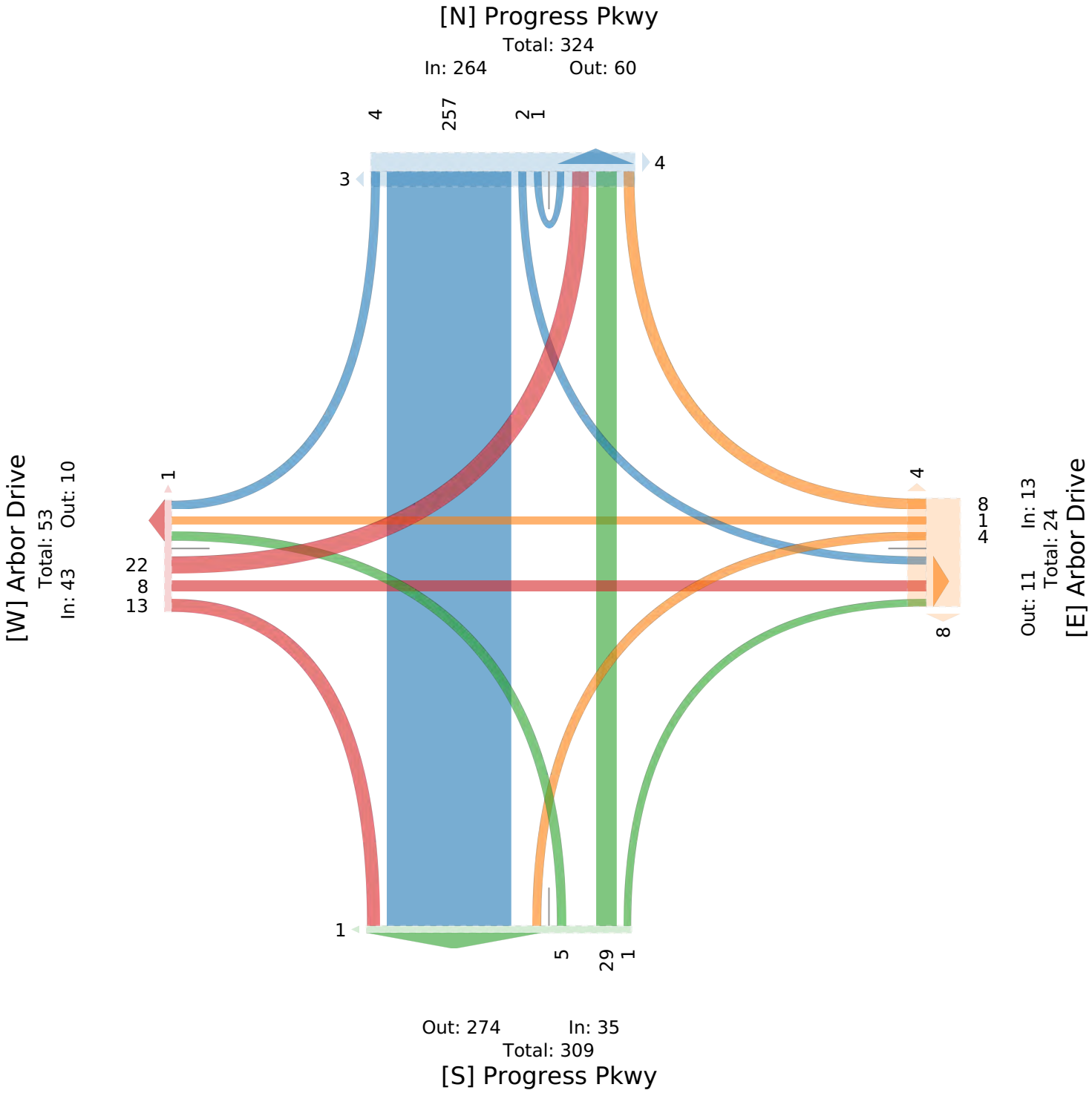

Progress Pkwy with Arbor Drive TMC - TMC

Thu Jul 31, 2025
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1322685, Location: 42.068833, -88.053706

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

Leg	Progress Pkwy Southbound						Arbor Drive Westbound						Progress Pkwy Northbound						Arbor Drive Eastbound						
Direction																									
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2025-07-31 4:45PM	5	40	1	0	**46**	0	0	0	0	0	**0**	0	0	43	4	0	**47**	0	5	1	3	0	**9**	0	**102**
5:00PM	2	28	1	1	**32**	1	0	0	1	0	**1**	0	0	76	5	0	**81**	0	4	0	2	0	**6**	2	**120**
5:15PM	3	23	1	0	**27**	0	0	2	1	0	**3**	0	1	50	4	0	**55**	0	4	0	4	0	**8**	2	**93**
5:30PM	5	38	1	0	**44**	0	0	0	1	0	**1**	1	0	44	3	0	**47**	2	1	1	1	0	**3**	0	**95**
Total	15	129	4	1	**149**	1	0	2	3	0	**5**	1	1	213	16	0	**230**	2	14	2	10	0	**26**	4	**410**
% Approach	10.1%	86.6%	2.7%	0.7%	**-**	-	0%	40.0%	60.0%	0%	**-**	-	0.4%	92.6%	7.0%	0%	**-**	-	53.8%	7.7%	38.5%	0%	**-**	-	-
% Total	3.7%	31.5%	1.0%	0.2%	**36.3%**	-	0%	0.5%	0.7%	0%	**1.2%**	-	0.2%	52.0%	3.9%	0%	**56.1%**	-	3.4%	0.5%	2.4%	0%	**6.3%**	-	-
PHF	0.750	0.806	1.000	0.250	**0.810**	-	-	0.250	0.750	-	**0.417**	-	-	0.701	0.800	-	**0.707**	-	0.700	0.500	0.625	-	**0.722**	-	0.852
Lights	15	129	4	1	**149**	-	0	2	3	0	**5**	-	0	213	16	0	**229**	-	14	2	9	0	**25**	-	408
% Lights	100%	100%	100%	100%	**100%**	-	0%	100%	100%	0%	**100%**	-	0%	100%	100%	0%	**99.6%**	-	100%	100%	90.0%	0%	**96.2%**	-	99.5%
Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	1
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	10.0%	0%	**3.8%**	-	0.2%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	1
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	100%	0%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

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

Progress Pkwy with Arbor Drive TMC - TMC
Thu Jul 31, 2025
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1322685, Location: 42.068833, -88.053706

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
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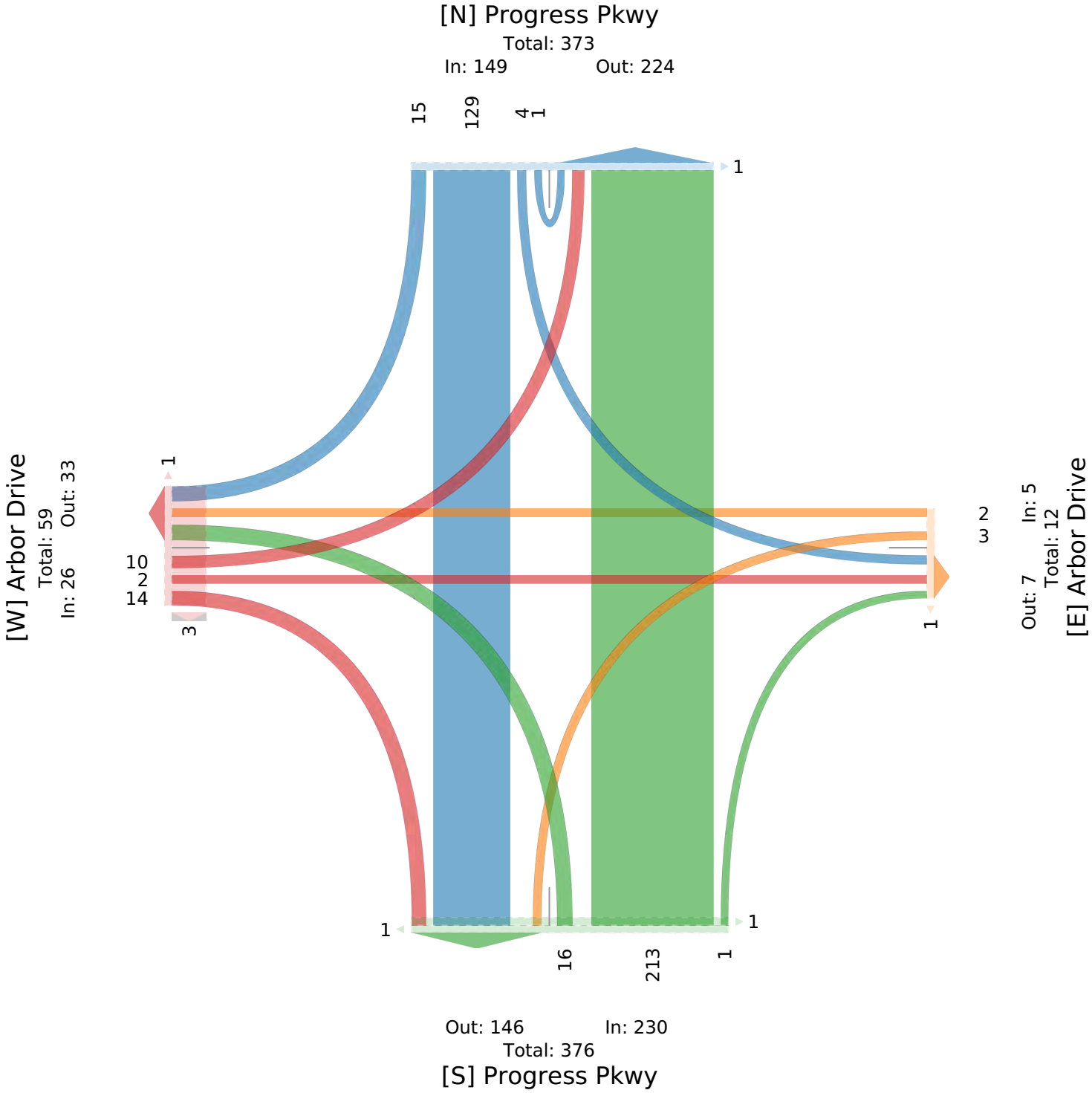
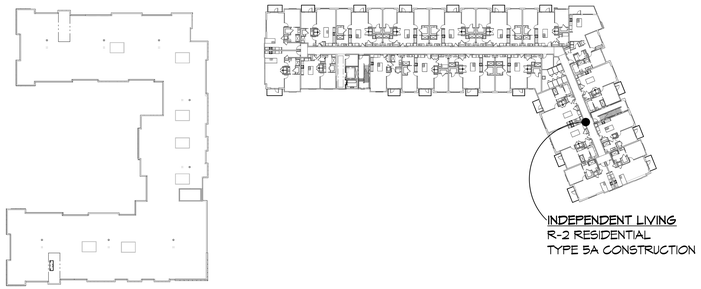
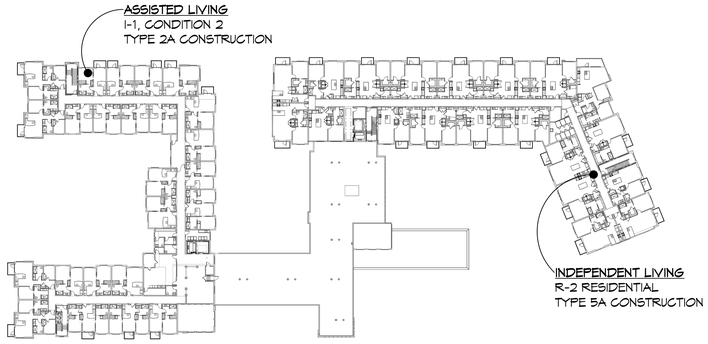


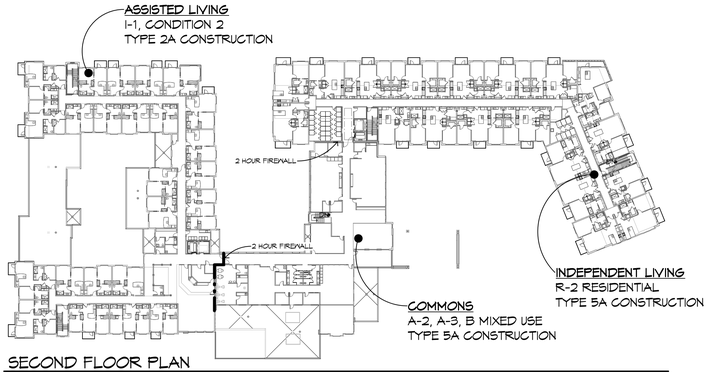
Site Plan



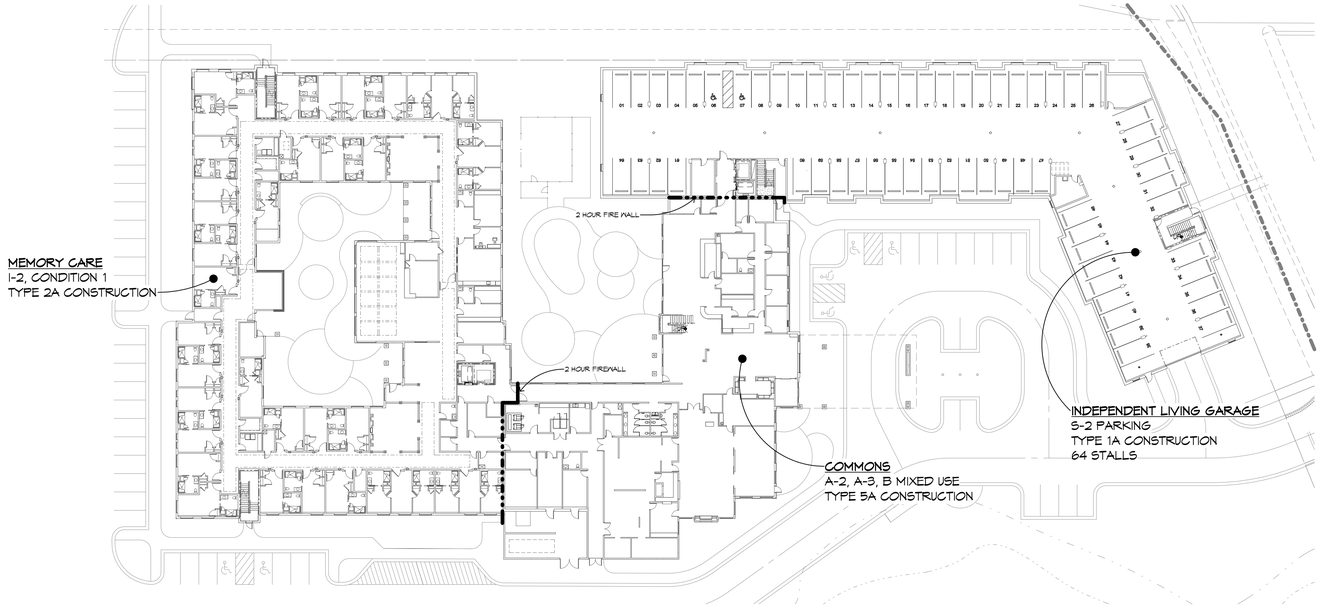
FOURTH AND FIFTH FLOOR PLAN
1" = 50'-0"



THIRD FLOOR PLAN
1" = 50'-0"



SECOND FLOOR PLAN
1" = 50'-0"



FIRST FLOOR PLAN
1" = 30'-0"

STATISTICS		INDEPENDENT LIVING		PARKING	COMMONS		ASSISTED LIVING		MEMORY SUPPORT	
SPRINKLERS		NFPA 13		NFPA 13	NFPA 13		NFPA 13		NFPA 13	
OCCUPANCY		R-2	ATTACHED EXTERIOR SPACES	S-2	A-3, A-2, B NON-SEP	ATTACHED EXTERIOR SPACES	I-1 CONDITION 2	ATTACHED EXTERIOR SPACES	I-2 CONDITION 1	ATTACHED EXTERIOR SPACES
AREAS	FIRST FLOOR			23,918	15,179	2208			27,523	708
	SECOND FLOOR	24,005	1,192		11,122	501	22,825	622		
	THIRD FLOOR	24,005	1,192				22,773	0		
	FOURTH FLOOR	24,005	1,192							
	FIFTH FLOOR	23,766	0							
	TOTAL AREAS	95,781	3,576	23,918	26,301	2,709	45,598	622	27,523	708
APPLICABLE CODES		INTERNATIONAL BUILDING CODE 2021 VILLAGE OF SCHAUMBURG TITLE 15 CHAPTER 153 AMENDMENTS TO THE BUILDING CODE 2014 ILLINOIS PLUMBING CODE PLUS CHAPTERS 11-14 FROM 2021 INTERNATIONAL PLUMBING CODE 2020 NATIONAL ELECTRICAL CODE, NFPA 70 VILLAGE OF SCHAUMBURG TITLE 15 CHAPTER 152 AMENDMENTS TO THE NATIONAL ELECTRICAL CODE 2021 INTERNATIONAL MECHANICAL CODE 2021 INTERNATIONAL FUEL GAS CODE 2018 INTERNATIONAL ENERGY CONSERVATION CODE, WITH ILLINOIS AMENDMENTS 2021 INTERNATIONAL FIRE CODE VILLAGE OF SCHAUMBURG ORDINANCE, TITLE 15, CHAPTER 157, AMENDMENTS TO THE FIRE CODE 2018 ILLINOIS ACCESSIBILITY CODE CHAPTER 11 OF 2021 INTERNATIONAL BUILDING CODE (2017 ICC A117.1 ACCESSIBLE AND USABLE BULDING AND FACILITIES) VILLAGE OF SCHAUMBURG ORDINANCE, TITLE 15, LAND USAGE, CHAPTER 154, ZONING VILLAGE OF SCHAUMBURG ORDINANCE, TITLE 15, LAND USAGE, CHAPTER 151 SUBDIVISION AND LAND DEVELOPMENT NFPA 101 LIFE SAFETY CODE (2012)								
OCCUPANCY SPECIFIC CODES					NFPA 101 CH 32 construction type V(111)		NFPA 101 CH 32 construction type II(111)		NFPA 101 CH 32 construction type II(111)	
CONSTRUCTION TYPE		VA		1A	VA		2A		2A	
CORRIDOR FIRE-RESISTANCE RATING		0.5 HOUR		N/A	0 HOUR		1 HOUR		SMOKE PARTITION 0 HOUR	
DWELLING/SLEEPING UNIT SEPARATION		1 HOUR		N/A	N/A		1 HOUR		0 HOUR	
PRIMARY STRUCTURAL FRAME		1 HOUR		3 HOUR	1 HOUR		1 HOUR		1 HOUR	
BEARING WALLS - EXTERIOR		1 HOUR		3 HOUR	1 HOUR		1 HOUR		1 HOUR	
BEARING WALLS - INTERIOR		1 HOUR		3 HOUR	1 HOUR		1 HOUR		1 HOUR	
NON-BEARING WALLS EXTERIOR (602)		0 HOUR		0 HOUR	0 HOUR		0 HOUR		0 HOUR	
NON-BEARING WALLS INTERIOR		0 HOUR		0 HOUR	0 HOUR		0 HOUR		0 HOUR	
FLOOR CONSTRUCTION		1 HOUR		3 HOUR	1 HOUR		1 HOUR		2 HOUR OCCUPANCY SEPARATION	
ROOF CONSTRUCTION		1 HOUR		1 1/2	1 HOUR		1 HOUR		1 HOUR	

FLOOR BETWEEN PARKING AND R-2 SECOND FLOOR IS REQUIRED TO HAVE A MINIMUM 3 HOUR FIRE RESISTIVE RATING PER IBC 510.2 ITEM 1.

MAIN BUILDINGS

TOTAL AREA ALL LEVELS WITHOUT ATTACHED EXTERIOR SPACES	219,121
TOTAL AREA ALL LEVELS WITH ATTACHED EXTERIOR SPACES	226,736
TOTAL AREA OF BUILDING FOOTPRINT	66,000
TOTAL AREA OF BUILDING FOOTPRINT WITH ATTACHED EXTERIOR SPACES	69,536

SQUARE FOOTAGES ARE BASED ON THE FOLLOWING:

1. BUILDING SQUARE FOOTAGES ARE TAKEN TO THE EXTERIOR FACE OF THE EXTERIOR WALL.
2. UNIT SQUARE FOOTAGES ARE TAKEN FROM THE EXTERIOR FACE OF THE EXTERIOR FRAME WALL TO THE CORRIDOR FACE OF THE CORRIDOR WALL, AND FROM UNIT CENTERLINE TO UNIT CENTERLINE.
3. BUILDING FOOTPRINT INCLUDES BALCONIES, PORTE-COCHERES AND SIMILAR EXTERIOR SPACES ATTACHED TO THE BUILDING.
4. STAIR AND ELEVATOR SHAFT SQUARE FOOTAGES ARE INCLUDED IN TOTAL AREAS.

INDEPENDENT LIVING UNITS

UNIT TYPE	UNIT SF	BALCONY SF	UNIT QUANTITY
ONE BED STANDARD	773	TBD	8
ONE BED LARGE	850	TBD	3
ONE BED LARGE ADAPTABLE	850	TBD	4
ONE BED CORNER	888 / 924	TBD	12
ONE BED CORNER ADAPTABLE	888 / 924	TBD	4
ONE BED DELUXE A	988	TBD	12
TWO BED INFILL	1143	TBD	24
TWO BED INFILL ADAPTABLE	1143	TBD	8
TWO BED PLUS	1263	TBD	4
TOTAL NUMBER INDEPENDENT LIVING UNITS			79

20% OF UNITS TO BE ADAPTABLE PER ILLINOIS ACCESSIBILITY CODE

PARKING COUNT

PARKING TYPE	PARKING QUANTITY
UNDERGROUND	64
SURFACE	96
TOTAL NUMBER PARKING	160

ASSISTED LIVING UNITS

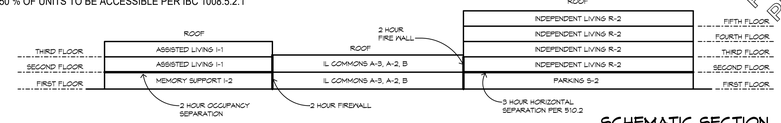
UNIT TYPE	UNIT SF	BALCONY SF	UNIT QUANTITY
ONE BED	552		22
ONE BED (ACCESSIBLE)	552		2
ONE BED DELUXE	626		5
ONE BED DELUXE (ACCESSIBLE)	626		1
ONE BED CORNER DELUXE PLUS	678		2
ONE BED GRAND DELUXE	680		2
TWO BED INFILL	802		5
TWO BED INFILL (ACCESSIBLE)	802		1
TWO BED CORNER	894		7
TWO BED CORNER (ACCESSIBLE)	894		1
TOTAL NUMBER ASSISTED LIVING UNITS			48

10% OF UNITS TO BE ACCESSIBLE PER IBC 1108.5.1.2

MEMORY SUPPORT UNITS

UNIT TYPE	UNIT SF	UNIT QUANTITY	BED QUANTITY
SOLO STUDIO SUITE	352	1	1
SOLO STUDIO SUITE (ACCESSIBLE)	350	1	1
STUDIO SUITE	350-381	12	12
STUDIO SUITE (ACCESSIBLE)	350-381	12	12
DELUXE STUDIO SUITE	427	1	1
DELUXE STUDIO SUITE (ACCESSIBLE)	427	1	1
COUPLES SUITE	739	2	4
COUPLES SUITE (ACCESSIBLE)	739	2	4
TOTAL NUMBER MS UNITS & BEDS		32	36

50 % OF UNITS TO BE ACCESSIBLE PER IBC 1008.5.2.1



SCHEMATIC SECTION

HarborChase of Schaumburg

Senior Living

2400 Progress Parkway, Schaumburg, IL

AG ARCHITECTURE
Bright Vision. Bold Communities.

REVISIONS
NO. DATE DESCRIPTION

PRELIMINARY PRICING SET NOT FOR CONSTRUCTION

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DATE
10 OCT 2025

PROJECT
251201

SHEET NO.

GENERAL INFORMATION G110

GENERAL INFO

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CMAP Projection Letter

Chicago Metropolitan Agency for Planning

433 West Van Buren Street, Suite 450
Chicago, IL 60607
cmap.illinois.gov | 312-454-0400

July 24, 2025

Ryan May
Project Coordinator
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: Algonquin Road with Progress Parkway
IDOT

Dear Ms. May:

In response to a request made on your behalf and dated July 23, 2025, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
Algonquin Road at Progress Parkway	28,100	32,800
Progress Parkway at Algonquin Road	2,100	2,460

Traffic projections are developed using existing ADT data provided in the request letter and the results from the June 2025 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806 or email me at jrodriguez@cmap.illinois.gov

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Rios(IDOT)
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Level of Service Criteria

LEVEL OF SERVICE CRITERIA

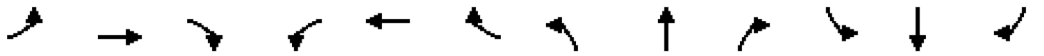
Signalized Intersections		
Level of Service	**Interpretation**	**Average Control Delay (seconds per vehicle)**
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level 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

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*, 7th Edition.

Capacity Analysis Summary Sheets

Weekday Morning Peak Hour – Existing Conditions

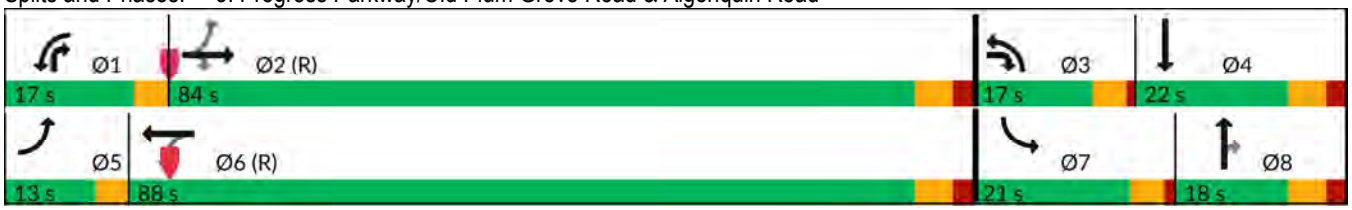


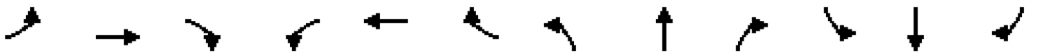
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	1448	211	19	745	38	20	5	17	195	34	52
Future Volume (vph)	35	1448	211	19	745	38	20	5	17	195	34	52
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	210		350	315		115	300		190	250		0
Storage Lanes	1		1	1		0	1		1	2		0
Taper Length (ft)	185			185			135			290		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor	1.00		0.98		1.00				0.99		0.99	
Frt			0.850		0.993				0.850		0.910	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3689	1599	1805	3383	0	3335	2000	1524	3502	1694	0
Flt Permitted	0.280			0.094			0.950			0.950		
Satd. Flow (perm)	532	3689	1569	179	3383	0	3335	2000	1503	3502	1694	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			240		6				58		44	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		835			1088			995			685	
Travel Time (s)		14.2			18.5			22.6			15.6	
Confl. Peds. (#/hr)	1		3	3		1			1			
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	1%	0%	6%	3%	5%	0%	6%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	1645	240	22	890	0	23	6	19	222	98	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	5	2	3	1	6		3	8	1	7	4	
Permitted Phases	2		2	6					8			
Detector Phase	5	2	3	1	6		3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	4.0	5.0	3.0	4.0	5.0		3.0	1.5	4.0	3.0	5.0	
Minimum Split (s)	7.5	24.0	7.5	7.5	24.0		7.5	14.0	7.5	7.5	14.0	
Total Split (s)	13.0	84.0	17.0	17.0	88.0		17.0	18.0	17.0	21.0	22.0	
Total Split (%)	9.3%	60.0%	12.1%	12.1%	62.9%		12.1%	12.9%	12.1%	15.0%	15.7%	
Yellow Time (s)	3.5	4.0	3.5	3.5	4.0		3.5	4.0	3.5	3.5	4.0	
All-Red Time (s)	0.0	2.0	1.0	0.0	2.0		1.0	2.0	0.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	6.0	4.5	3.5	6.0		4.5	6.0	3.5	4.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min		None	None	None	None	None	
Act Effct Green (s)	107.4	101.0	108.9	106.2	98.8		6.5	6.0	7.8	20.1	10.3	
Actuated g/C Ratio	0.77	0.72	0.78	0.76	0.71		0.05	0.04	0.06	0.14	0.07	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.09	0.62	0.19	0.11	0.37		0.15	0.07	0.14	0.44	0.60	
Control Delay (s/veh)	4.7	12.4	0.9	4.9	7.7		65.9	65.6	2.1	57.8	49.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	4.7	12.4	0.9	4.9	7.7		65.9	65.6	2.1	57.8	49.8	
LOS	A	B	A	A	A		E	E	A	E	D	
Approach Delay (s/veh)		10.8			7.6			40.6			55.3	
Approach LOS		B			A			D			E	
Queue Length 50th (ft)	7	391	0	4	160		10	5	0	94	48	
Queue Length 95th (ft)	19	536	19	8	88		25	21	0	139	102	
Internal Link Dist (ft)		755			1008			915			605	
Turn Bay Length (ft)	210		350	315			300		190	250		
Base Capacity (vph)	501	2660	1333	296	2390		297	171	219	503	232	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.08	0.62	0.18	0.07	0.37		0.08	0.04	0.09	0.44	0.42	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 63 (45%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay (s/veh): 14.8		Intersection LOS: B	
Intersection Capacity Utilization 60.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: Progress Parkway/Old Plum Grove Road & Algonquin Road





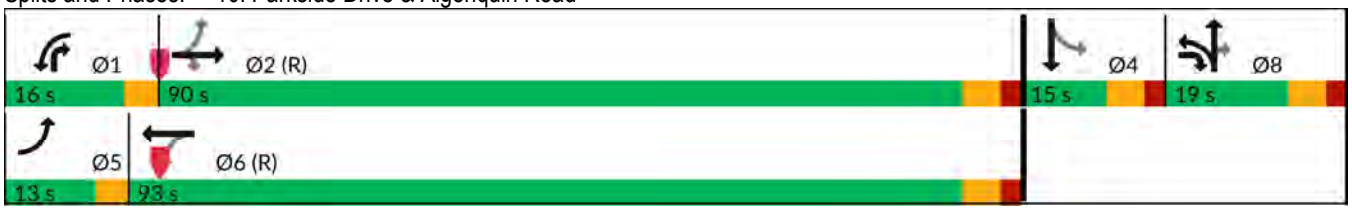
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	1634	23	47	782	3	9	2	49	4	0	11
Future Volume (vph)	3	1634	23	47	782	3	9	2	49	4	0	11
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	185		280	120		0	0		0	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	185			135			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		0.98		1.00				0.98		1.00	
Frt			0.850		0.999				0.850		0.902	
Flt Protected	0.950			0.950			0.950	0.968			0.986	
Satd. Flow (prot)	1805	3689	1615	1736	3402	0	1715	1747	1553	0	1690	0
Flt Permitted	0.319			0.080			0.950	0.968				
Satd. Flow (perm)	604	3689	1577	146	3402	0	1715	1747	1529	0	1712	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			51						70		97	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1088			1278			279			110	
Travel Time (s)		18.5			21.8			6.3			2.5	
Confl. Peds. (#/hr)	4		1	1		4			2	2		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	0%	4%	6%	0%	0%	0%	4%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)							40%					
Lane Group Flow (vph)	3	1857	26	53	892	0	6	6	56	0	18	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA	pm+ov	Perm	NA	
Protected Phases	5	2	8	1	6		8	8	1		4	
Permitted Phases	2		2	6					8	4		
Detector Phase	5	2	8	1	6		8	8	1	4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	24.0	19.0	9.5	24.0		19.0	19.0	9.5	15.0	15.0	
Total Split (s)	13.0	90.0	19.0	16.0	93.0		19.0	19.0	16.0	15.0	15.0	
Total Split (%)	9.3%	64.3%	13.6%	11.4%	66.4%		13.6%	13.6%	11.4%	10.7%	10.7%	
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0		4.0	4.0	3.5	4.0	4.0	
All-Red Time (s)	0.0	2.0	2.0	0.0	2.0		2.0	2.0	0.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0		6.0	6.0	3.5		6.0	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	120.6	114.8	118.7	124.3	122.4		6.1	6.1	12.0		5.5	
Actuated g/C Ratio	0.86	0.82	0.85	0.89	0.87		0.04	0.04	0.09		0.04	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.01	0.61	0.02	0.26	0.30		0.08	0.08	0.29		0.11	
Control Delay (s/veh)	2.0	5.2	0.1	5.2	3.6		66.0	66.0	11.1		1.4	
Queue Delay	0.0	0.1	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay (s/veh)	2.0	5.2	0.1	5.2	3.6		66.0	66.0	11.1		1.4	
LOS	A	A	A	A	A		E	E	B		A	
Approach Delay (s/veh)		5.1			3.7			20.8			1.4	
Approach LOS		A			A			C			A	
Queue Length 50th (ft)	0	32	0	4	52		5	5	0		0	
Queue Length 95th (ft)	m1	204	m0	16	176		22	22	27		0	
Internal Link Dist (ft)		1008			1198			199			30	
Turn Bay Length (ft)	185		280	120								
Base Capacity (vph)	614	3026	1397	271	2975		159	162	258		200	
Starvation Cap Reductn	0	140	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.00	0.64	0.02	0.20	0.30		0.04	0.04	0.22		0.09	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 62 (44%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay (s/veh): 5.0		Intersection LOS: A	
Intersection Capacity Utilization 64.6%		ICU Level of Service C	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Parkside Drive & Algonquin Road



Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	8	13	4	1	8	5	29	1	2	257	4
Future Vol, veh/h	22	8	13	4	1	8	5	29	1	2	257	4
Conflicting Peds, #/hr	7	0	1	1	0	7	1	0	12	12	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	130	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	8	0	0	0	0	3	0	0	1	25
Mvmt Flow	26	9	15	5	1	9	6	34	1	2	302	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	347	369	156	220	371	37	308	0	0	47	0	0
Stage 1	310	310	-	58	58	-	-	-	-	-	-	-
Stage 2	36	59	-	162	313	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	7.06	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.38	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	588	563	844	722	562	1034	1264	-	-	1573	-	-
Stage 1	680	662	-	952	850	-	-	-	-	-	-	-
Stage 2	980	850	-	830	661	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	574	553	842	684	551	1015	1263	-	-	1555	-	-
Mov Cap-2 Maneuver	574	553	-	684	551	-	-	-	-	-	-	-
Stage 1	679	661	-	937	836	-	-	-	-	-	-	-
Stage 2	959	836	-	802	659	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.21	9.38	1.12	0.06
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1263	-	-	630	837	1555	-	-
HCM Lane V/C Ratio	0.005	-	-	0.08	0.018	0.002	-	-
HCM Ctrl Dly (s/v)	7.9	-	-	11.2	9.4	7.3	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	1694	816	1	0	22
Future Vol, veh/h	0	1694	816	1	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	220	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	3	6	0	0	0
Mvmt Flow	0	1822	877	1	0	24

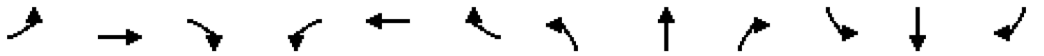
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	439
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	571
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	571
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	11.57
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	571
HCM Lane V/C Ratio	-	-	-	0.041
HCM Ctrl Dly (s/v)	-	-	-	11.6
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

Capacity Analysis Summary Sheets

Weekday Evening Peak Hour – Existing Conditions



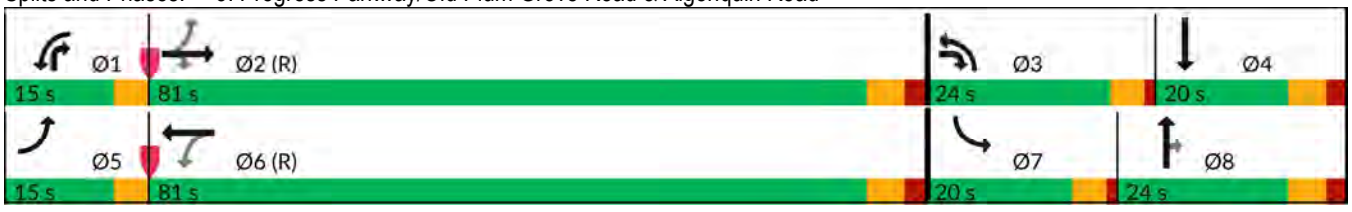
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	1007	97	28	1555	190	149	41	32	127	18	44
Future Volume (vph)	82	1007	97	28	1555	190	149	41	32	127	18	44
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	210		350	315		115	300		190	250		0
Storage Lanes	1		1	1		0	1		1	2		0
Taper Length (ft)	185			185			135			290		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor			0.98		1.00				0.99		0.99	
Frt			0.850		0.984				0.850		0.893	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3689	1599	1805	3351	0	3335	2000	1524	3502	1661	0
Flt Permitted	0.042			0.213			0.950			0.950		
Satd. Flow (perm)	80	3689	1565	405	3351	0	3335	2000	1501	3502	1661	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			110		14				58		50	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		835			1088			995			685	
Travel Time (s)		14.2			18.5			22.6			15.6	
Confl. Peds. (#/hr)	2		4	4		2			2			2
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	1%	0%	6%	3%	5%	0%	6%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	93	1144	110	32	1983	0	169	47	36	144	70	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	5	2	3	1	6		3	8	1	7	4	
Permitted Phases	2		2	6					8			
Detector Phase	5	2	3	1	6		3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	4.0	5.0	3.0	4.0	5.0		3.0	1.5	4.0	3.0	5.0	
Minimum Split (s)	7.5	24.0	7.5	7.5	24.0		7.5	14.0	7.5	7.5	14.0	
Total Split (s)	15.0	81.0	24.0	15.0	81.0		24.0	24.0	15.0	20.0	20.0	
Total Split (%)	10.7%	57.9%	17.1%	10.7%	57.9%		17.1%	17.1%	10.7%	14.3%	14.3%	
Yellow Time (s)	3.5	4.0	3.5	3.5	4.0		3.5	4.0	3.5	3.5	4.0	
All-Red Time (s)	0.0	2.0	1.0	0.0	2.0		1.0	2.0	0.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	6.0	4.5	3.5	6.0		4.5	6.0	3.5	4.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min		None	None	None	None	None	
Act Effct Green (s)	106.8	97.5	111.5	102.3	93.7		12.4	9.2	16.2	11.2	8.0	
Actuated g/C Ratio	0.76	0.70	0.80	0.73	0.67		0.09	0.07	0.12	0.08	0.06	

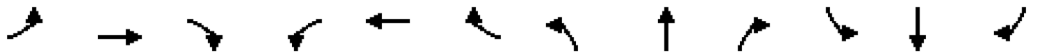
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.57	0.45	0.09	0.09	0.88		0.57	0.36	0.16	0.51	0.50	
Control Delay (s/veh)	35.2	11.6	0.8	2.8	19.6		68.6	69.0	5.8	68.0	36.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	35.2	11.6	0.8	2.8	19.6		68.6	69.0	5.8	68.0	36.0	
LOS	D	B	A	A	B		E	E	A	E	D	
Approach Delay (s/veh)		12.3			19.3			59.7			57.6	
Approach LOS		B			B			E			E	
Queue Length 50th (ft)	30	242	0	3	724		77	42	0	65	18	
Queue Length 95th (ft)	88	339	12	m3	#1106		111	81	14	98	65	
Internal Link Dist (ft)		755			1008			915			605	
Turn Bay Length (ft)	210		350	315			300		190	250		
Base Capacity (vph)	205	2570	1333	423	2246		464	257	282	387	211	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.45	0.45	0.08	0.08	0.88		0.36	0.18	0.13	0.37	0.33	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 55 (39%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay (s/veh): 21.7 Intersection LOS: C
Intersection Capacity Utilization 77.9% ICU Level of Service D
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: 3: Progress Parkway/Old Plum Grove Road & Algonquin Road





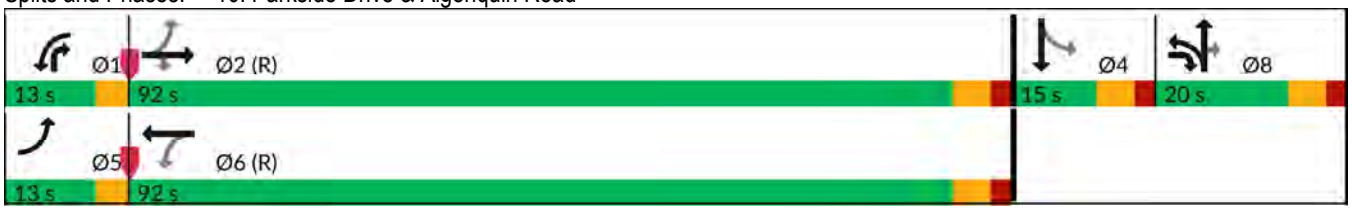
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	1127	23	36	1748	1	15	1	37	5	0	10
Future Volume (vph)	16	1127	23	36	1748	1	15	1	37	5	0	10
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	185		280	120		0	0		0	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	185			135			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor			0.96		1.00				0.98		1.00	
Frt			0.850						0.850		0.907	
Flt Protected	0.950			0.950			0.950	0.957			0.985	
Satd. Flow (prot)	1703	3654	1553	1752	3539	0	1603	1626	1568	0	1697	0
Flt Permitted	0.083			0.198			0.950	0.957				
Satd. Flow (perm)	149	3654	1498	365	3539	0	1603	1626	1541	0	1720	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			51						70		97	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1088			1278			279			110	
Travel Time (s)		18.5			21.8			6.3			2.5	
Confl. Peds. (#/hr)	1		4	4		1			3	3		
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	4%	4%	3%	2%	0%	7%	0%	3%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)							47%					
Lane Group Flow (vph)	17	1225	25	39	1901	0	8	9	40	0	16	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA	pm+ov	Perm	NA	
Protected Phases	5	2	8	1	6		8	8	1		4	
Permitted Phases	2		2	6					8	4		
Detector Phase	5	2	8	1	6		8	8	1	4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	24.0	19.0	9.5	24.0		19.0	19.0	9.5	15.0	15.0	
Total Split (s)	13.0	92.0	20.0	13.0	92.0		20.0	20.0	13.0	15.0	15.0	
Total Split (%)	9.3%	65.7%	14.3%	9.3%	65.7%		14.3%	14.3%	9.3%	10.7%	10.7%	
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0		4.0	4.0	3.5	4.0	4.0	
All-Red Time (s)	0.0	2.0	2.0	0.0	2.0		2.0	2.0	0.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0		6.0	6.0	3.5		6.0	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	121.0	115.1	119.2	122.9	120.2		6.4	6.4	11.7		5.5	
Actuated g/C Ratio	0.86	0.82	0.85	0.88	0.86		0.05	0.05	0.08		0.04	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.09	0.41	0.02	0.10	0.63		0.11	0.12	0.21		0.10	
Control Delay (s/veh)	3.1	4.6	0.1	2.8	7.9		66.7	67.1	5.2		1.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay (s/veh)	3.1	4.6	0.1	2.8	7.9		66.7	67.1	5.2		1.3	
LOS	A	A	A	A	A		E	E	A		A	
Approach Delay (s/veh)		4.5			7.8			23.6			1.3	
Approach LOS		A			A			C			A	
Queue Length 50th (ft)	1	114	0	3	183		7	8	0		0	
Queue Length 95th (ft)	m6	204	m0	14	617		27	29	11		0	
Internal Link Dist (ft)		1008			1198			199			30	
Turn Bay Length (ft)	185		280	120								
Base Capacity (vph)	237	3004	1339	417	3038		160	162	231		201	
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.07	0.41	0.02	0.09	0.63		0.05	0.06	0.17		0.08	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 34 (24%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay (s/veh): 6.8		Intersection LOS: A	
Intersection Capacity Utilization 63.9%		ICU Level of Service B	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Parkside Drive & Algonquin Road



Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	2	14	3	2	0	16	212	1	4	129	15
Future Vol, veh/h	10	2	14	3	2	0	16	212	1	4	129	15
Conflicting Peds, #/hr	1	0	2	2	0	1	4	0	2	2	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	130	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	10	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	12	2	16	4	2	0	19	249	1	5	152	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	339	464	91	378	472	128	173	0	0	253	0	0
Stage 1	174	174	-	290	290	-	-	-	-	-	-	-
Stage 2	165	290	-	88	183	-	-	-	-	-	-	-
Critical Hdwy	7.7	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.7	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.6	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	571	498	955	559	493	904	1416	-	-	1324	-	-
Stage 1	788	759	-	700	676	-	-	-	-	-	-	-
Stage 2	798	676	-	915	752	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	556	487	950	536	482	902	1410	-	-	1322	-	-
Mov Cap-2 Maneuver	556	487	-	536	482	-	-	-	-	-	-	-
Stage 1	782	753	-	689	666	-	-	-	-	-	-	-
Stage 2	784	666	-	891	747	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.33	12.1	0.53	0.21
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1410	-	-	706	513	1322	-	-
HCM Lane V/C Ratio	0.013	-	-	0.043	0.011	0.004	-	-
HCM Ctrl Dly (s/v)	7.6	-	-	10.3	12.1	7.7	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	1186	1727	21	0	15
Future Vol, veh/h	0	1186	1727	21	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	220	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	4	2	0	0	0
Mvmt Flow	0	1348	1963	24	0	17

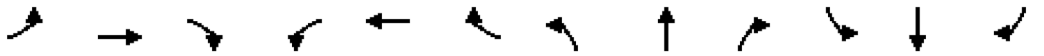
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	981
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	252
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	252
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	20.31
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	252
HCM Lane V/C Ratio	-	-	-	0.068
HCM Ctrl Dly (s/v)	-	-	-	20.3
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.2

Capacity Analysis Summary Sheets

Weekday Morning Peak Hour – No-Build Conditions

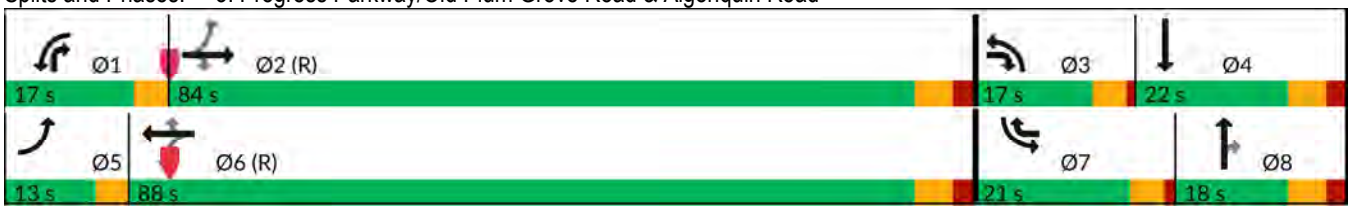


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	1711	220	150	915	50	35	6	18	217	46	54
Future Volume (vph)	36	1711	220	150	915	50	35	6	18	217	46	54
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	210		350	315		115	300		190	250		0
Storage Lanes	1		1	1		1	1		1	2		0
Taper Length (ft)	185			185			135			290		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor	1.00		0.98			0.98			0.99		0.99	
Frt			0.850			0.850			0.850		0.919	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3689	1599	1805	3585	1568	3335	2000	1524	3502	1709	0
Flt Permitted	0.279			0.046			0.950			0.950		
Satd. Flow (perm)	530	3689	1569	87	3585	1531	3335	2000	1503	3502	1709	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			232			53			58		34	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		835			1088			995			685	
Travel Time (s)		14.2			18.5			22.6			15.6	
Confl. Peds. (#/hr)	1		3	3		1			1			
Confl. Bikes (#/hr)												1
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	1%	0%	6%	3%	5%	0%	6%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	1801	232	158	963	53	37	6	19	228	105	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	
Permitted Phases	2		2	6		6			8			
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	4.0	5.0	3.0	4.0	5.0	3.0	3.0	1.5	4.0	3.0	5.0	
Minimum Split (s)	7.5	24.0	7.5	7.5	24.0	7.5	7.5	14.0	7.5	7.5	14.0	
Total Split (s)	13.0	84.0	17.0	17.0	88.0	21.0	17.0	18.0	17.0	21.0	22.0	
Total Split (%)	9.3%	60.0%	12.1%	12.1%	62.9%	15.0%	12.1%	12.9%	12.1%	15.0%	15.7%	
Yellow Time (s)	3.5	4.0	3.5	3.5	4.0	3.5	3.5	4.0	3.5	3.5	4.0	
All-Red Time (s)	0.0	2.0	1.0	0.0	2.0	1.0	1.0	2.0	0.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	6.0	4.5	3.5	6.0	4.5	4.5	6.0	3.5	4.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None	None	None	None	None	None	
Act Effct Green (s)	97.7	89.0	97.5	107.7	97.3	120.1	7.0	6.4	15.0	21.3	11.3	
Actuated g/C Ratio	0.70	0.64	0.70	0.77	0.70	0.86	0.05	0.05	0.11	0.15	0.08	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.09	0.77	0.20	0.71	0.39	0.04	0.22	0.07	0.09	0.43	0.63	
Control Delay (s/veh)	5.7	22.7	1.4	62.7	7.3	0.2	66.6	64.5	0.8	56.6	57.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	5.7	22.7	1.4	62.7	7.3	0.2	66.6	64.5	0.8	56.6	57.1	
LOS	A	C	A	E	A	A	E	E	A	E	E	
Approach Delay (s/veh)		20.0			14.4			46.2			56.8	
Approach LOS		B			B			D			E	
Queue Length 50th (ft)	7	586	0	81	202	1	17	5	0	95	63	
Queue Length 95th (ft)	19	837	28	184	115	0	36	20	0	147	122	
Internal Link Dist (ft)		755			1008			915			605	
Turn Bay Length (ft)	210		350	315		115	300		190	250		
Base Capacity (vph)	468	2344	1218	246	2491	1326	297	171	234	533	227	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.08	0.77	0.19	0.64	0.39	0.04	0.12	0.04	0.08	0.43	0.46	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 63 (45%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay (s/veh): 22.0		Intersection LOS: C	
Intersection Capacity Utilization 79.4%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3: Progress Parkway/Old Plum Grove Road & Algonquin Road



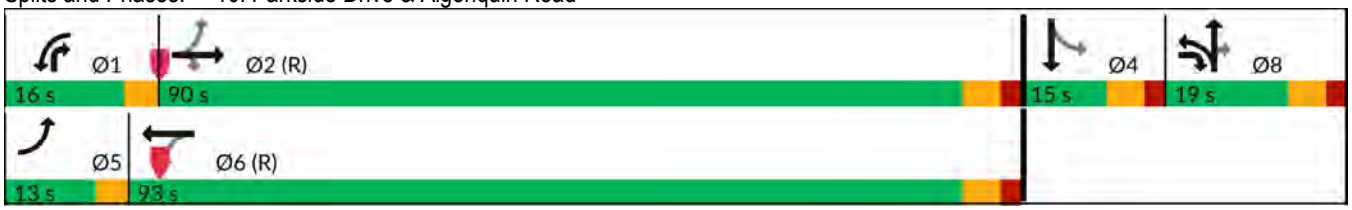
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	1765	178	164	1057	3	47	2	49	4	0	11
Future Volume (vph)	3	1765	178	164	1057	3	47	2	49	4	0	11
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	185		280	120		0	0		0	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	185			135			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		0.98		1.00				0.98		1.00	
Frt			0.850						0.850		0.899	
Flt Protected	0.950			0.950			0.950	0.956			0.988	
Satd. Flow (prot)	1805	3689	1615	1736	3406	0	1715	1726	1553	0	1688	0
Flt Permitted	0.255			0.055			0.950	0.956				
Satd. Flow (perm)	484	3689	1577	100	3406	0	1715	1726	1529	0	1706	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			187						70		97	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1088			1278			279			110	
Travel Time (s)		18.5			21.8			6.3			2.5	
Confl. Peds. (#/hr)	4		1	1		4			2	2		
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	0%	4%	6%	0%	0%	0%	4%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)							48%					
Lane Group Flow (vph)	3	1858	187	173	1116	0	25	26	52	0	16	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA	pm+ov	Perm	NA	
Protected Phases	5	2	8	1	6		8	8	1		4	
Permitted Phases	2		2	6					8	4		
Detector Phase	5	2	8	1	6		8	8	1	4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	24.0	19.0	9.5	24.0		19.0	19.0	9.5	15.0	15.0	
Total Split (s)	13.0	90.0	19.0	16.0	93.0		19.0	19.0	16.0	15.0	15.0	
Total Split (%)	9.3%	64.3%	13.6%	11.4%	66.4%		13.6%	13.6%	11.4%	10.7%	10.7%	
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0		4.0	4.0	3.5	4.0	4.0	
All-Red Time (s)	0.0	2.0	2.0	0.0	2.0		2.0	2.0	0.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0		6.0	6.0	3.5		6.0	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	105.1	97.0	104.6	118.3	113.9		7.6	7.6	25.4		5.5	
Actuated g/C Ratio	0.75	0.69	0.75	0.85	0.81		0.05	0.05	0.18		0.04	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.01	0.73	0.15	0.66	0.40		0.27	0.28	0.15		0.10	
Control Delay (s/veh)	3.3	9.2	0.6	39.2	5.2		70.0	70.2	5.6		1.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay (s/veh)	3.3	9.2	0.6	39.2	5.2		70.0	70.2	5.6		1.3	
LOS	A	A	A	D	A		E	E	A		A	
Approach Delay (s/veh)		8.4			9.8			37.5			1.3	
Approach LOS		A			A			D			A	
Queue Length 50th (ft)	0	190	2	75	82		23	24	0		0	
Queue Length 95th (ft)	m1	273	m12	166	267		56	57	22		0	
Internal Link Dist (ft)		1008			1198			199			30	
Turn Bay Length (ft)	185		280	120								
Base Capacity (vph)	466	2556	1282	270	2772		159	160	343		200	
Starvation Cap Reductn	0	40	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.01	0.74	0.15	0.64	0.40		0.16	0.16	0.15		0.08	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 62 (44%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay (s/veh): 9.8		Intersection LOS: A	
Intersection Capacity Utilization 73.4%		ICU Level of Service D	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Parkside Drive & Algonquin Road



Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	8	13	8	1	15	5	22	2	54	358	4
Future Vol, veh/h	22	8	13	8	1	15	5	22	2	54	358	4
Conflicting Peds, #/hr	7	0	1	1	0	7	1	0	12	12	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	130	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	8	0	0	0	0	3	0	0	1	25
Mvmt Flow	26	9	15	9	1	18	6	26	2	64	421	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	584	604	215	394	605	33	427	0	0	40	0	0
Stage 1	552	552	-	51	51	-	-	-	-	-	-	-
Stage 2	32	52	-	343	554	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	7.06	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.38	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	399	415	772	545	415	1039	1143	-	-	1582	-	-
Stage 1	491	518	-	962	856	-	-	-	-	-	-	-
Stage 2	986	856	-	651	517	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	371	392	770	492	391	1021	1142	-	-	1564	-	-
Mov Cap-2 Maneuver	371	392	-	492	391	-	-	-	-	-	-	-
Stage 1	470	497	-	946	842	-	-	-	-	-	-	-
Stage 2	956	841	-	600	496	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.13	10.23	1.41	0.96
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1142	-	-	445	716	1564	-	-
HCM Lane V/C Ratio	0.005	-	-	0.114	0.039	0.041	-	-
HCM Ctrl Dly (s/v)	8.2	-	-	14.1	10.2	7.4	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	1967	1003	1	0	22
Future Vol, veh/h	0	1967	1003	1	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	220	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	3	6	0	0	0
Mvmt Flow	0	2115	1078	1	0	24

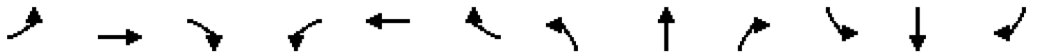
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	539
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	492
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	492
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	12.69
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	492
HCM Lane V/C Ratio	-	-	-	0.048
HCM Ctrl Dly (s/v)	-	-	-	12.7
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.2

Capacity Analysis Summary Sheets

Weekday Evening Peak Hour – No-Build Conditions



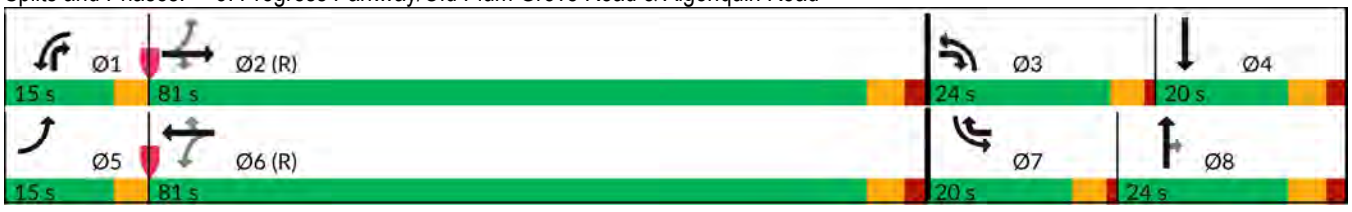
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	1435	114	29	1931	213	256	45	43	132	52	46
Future Volume (vph)	85	1435	114	29	1931	213	256	45	43	132	52	46
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	210		350	315		115	300		190	250		0
Storage Lanes	1		1	1		1	1		1	2		0
Taper Length (ft)	185			185			135			290		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor			0.98			0.97			0.99		0.99	
Frt			0.850			0.850			0.850		0.930	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3689	1599	1805	3585	1568	3335	2000	1524	3502	1725	0
Flt Permitted	0.046			0.103			0.950			0.950		
Satd. Flow (perm)	87	3689	1565	196	3585	1525	3335	2000	1501	3502	1725	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			120			88			58		25	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		835			1088			995			685	
Travel Time (s)		14.2			18.5			22.6			15.6	
Confl. Peds. (#/hr)	2		4	4		2			2			2
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	1%	0%	6%	3%	5%	0%	6%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	89	1511	120	31	2033	224	269	47	45	139	103	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	
Permitted Phases	2		2	6		6			8			
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	4.0	5.0	3.0	4.0	5.0	3.0	3.0	1.5	4.0	3.0	5.0	
Minimum Split (s)	7.5	24.0	7.5	7.5	24.0	7.5	7.5	14.0	7.5	7.5	14.0	
Total Split (s)	15.0	81.0	24.0	15.0	81.0	20.0	24.0	24.0	15.0	20.0	20.0	
Total Split (%)	10.7%	57.9%	17.1%	10.7%	57.9%	14.3%	17.1%	17.1%	10.7%	14.3%	14.3%	
Yellow Time (s)	3.5	4.0	3.5	3.5	4.0	3.5	3.5	4.0	3.5	3.5	4.0	
All-Red Time (s)	0.0	2.0	1.0	0.0	2.0	1.0	1.0	2.0	0.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	6.0	4.5	3.5	6.0	4.5	4.5	6.0	3.5	4.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	
Act Effct Green (s)	97.6	88.2	105.9	93.2	84.4	100.1	16.2	15.4	22.6	14.2	11.1	
Actuated g/C Ratio	0.70	0.63	0.76	0.67	0.60	0.72	0.12	0.11	0.16	0.10	0.08	

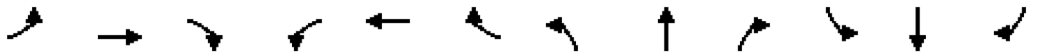
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.55	0.65	0.10	0.15	0.94	0.20	0.70	0.21	0.15	0.39	0.64	
Control Delay (s/veh)	32.1	19.4	0.9	5.6	27.4	3.0	69.2	56.7	7.8	63.5	65.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	32.1	19.4	0.9	5.6	27.4	3.0	69.2	56.7	7.8	63.5	65.1	
LOS	C	B	A	A	C	A	E	E	A	E	E	
Approach Delay (s/veh)		18.8			24.7			59.9			64.2	
Approach LOS		B			C			E			E	
Queue Length 50th (ft)	26	453	0	6	912	17	123	39	0	63	69	
Queue Length 95th (ft)	87	600	15	m7	#1194	m27	168	78	24	97	132	
Internal Link Dist (ft)		755			1008			915			605	
Turn Bay Length (ft)	210		350	315		115	300		190	250		
Base Capacity (vph)	202	2322	1251	268	2160	1152	464	268	346	432	195	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.44	0.65	0.10	0.12	0.94	0.19	0.58	0.18	0.13	0.32	0.53	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 55 (39%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay (s/veh): 27.3 Intersection LOS: C
Intersection Capacity Utilization 82.7% 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: 3: Progress Parkway/Old Plum Grove Road & Algonquin Road





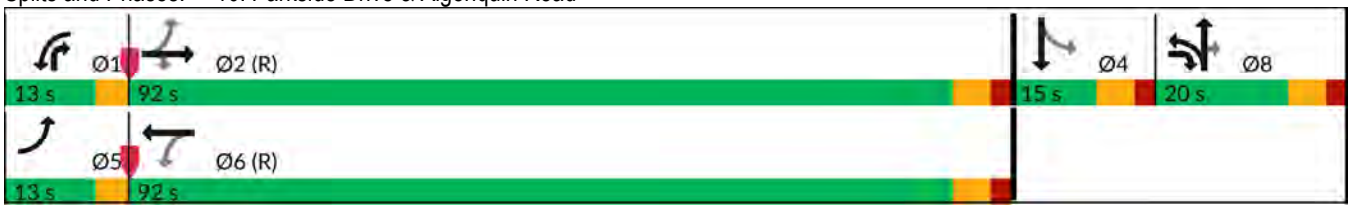
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	1513	81	50	1827	1	336	1	288	5	0	10
Future Volume (vph)	16	1513	81	50	1827	1	336	1	288	5	0	10
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	185		280	120		0	0		0	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	185			135			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor			0.96		1.00				0.98		1.00	
Frt			0.850						0.850		0.907	
Flt Protected	0.950			0.950			0.950	0.953			0.985	
Satd. Flow (prot)	1703	3654	1553	1752	3539	0	1603	1608	1568	0	1697	0
Flt Permitted	0.046			0.080			0.950	0.953				
Satd. Flow (perm)	82	3654	1498	148	3539	0	1603	1608	1541	0	1720	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85						123		97	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1088			1278			279			110	
Travel Time (s)		18.5			21.8			6.3			2.5	
Confl. Peds. (#/hr)	1		4	4		1			3	3		
Confl. Bikes (#/hr)						1						
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	4%	4%	3%	2%	0%	7%	0%	3%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	17	1593	85	53	1924	0	177	178	303	0	16	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA	pm+ov	Perm	NA	
Protected Phases	5	2	8	1	6		8	8	1		4	
Permitted Phases	2		2	6					8	4		
Detector Phase	5	2	8	1	6		8	8	1	4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	24.0	19.0	9.5	24.0		19.0	19.0	9.5	15.0	15.0	
Total Split (s)	13.0	92.0	20.0	13.0	92.0		20.0	20.0	13.0	15.0	15.0	
Total Split (%)	9.3%	65.7%	14.3%	9.3%	65.7%		14.3%	14.3%	9.3%	10.7%	10.7%	
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0		4.0	4.0	3.5	4.0	4.0	
All-Red Time (s)	0.0	2.0	2.0	0.0	2.0		2.0	2.0	0.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0		6.0	6.0	3.5		6.0	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	98.5	90.1	112.6	102.9	97.0		22.5	22.5	32.3		5.5	
Actuated g/C Ratio	0.70	0.64	0.80	0.74	0.69		0.16	0.16	0.23		0.04	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.14	0.68	0.07	0.28	0.78		0.69	0.69	0.67		0.10	
Control Delay (s/veh)	6.9	12.0	0.7	8.7	18.6		70.7	70.8	35.9		1.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay (s/veh)	6.9	12.0	0.7	8.7	18.6		70.7	70.8	35.9		1.3	
LOS	A	B	A	A	B		E	E	D		A	
Approach Delay (s/veh)		11.3			18.4			54.7			1.3	
Approach LOS		B			B			D			A	
Queue Length 50th (ft)	3	223	0	11	479		158	160	143		0	
Queue Length 95th (ft)	m5	280	m8	25	812		#315	#316	258		0	
Internal Link Dist (ft)		1008			1198			199			30	
Turn Bay Length (ft)	185		280	120								
Base Capacity (vph)	169	2351	1229	218	2452		257	258	473		201	
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.10	0.68	0.07	0.24	0.78		0.69	0.69	0.64		0.08	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 34 (24%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay (s/veh): 21.1		Intersection LOS: C	
Intersection Capacity Utilization 76.5%		ICU Level of Service D	
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: 10: Parkside Drive & Algonquin Road



Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	2	14	6	2	55	16	279	5	10	170	15
Future Vol, veh/h	10	2	14	6	2	55	16	279	5	10	170	15
Conflicting Peds, #/hr	1	0	2	2	0	1	4	0	2	2	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	130	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	10	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	12	2	16	7	2	65	19	328	6	12	200	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	440	610	115	498	616	170	222	0	0	336	0	0
Stage 1	236	236	-	371	371	-	-	-	-	-	-	-
Stage 2	204	374	-	127	245	-	-	-	-	-	-	-
Critical Hdwy	7.7	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.7	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.6	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	482	412	922	460	409	850	1359	-	-	1234	-	-
Stage 1	723	713	-	627	623	-	-	-	-	-	-	-
Stage 2	756	621	-	870	707	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	430	400	917	437	397	848	1354	-	-	1232	-	-
Mov Cap-2 Maneuver	430	400	-	437	397	-	-	-	-	-	-	-
Stage 1	714	704	-	617	613	-	-	-	-	-	-	-
Stage 2	686	612	-	841	698	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.35	10.3	0.41	0.41
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1354	-	-	598	753	1232	-	-
HCM Lane V/C Ratio	0.014	-	-	0.051	0.098	0.01	-	-
HCM Ctrl Dly (s/v)	7.7	-	-	11.3	10.3	8	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	1634	2212	21	0	15
Future Vol, veh/h	0	1634	2212	21	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	220	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	95	95	88	88	88
Heavy Vehicles, %	0	4	2	0	0	0
Mvmt Flow	0	1720	2328	24	0	17

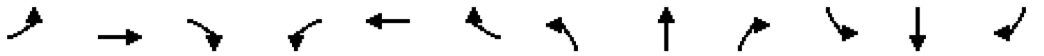
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1164
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	191
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	191
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	25.74
HCM LOS			D

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	191
HCM Lane V/C Ratio	-	-	-	0.089
HCM Ctrl Dly (s/v)	-	-	-	25.7
HCM Lane LOS	-	-	-	D
HCM 95th %tile Q(veh)	-	-	-	0.3

Capacity Analysis Summary Sheets

Weekday Morning Peak Hour – Projected Conditions

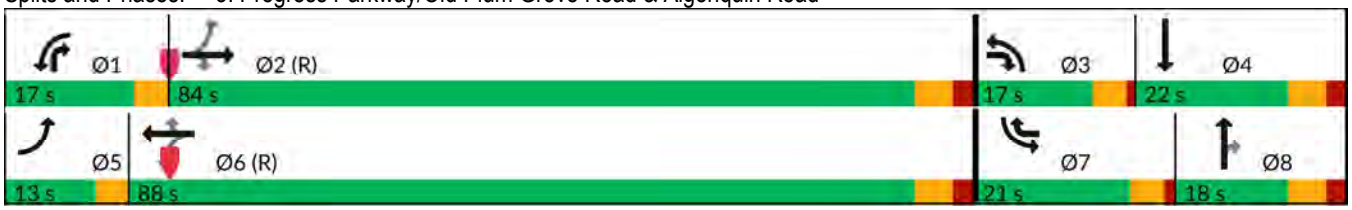


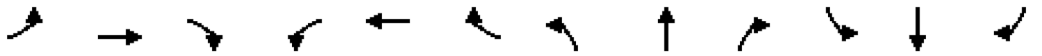
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	1720	220	174	920	50	35	6	18	217	47	54
Future Volume (vph)	37	1720	220	174	920	50	35	6	18	217	47	54
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	210		350	315		115	300		190	250		0
Storage Lanes	1		1	1		1	1		1	2		0
Taper Length (ft)	185			185			135			290		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor	1.00		0.98			0.98			0.99		0.99	
Frt			0.850			0.850			0.850		0.919	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3689	1599	1805	3585	1568	3335	2000	1524	3502	1709	0
Flt Permitted	0.283			0.047			0.950			0.950		
Satd. Flow (perm)	537	3689	1569	89	3585	1531	3335	2000	1503	3502	1709	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			232			52			58		34	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		519			1088			559			685	
Travel Time (s)		8.8			18.5			12.7			15.6	
Confl. Peds. (#/hr)	1		3	3		1			1			
Confl. Bikes (#/hr)												1
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	1%	0%	6%	3%	5%	0%	6%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	1811	232	183	968	53	37	6	19	228	106	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	
Permitted Phases	2		2	6		6			8			
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	4.0	5.0	3.0	4.0	5.0	3.0	3.0	1.5	4.0	3.0	5.0	
Minimum Split (s)	7.5	24.0	7.5	7.5	24.0	7.5	7.5	14.0	7.5	7.5	14.0	
Total Split (s)	13.0	84.0	17.0	17.0	88.0	21.0	17.0	18.0	17.0	21.0	22.0	
Total Split (%)	9.3%	60.0%	12.1%	12.1%	62.9%	15.0%	12.1%	12.9%	12.1%	15.0%	15.7%	
Yellow Time (s)	3.5	4.0	3.5	3.5	4.0	3.5	3.5	4.0	3.5	3.5	4.0	
All-Red Time (s)	0.0	2.0	1.0	0.0	2.0	1.0	1.0	2.0	0.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	6.0	4.5	3.5	6.0	4.5	4.5	6.0	3.5	4.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None	None	None	None	None	None	
Act Effct Green (s)	95.8	87.0	95.5	107.6	97.2	120.0	7.0	6.4	16.9	21.4	11.4	
Actuated g/C Ratio	0.68	0.62	0.68	0.77	0.69	0.86	0.05	0.05	0.12	0.15	0.08	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.09	0.79	0.20	0.74	0.39	0.04	0.22	0.07	0.08	0.43	0.63	
Control Delay (s/veh)	5.9	24.5	1.4	65.1	7.4	0.2	66.6	64.5	0.7	56.5	57.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	5.9	24.5	1.4	65.1	7.4	0.2	66.6	64.5	0.7	56.5	57.4	
LOS	A	C	A	E	A	A	E	E	A	E	E	
Approach Delay (s/veh)		21.6			15.8			46.2			56.8	
Approach LOS		C			B			D			E	
Queue Length 50th (ft)	7	642	0	95	215	1	17	5	0	95	66	
Queue Length 95th (ft)	20	866	28	212	123	0	37	20	0	147	127	
Internal Link Dist (ft)		439			1008			479			605	
Turn Bay Length (ft)	210		350	315		115	300		190	250		
Base Capacity (vph)	466	2293	1199	259	2487	1325	297	171	244	534	227	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.08	0.79	0.19	0.71	0.39	0.04	0.12	0.04	0.08	0.43	0.47	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 63 (45%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay (s/veh): 23.3		Intersection LOS: C	
Intersection Capacity Utilization 81.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3: Progress Parkway/Old Plum Grove Road & Algonquin Road





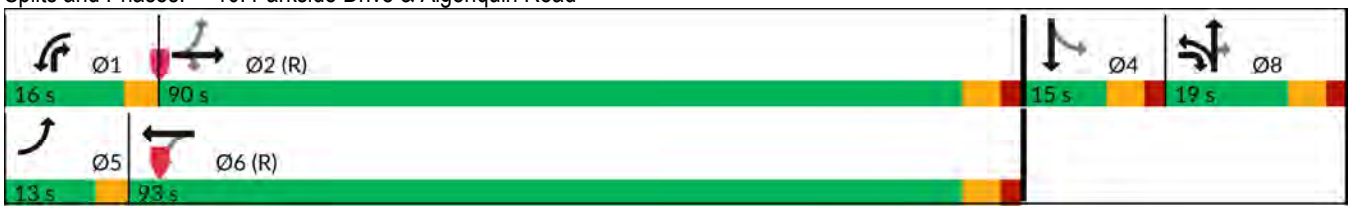
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	1774	178	164	1081	3	52	2	49	4	0	11
Future Volume (vph)	3	1774	178	164	1081	3	52	2	49	4	0	11
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	185		280	120		0	0		0	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	185			135			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		0.98		1.00				0.98		1.00	
Frt			0.850						0.850		0.899	
Flt Protected	0.950			0.950			0.950	0.956			0.988	
Satd. Flow (prot)	1805	3689	1615	1736	3406	0	1715	1726	1553	0	1688	0
Flt Permitted	0.249			0.053			0.950	0.956				
Satd. Flow (perm)	472	3689	1577	97	3406	0	1715	1726	1529	0	1706	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			187						70		97	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1088			1278			279			110	
Travel Time (s)		18.5			21.8			6.3			2.5	
Confl. Peds. (#/hr)	4		1	1		4			2	2		
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	0%	4%	6%	0%	0%	0%	4%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)							48%					
Lane Group Flow (vph)	3	1867	187	173	1141	0	29	28	52	0	16	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA	pm+ov	Perm	NA	
Protected Phases	5	2	8	1	6		8	8	1		4	
Permitted Phases	2		2	6					8	4		
Detector Phase	5	2	8	1	6		8	8	1	4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	24.0	19.0	9.5	24.0		19.0	19.0	9.5	15.0	15.0	
Total Split (s)	13.0	90.0	19.0	16.0	93.0		19.0	19.0	16.0	15.0	15.0	
Total Split (%)	9.3%	64.3%	13.6%	11.4%	66.4%		13.6%	13.6%	11.4%	10.7%	10.7%	
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0		4.0	4.0	3.5	4.0	4.0	
All-Red Time (s)	0.0	2.0	2.0	0.0	2.0		2.0	2.0	0.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0		6.0	6.0	3.5		6.0	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	104.9	96.9	104.7	118.0	113.7		7.9	7.9	25.5		5.5	
Actuated g/C Ratio	0.75	0.69	0.75	0.84	0.81		0.06	0.06	0.18		0.04	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.01	0.73	0.15	0.67	0.41		0.30	0.29	0.15		0.10	
Control Delay (s/veh)	3.7	9.2	0.6	40.8	5.4		70.7	70.1	5.6		1.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay (s/veh)	3.7	9.2	0.6	40.8	5.4		70.7	70.1	5.6		1.3	
LOS	A	A	A	D	A		E	E	A		A	
Approach Delay (s/veh)		8.5			10.0			39.5			1.3	
Approach LOS		A			B			D			A	
Queue Length 50th (ft)	0	194	2	80	90		27	26	0		0	
Queue Length 95th (ft)	m1	280	m12	174	293		63	61	22		0	
Internal Link Dist (ft)		1008			1198			199			30	
Turn Bay Length (ft)	185		280	120								
Base Capacity (vph)	457	2552	1281	266	2765		159	160	345		200	
Starvation Cap Reductn	0	42	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.01	0.74	0.15	0.65	0.41		0.18	0.18	0.15		0.08	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 62 (44%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay (s/veh): 10.0		Intersection LOS: A	
Intersection Capacity Utilization 73.6%		ICU Level of Service D	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Parkside Drive & Algonquin Road



Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1967	9	0	1009	0	10
Future Vol, veh/h	1967	9	0	1009	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	2071	9	0	1062	0	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1035
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	232
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	232
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	21.24
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	232	-	-	-
HCM Lane V/C Ratio	0.045	-	-	-
HCM Ctrl Dly (s/v)	21.2	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	8	0	59	416	25
Future Vol, veh/h	0	8	0	59	416	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	8	0	62	438	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	232	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	776	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	776	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.69	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	776	-	-
HCM Lane V/C Ratio	-	0.011	-	-
HCM Ctrl Dly (s/v)	-	9.7	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	8	13	8	1	15	5	22	2	59	361	4
Future Vol, veh/h	22	8	13	8	1	15	5	22	2	59	361	4
Conflicting Peds, #/hr	7	0	1	1	0	7	1	0	12	12	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	130	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	8	0	0	0	0	3	0	0	1	25
Mvmt Flow	26	9	15	9	1	18	6	26	2	69	425	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	599	619	217	408	620	33	430	0	0	40	0	0
Stage 1	567	567	-	51	51	-	-	-	-	-	-	-
Stage 2	32	52	-	357	569	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	7.06	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.38	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	389	407	770	533	407	1039	1140	-	-	1582	-	-
Stage 1	481	510	-	962	856	-	-	-	-	-	-	-
Stage 2	986	856	-	639	509	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	360	382	768	479	382	1021	1139	-	-	1564	-	-
Mov Cap-2 Maneuver	360	382	-	479	382	-	-	-	-	-	-	-
Stage 1	459	487	-	946	842	-	-	-	-	-	-	-
Stage 2	956	841	-	586	486	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.37	10.32	1.41	1.03
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1139	-	-	435	705	1564	-	-
HCM Lane V/C Ratio	0.005	-	-	0.116	0.04	0.044	-	-
HCM Ctrl Dly (s/v)	8.2	-	-	14.4	10.3	7.4	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	1976	1008	1	0	22
Future Vol, veh/h	0	1976	1008	1	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	220	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	3	6	0	0	0
Mvmt Flow	0	2125	1084	1	0	24

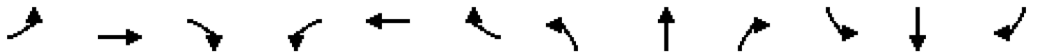
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	542
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	490
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	490
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	12.72
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	490
HCM Lane V/C Ratio	-	-	-	0.048
HCM Ctrl Dly (s/v)	-	-	-	12.7
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.2

Capacity Analysis Summary Sheets

Weekday Evening Peak Hour – Projected Conditions



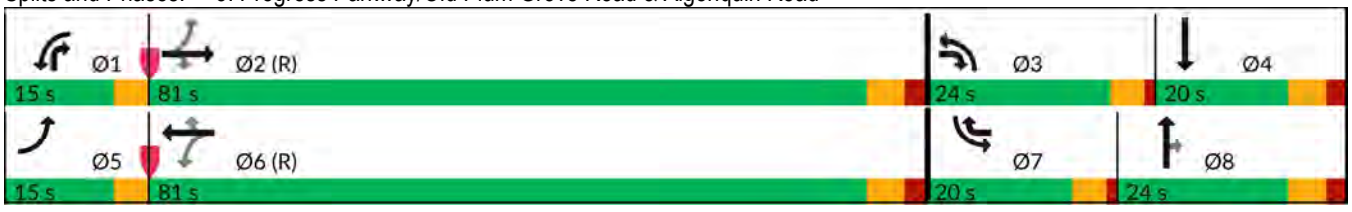
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	1461	114	53	1944	213	256	45	43	132	53	46
Future Volume (vph)	88	1461	114	53	1944	213	256	45	43	132	53	46
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	210		350	315		115	300		190	250		0
Storage Lanes	1		1	1		1	1		1	2		0
Taper Length (ft)	185			185			135			290		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor			0.98			0.97			0.99		0.99	
Frt			0.850			0.850			0.850		0.931	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3689	1599	1805	3585	1568	3335	2000	1524	3502	1726	0
Flt Permitted	0.047			0.094			0.950			0.950		
Satd. Flow (perm)	89	3689	1565	179	3585	1525	3335	2000	1501	3502	1726	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			120			87			58		24	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		512			1088			529			685	
Travel Time (s)		8.7			18.5			12.0			15.6	
Confl. Peds. (#/hr)	2		4	4		2			2			2
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	1%	0%	6%	3%	5%	0%	6%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	93	1538	120	56	2046	224	269	47	45	139	104	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	
Permitted Phases	2		2	6		6			8			
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	4.0	5.0	3.0	4.0	5.0	3.0	3.0	1.5	4.0	3.0	5.0	
Minimum Split (s)	7.5	24.0	7.5	7.5	24.0	7.5	7.5	14.0	7.5	7.5	14.0	
Total Split (s)	15.0	81.0	24.0	15.0	81.0	20.0	24.0	24.0	15.0	20.0	20.0	
Total Split (%)	10.7%	57.9%	17.1%	10.7%	57.9%	14.3%	17.1%	17.1%	10.7%	14.3%	14.3%	
Yellow Time (s)	3.5	4.0	3.5	3.5	4.0	3.5	3.5	4.0	3.5	3.5	4.0	
All-Red Time (s)	0.0	2.0	1.0	0.0	2.0	1.0	1.0	2.0	0.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	6.0	4.5	3.5	6.0	4.5	4.5	6.0	3.5	4.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	
Act Effct Green (s)	97.1	87.4	105.2	93.5	84.1	99.9	16.2	15.5	23.3	14.3	11.3	
Actuated g/C Ratio	0.69	0.62	0.75	0.67	0.60	0.71	0.12	0.11	0.17	0.10	0.08	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.57	0.67	0.10	0.28	0.95	0.20	0.70	0.21	0.15	0.39	0.65	
Control Delay (s/veh)	33.5	20.3	1.0	7.1	28.2	3.1	69.2	56.6	7.6	63.4	65.9	
Queue Delay	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	33.5	20.3	1.0	7.1	28.7	3.1	69.2	56.6	7.6	63.4	65.9	
LOS	C	C	A	A	C	A	E	E	A	E	E	
Approach Delay (s/veh)		19.7			25.7			59.9			64.5	
Approach LOS		B			C			E			E	
Queue Length 50th (ft)	29	486	0	11	973	15	127	39	0	63	73	
Queue Length 95th (ft)	91	645	16	m14	#1267	m27	174	78	25	97	137	
Internal Link Dist (ft)		432			1008			449			605	
Turn Bay Length (ft)	210		350	315		115	300		190	250		
Base Capacity (vph)	203	2303	1244	258	2154	1149	464	268	347	433	194	
Starvation Cap Reductn	0	0	0	0	14	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.46	0.67	0.10	0.22	0.96	0.19	0.58	0.18	0.13	0.32	0.54	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 55 (39%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay (s/veh): 28.1 Intersection LOS: C
Intersection Capacity Utilization 83.2% 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: 3: Progress Parkway/Old Plum Grove Road & Algonquin Road



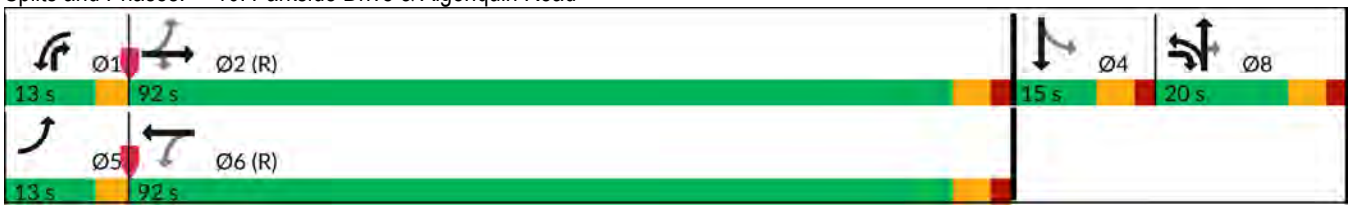
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	1539	81	50	1851	1	349	1	288	5	0	10
Future Volume (vph)	16	1539	81	50	1851	1	349	1	288	5	0	10
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	185		280	120		0	0		0	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	185			135			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor			0.96		1.00				0.98		1.00	
Frt			0.850						0.850		0.907	
Flt Protected	0.950			0.950			0.950	0.953			0.985	
Satd. Flow (prot)	1703	3654	1553	1752	3539	0	1603	1608	1568	0	1697	0
Flt Permitted	0.047			0.073			0.950	0.953				
Satd. Flow (perm)	84	3654	1498	135	3539	0	1603	1608	1541	0	1720	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85						121		97	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1088			1278			279			110	
Travel Time (s)		18.5			21.8			6.3			2.5	
Confl. Peds. (#/hr)	1		4	4		1			3	3		
Confl. Bikes (#/hr)						1						
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	4%	4%	3%	2%	0%	7%	0%	3%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	17	1620	85	53	1949	0	183	185	303	0	16	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA	pm+ov	Perm	NA	
Protected Phases	5	2	8	1	6		8	8	1		4	
Permitted Phases	2		2	6					8	4		
Detector Phase	5	2	8	1	6		8	8	1	4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	24.0	19.0	9.5	24.0		19.0	19.0	9.5	15.0	15.0	
Total Split (s)	13.0	92.0	20.0	13.0	92.0		20.0	20.0	13.0	15.0	15.0	
Total Split (%)	9.3%	65.7%	14.3%	9.3%	65.7%		14.3%	14.3%	9.3%	10.7%	10.7%	
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0		4.0	4.0	3.5	4.0	4.0	
All-Red Time (s)	0.0	2.0	2.0	0.0	2.0		2.0	2.0	0.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0		6.0	6.0	3.5		6.0	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	
Act Effct Green (s)	97.5	89.1	112.5	102.1	96.1		23.4	23.4	33.3		5.5	
Actuated g/C Ratio	0.70	0.64	0.80	0.73	0.69		0.17	0.17	0.24		0.04	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.13	0.70	0.07	0.29	0.80		0.69	0.69	0.66		0.10	
Control Delay (s/veh)	7.0	12.8	0.8	9.2	19.7		69.5	69.7	35.3		1.3	
Queue Delay	0.0	0.0	0.0	0.0	0.5		0.0	0.0	0.0		0.0	
Total Delay (s/veh)	7.0	12.8	0.8	9.2	20.2		69.5	69.7	35.3		1.3	
LOS	A	B	A	A	C		E	E	D		A	
Approach Delay (s/veh)		12.2			19.9			54.1			1.3	
Approach LOS		B			B			D			A	
Queue Length 50th (ft)	3	234	0	12	517		171	165	146		0	
Queue Length 95th (ft)	m6	316	m11	25	848		#348	#333	266		0	
Internal Link Dist (ft)		1008			1198			199			30	
Turn Bay Length (ft)	185		280	120								
Base Capacity (vph)	170	2325	1229	208	2429		267	268	481		201	
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	154		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.10	0.70	0.07	0.25	0.86		0.69	0.69	0.63		0.08	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 34 (24%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay (s/veh): 22.0		Intersection LOS: C	
Intersection Capacity Utilization 77.6%		ICU Level of Service D	
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: 10: Parkside Drive & Algonquin Road



Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1634	9	0	2246	0	29
Future Vol, veh/h	1634	9	0	2246	0	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	1720	9	0	2364	0	31

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	860
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	303
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	303
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	18.19
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	303	-	-	-
HCM Lane V/C Ratio	0.101	-	-	-
HCM Ctrl Dly (s/v)	18.2	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	24	0	344	195	25
Future Vol, veh/h	0	24	0	344	195	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	0	25	0	362	205	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	116	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	921	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	921	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.02	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	921	-	-
HCM Lane V/C Ratio	-	0.027	-	-
HCM Ctrl Dly (s/v)	-	9	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	2	14	6	2	55	16	279	5	23	181	15
Future Vol, veh/h	10	2	14	6	2	55	16	279	5	23	181	15
Conflicting Peds, #/hr	1	0	2	2	0	1	4	0	2	2	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	130	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	10	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	12	2	16	7	2	65	19	328	6	27	213	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	484	654	121	535	660	170	235	0	0	336	0	0
Stage 1	280	280	-	371	371	-	-	-	-	-	-	-
Stage 2	204	374	-	164	289	-	-	-	-	-	-	-
Critical Hdwy	7.7	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.7	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.6	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	448	389	914	433	386	850	1345	-	-	1234	-	-
Stage 1	681	683	-	627	623	-	-	-	-	-	-	-
Stage 2	756	621	-	828	677	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	395	373	908	406	370	848	1340	-	-	1232	-	-
Mov Cap-2 Maneuver	395	373	-	406	370	-	-	-	-	-	-	-
Stage 1	663	665	-	617	613	-	-	-	-	-	-	-
Stage 2	685	611	-	791	659	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.75	10.4	0.41	0.84
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1340	-	-	564	741	1232	-	-
HCM Lane V/C Ratio	0.014	-	-	0.054	0.1	0.022	-	-
HCM Ctrl Dly (s/v)	7.7	-	-	11.7	10.4	8	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0.1	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	1643	2225	21	0	15
Future Vol, veh/h	0	1643	2225	21	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	220	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	95	95	88	88	88
Heavy Vehicles, %	0	4	2	0	0	0
Mvmt Flow	0	1729	2342	24	0	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1171
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	189
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	189
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	25.98
HCM LOS			D

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	189
HCM Lane V/C Ratio	-	-	-	0.09
HCM Ctrl Dly (s/v)	-	-	-	26
HCM Lane LOS	-	-	-	D
HCM 95th %tile Q(veh)	-	-	-	0.3

Development Review Application

DEVR-25-60

Submitted On: Sep 8, 2025

Applicant

Dan Romnek
414-426-6999
@ dromnek@threeleafdevelopment.com

Primary Location

1200 E ALGONQUIN RD
Schaumburg, IL 60173

Pre-Application Contact

Have you spoken to a Village planner about this project

Yes

Who have you spoken to?

Todd Wenger

Z2510-02 / HARBOR CHASE OF SCHAUMBURG / 2400 Progress Parkway / Special Use for an Assisted Living and Memory Care Facility, Development Framework Plan Review, Site Plan Approval, Street Wall Gap Variation, Foundation Landscape Variation and Parking Variation

Applicant Information

Is Applicant the Property Owner?

No

Relationship of Applicant to Property

Developer - JV partner

Property Owner Approval Confirmed

Yes

Property Owner Information

Property Owner Name

HarborChase Schaumburg

Property Owner Street Address

958 20th Place 2nd FL

Property Owner City

Vero Beach

Property Owner State

FL

Property Owner Zip Code

62960

Property Owner Phone Number

77-492-5002

Property Owner Email

cjennings@hraonline.net

Site Information

Is this Residential, Commercial, Industrial or Mixed Use?

Residential

PIN Number

02-34-303-005-0000

HOA approval needed?

Unknown

Township of Subject Property?

Palatine

Residential Subtype

Multi Family

Approvals Requested

Setback Variation

--

-

Tear down and Replacement

--

FAR Credit Approval

--

Special Use - Residential

--

Residential Variation

--

-

Site Plan Amendment

--

Plat of Easment

--

Plat of Vacation

--

Plat of Subdivision

--

Plat of Dedication

--

Plat of Consolidation

--

PUD Site Plan Approval

true

PUD Amendment

--

Valet - Regular

--

Valet - Special Event

--

PUD Special Use Amendment

false

PUD Administrative Amendment

--

Fence Variation

--

Variation - Other

--

Brief description of the request

Three Leaf Partners is proposing to develop a 160-unit, continuum of care senior housing project in partnership with HarborChase (operator).

PUD - Land Use Breakdown

Acreage - PUD

6.06

Acres - Residential

6.06

% of Total - Residential

100

Acres - Commercial

--

% of Total - Commercial

--

Acres - Industrial

--

% of Total - Industrial

--

Acres - Open Space

--

% of Total - Open Space

--

Acres - Institutional

--

% of Total - Institutional

--

Acres - Other

--

% of Total - Other

--

Total No. Acres - PUD

6.06

Percentage of Total Acreage - PUD

100

PUD - Character Of Surrounding Area

North Zoning/Jurisdiction

--

North Land Use

--

South Zoning/Jurisdiction

--

South Land Use

--

East Zoning/Jurisdiction

--

East Land Use

--

West Zoning/Jurisdiction

--

West Land Use

--

PUD - Residential Density

Number of Units

159

Net Acres

--

Gross Acres

6.06

Net Density

0

Gross Density

26.237623762376238

PUD - Lot Coverage

Building Coverage Sq. Ft.

57406

Building Coverage %

22

Impervious Pavement - Patios, Sidewalk, Driveways Sq. Ft.

78501

Impervious Pavement - Patios, Sidewalk, Driveways %

30

Impervious Pavement - Roadways Sq. Ft.

--

Impervious Pavement - Roadways %

--

Open Space/Landscaping Sq. Ft.

128066

Open Space/Landscaping %

48

Total Lot Coverage Sq. Ft. - PUD

263973

Total Lot Coverage % - PUD

100

Is a Building Height or Lot Coverage Credits being requested?

No

Project Staff

Type
Developer

If Other, Describe
--

Company Name
Three Leaf Partners

Staff Name
Dan Romnek

Staff Mailing Address
504 W. Juneau Ave., Milwaukee, WI 53203

Staff Phone Number
414-426-6999

Staff Email
dromnek@threeleafdevelopment.com

Type
Architect

If Other, Describe
--

Company Name
AG Architecture

Staff Name
Andrew Alden

Staff Mailing Address
1414 Underwood Ave. #301, Wauwatosa, WI 53213

Staff Phone Number
4146877403

Staff Email
aalden@agarch.com

Type
Engineer

If Other, Describe
--

Company Name
CEMCON

Staff Name
Kim Morgart

Staff Mailing Address
2280 White Oak Circle Suite 100, Aurora, IL 60502

Staff Phone Number
630-862-2100

Staff Email
kim.morgart.cemcon.com

Type
Landscape Architect

If Other, Describe
--

Company Name
Hitchcock Design Group

Staff Name
Geoffrey Roehll

Staff Mailing Address
22 E Chicago Ave #200a, Naperville, IL 60540

Staff Phone Number
331-229-5426

Staff Email
groehll@hitchcockdesigngroup.com

Applicants Signature

Please note that the project will not be reviewed until this application has been fully completed and all required plans and other materials have been satisfactorily submitted to the Community Development Department. Incomplete submittals may result in a delay in the zoning approval process. It is strongly suggested that the applicant schedule an appointment with the Community Development Department so that materials can be reviewed for accuracy and completeness prior to submittal. The deadline for submittals is Monday at noon.

In consideration of the information contained in this application as well as all supporting documentation, it is requested that approval be given to the requested actions.

Applicant Signature

true

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DS000	COVER SHEET

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DS500	1/16" EXTERIOR ELEVATIONS
DS501	1/16" EXTERIOR ELEVATIONS
DS502	1/16" EXTERIOR ELEVATIONS
DS503	1/16" AXONOMETRIC
DS504	1/16" AXONOMETRIC
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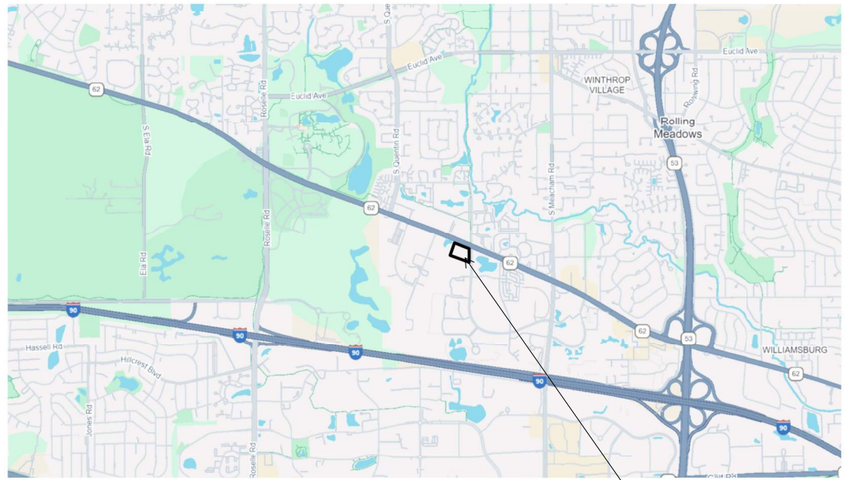


HarborChase of Schaumburg

2400 PROGRESS PARKWAY, SCHAUMBURG, IL, 60173

20 YEARS HRA

HarborChase
Celebrating Senior Living!

PROJECT TEAM

OWNER - HARBOR RETIREMENT ASSOCIATES SENIOR LIVING
ARCHITECT - AG ARCHITECTURE
STRUCTURAL CONSULTANT - REYN ENGINEERING
CIVIL ENGINEER - CEMCON
LANDSCAPE ARCHITECT - HITCHCOCK DESIGN GROUP
INTERIOR DESIGN - TBD
SITE ELECTRICAL - AG ARCHITECTURE
FOOD SERVICE CONSULTANT - BOELTER
DESIGN BUILD MEP CONSULTANTS - TBD
DEVELOPMENT / PRECONSTRUCTION - THREE LEAF PARTNERS

DEVELOPMENT REVIEW SUBMITTAL

AG PROJECT NUMBER: **251201**
REVISED DATE: **21 NOV 2025**

AG ARCHITECTURE
Bright Vision. Bold Communities.

1414 UNDERWOOD AVE., #301
WAUWATOSA, WI 53213

414.431.3131
agarch.com

FINAL SITE DEVELOPMENT PLANS
FOR

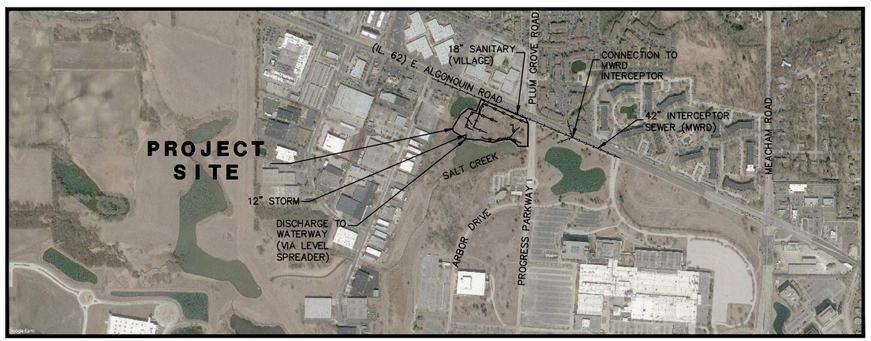
HARBORCHASE OF SCHAUMBURG

2400 PROGRESS PARKWAY
SCHAUMBURG, ILLINOIS 60173

WATERMAIN-SANITARY SEWER-STREET-STREET LIGHTING AND DRAINAGE IMPROVEMENTS

LEGEND

EXISTING	PROPOSED	DESCRIPTION
◎	◉	MANHOLE
○	●	CATCH BASIN
□	■	INLET
	●	CLEANOUT
	▭	SLOPE INLET BOX
⊢	⊢	HEADWALL
⊢◁	⊢◀	END SECTION
—C—	—C—	STORM SEWER
—C—C—	—C—C—	SANITARY SEWER
—W—	—W—	WATERMAIN
⊗	◉	VALVE & BOX
⊗	◉	WATER VALVE IN VAULT
♉	♉	FIRE HYDRANT
(ELEV)	ELEV	CONTOURS ELEVATIONS
⌑	✦	STREET LIGHT
	▨	WATERMAIN PROTECTION
	▣	SILT FENCE INLET PROTECTOR
	◠	TEMPORARY STRAW BALE DITCH CHECK
		SILT FENCE DITCH CHECK
	▩	RIP-RAP
	➡	OVERFLOW ROUTE



LOCATION MAP

N

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FOR UNDERGROUND UTILITY LOCATIONS, CALL
J.U.L.I.E.
TOLL FREE
TEL. 1-800-892-0123 or 811

DRAINAGE STATEMENT:

TO THE BEST OF OUR KNOWLEDGE AND BELIEF, THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF THIS PROPOSED DEVELOPMENT, OR, THAT IF DRAINAGE WILL BE CHANGED, REASONABLE PROVISION HAS BEEN MADE FOR THE COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO THE PUBLIC AREAS, OR DRAINS APPROVED FOR THE USE BY THE MUNICIPAL ENGINEER, AND THAT SUCH SURFACE WATERS ARE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTIES BECAUSE OF THE CONSTRUCTION OF THIS PROPOSED DEVELOPMENT.

KIMBERLY M. MORGART
REGISTERED PROFESSIONAL ENGINEER #062-058001

PROJECT NOTE: ALL UTILITIES, PAVEMENTS, STORMWATER FACILITIES, AND SITE GEOMETRICS TO BE CONSTRUCTED IN CONFORMANCE WITH THE CURRENT VILLAGE OF SCHAUMBURG STANDARD SPECIFICATIONS, THE ILLINOIS URBAN MANUAL – LATEST EDITION, AND THE MWRD'S WATERSHED MANAGEMENT ORDINANCE.

BENCH MARKS

ELEVATION REFERENCE MARK

VILLAGE OF SCHAUMBURG BM 2008 – 2" ALUMINUM CAP SET IN A 6" X 36" CONCRETE FILLED PVC PIPE MARKED "2008" LOCATED BETWEEN THE CURB AND SIDEWALK ON THE EAST SIDE OF HAMMOND DRIVE APPROXIMATELY 261 FEET SOUTHWESTERLY OF ALGONQUIN ROAD.

ELEVATION: (RECORD = 733.54 NGVD 29) MEASURED: 733.32 NAVD 88

CONTROL POINTS

CP #102 – SET 'X' IN CONCRETE SIDEWALK ON SOUTH SIDE OF ALGONQUIN ROAD APPROXIMATELY 370' OF THE WEST CURB LINE FOR THE WEST ENTRANCE TO MOTOROLA CAMPUS.
NORTHING: 1968876.46
EASTING: 1059833.43
ELEVATION: 728.95 NAVD 88

CP #107 – SET 'X' IN CONCRETE SIDEWALK AT THE SOUTHWEST CORNER OF ALGONQUIN ROAD AND THE WEST ENTRANCE ROAD TO MOTOROLA CAMPUS.
NORTHING: 1968725.07
EASTING: 1060159.97
ELEVATION: 728.04 NAVD 88

CP #110 – SET 'X' IN CONCRETE SIDEWALK ON WEST SIDE OF ENTRANCE ROAD TO MOTOROLA CAMPUS APPROXIMATELY 317 FEET SOUTH OF ALGONQUIN ROAD.
NORTHING: 1968423.51
EASTING: 1060163.64
ELEVATION: 726.27 NAVD 88

UTILITY CONTACTS:

ComEd
Finny Thomas
Design Construction
1N423 Swift Road
Lombard, IL 60148
630.424.5211
finny.thomas@comed.com

Nicor Gas
Foram Shah
New Business
1011 Wiley Road
Schaumburg, IL 60173
847.598.4011
x2fshah@southernco.com

Comcast Cable
Glenn Burns
880 Donata Court
Lake Zurich, IL 60047
224.229.4452
glenn_burns@cable.comcast.com

AT&T
David Keehler
OSP Engineer
255 E. Chicago St., Floor 2
Elgin, IL 60120
847.888.8399
dk2427@att.com

Schaumburg – Sewer & Water Dept.
Brian Wagner
714 S. Plum Grove Road
Schaumburg, IL 60193
847.923.6641
bwagner@schaumburg.com

Metropolitan Water Reclamation District
Joseph M. Schuessler, PE, CFM
Principal Civil Engineer
111 East Erie Street
Chicago, IL 60611-3154
312.751.3236
schuessler j@mwrd.org

Contact the Metropolitan Water Reclamation District of Greater Chicago 2 days before starting work.
P (708) 588-4055
E WMOJobStart@mwrd.org

PROFESSIONAL ENGINEER'S CERTIFICATION

STATE OF ILLINOIS)
SS.
COUNTY OF DU PAGE)

I, KIMBERLY M. MORGART , A LICENSED PROFESSIONAL ENGINEER OF ILLINOIS, HEREBY CERTIFY THAT THIS TECHNICAL SUBMISSION WAS PREPARED ON BEHALF OF THREE LEAF PARTNERS, BY CEMCON, LTD. UNDER MY PERSONAL DIRECTION. THIS TECHNICAL SUBMISSION IS INTENDED TO BE USED AS AN INTEGRAL PART OF AND IN CONJUNCTION WITH THE PROJECT SPECIFICATIONS AND CONTRACT DOCUMENTS.

DATED THIS 21ST DAY OF NOVEMBER , A.D., 2025.

ILLINOIS LICENSED PROFESSIONAL ENGINEER NO. 062-058001
MY LICENSE EXPIRES ON NOVEMBER 30, 2025

PROFESSIONAL DESIGN FIRM LICENSE NUMBER 184-002937
EXPIRES APRIL 30, 2027

NOTE : UNLESS THIS DOCUMENT BEARS THE ORIGINAL SIGNATURE AND IMPRESSED SEAL OF THE DESIGN PROFESSIONAL ENGINEER, IT IS NOT A VALID TECHNICAL SUBMISSION.

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PREPARED FOR:
THREE LEAF PARTNERS
504 W. JUNEAU AVENUE
MILWAUKEE, WI 53203
414-775-0857

PREPARED BY:
CEMCON, Ltd.
Consulting Engineers, Land Surveyors & Planners
2280 White Oak Circle, Suite 100
Aurora, Illinois 60504-9675
Ph: 630.862.2100 Fax: 630.862.2199
E-Mail: cadd@cemcon.com Website: www.cemcon.com

REVISIONS

NO.	DATE	SHEETS	NO.	DATE	SHEETS
⚠	11-21-25/JJC	1, 5, 7-10, 12-16, 18-25			

JOB NO. 904.529
COMPLETION DATE :
SEPTEMBER 8TH, 2025
SHEET 1 OF 25

HARBORCHASE OF SCHAUMBURG – FINAL ENGINEERING – 904.529 – REVISION 1: 11-21-2025/JJC

CONSTRUCTION SPECIFICATIONS – GENERAL NOTES

VILLAGE OF SCHAUMBURG STANDARD ENGINEERING NOTES

1. THE COMMUNITY DEVELOPMENT DEPARTMENT MUST BE NOTIFIED ONE BUSINESS DAY PRIOR TO EACH INSPECTION AT 847.923.4420. A MINIMUM NOTICE OF THREE BUSINESS DAYS IS REQUIRED BY THE ENGINEERING AND PUBLIC WORKS DEPARTMENT, 847.895.7100, FOR A WATER MAIN SHUT DOWN IN A COMMERCIAL AREA.
2. TREE PROTECTION FENCING MUST BE INSTALLED, INSPECTED, AND APPROVED BY THE VILLAGE PRIOR TO THE ISSUANCE OF A LAND DEVELOPMENT PERMIT. THE FENCING MUST BE MAINTAINED FOR THE DURATION OF THE SITE WORK.
3. A SEPARATE ELECTRICAL PERMIT MUST BE OBTAINED FROM THE COMMUNITY DEVELOPMENT DEPARTMENT PRIOR TO INSTALLING ANY SITE LIGHTING. THE ELECTRICAL SYSTEM MUST BE APPROVED AS PART OF THE ELECTRICAL PERMIT FOR THE SITE LIGHTING. THE DETAILED PHOTOMETRICS AND EXTERIOR LIGHT POLE LOCATIONS MUST BE APPROVED AS PART OF THE LAND DEVELOPMENT PERMIT.
4. THE CONTRACTOR SHALL INDEMNIFY THE VILLAGE, AND THEIR AGENTS, ETC. FROM ALL LIABILITY INVOLVED WITH THE CONSTRUCTION, INSTALLATION, TESTING, AND OPERATION OF ALL WORK ASSOCIATED WITH THIS PROJECT.
5. THE CONTRACTOR IS RESPONSIBLE FOR HAVING A SET OF THE "APPROVED" LAND DEVELOPMENT PERMIT PLANS ON THE JOB SITE DURING CONSTRUCTION. THE CONTRACTOR IS ALSO RESPONSIBLE FOR MAKING ANY NECESSARY COPIES OF THE "APPROVED" PLANS FOR ALL SUBCONTRACTORS PERFORMING SITE WORK.
6. THE CONTRACTOR IS TO VERIFY THE LOCATION, DEPTH, AND INVERT OF ALL EXISTING UTILITIES AND FACILITIES PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR WILL BE RESPONSIBLE FOR ANY DAMAGE TO EXISTING PUBLIC OR PRIVATE UTILITIES, OR THE RELOCATION OF ANY EXISTING UTILITIES TO FACILITATE THE INSTALLATION OF THE NEW SITE WORK. THE CONTRACTOR MUST NOTIFY THE DESIGN ENGINEER IMMEDIATELY OF ANY DISCREPANCIES WITH THE PLANS AND ANY EXISTING UTILITIES. NO WORK IS TO BE DONE UNTIL THE DISCREPANCY IS RESOLVED.
7. ACCESS TO THE SITE, AND TO WITHIN 100 FEET OF ANY BUILDING, SHALL BE PROVIDED FOR EMERGENCY VEHICLES AT ALL TIMES VIA A 20 FOOT WIDE APPROVED ALL-WEATHER ROAD. AN APPROVED WATER SUPPLY SHALL BE AVAILABLE WITHIN 100 FEET OF ANY BUILDING PRIOR TO DELIVERY OF ANY COMBUSTIBLE MATERIALS TO THE SITE.
8. NO HOLES ARE TO BE LEFT OPEN IN THE PAVEMENT OR PARKWAY OVER ANY HOLIDAY, WEEKEND, OR AFTER 3 PM ON THE DAY PRECEDING ANY HOLIDAY OR ANY WEEKEND.
9. ALL EXISTING PAVEMENT OR CONCRETE TO BE REMOVED SHALL BE SAWCUT FULL-DEPTH ALONG THE LIMITS OF PROPOSED REMOVAL BEFORE COMMENCEMENT OF THE PAVEMENT REMOVAL.
10. ALL PUBLIC RIGHT OF WAY AREAS THAT ARE DISTURBED DURING CONSTRUCTION SHALL BE RESTORED WITH 4" OF TOPSOIL AND SOD. SEEDING WILL NOT BE PERMITTED IN THESE AREAS.
11. ALL PAVING, SUBGRADE PREPARATION, CURBING, AND SIDEWALK CONSTRUCTION SHALL CONFORM TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" AND THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", LATEST EDITIONS.
12. NO ASPHALT WORK IS ALLOWED BETWEEN NOVEMBER 1ST AND APRIL 1ST WITHOUT THE WRITTEN PERMISSION FROM THE VILLAGE ENGINEER.
13. ANY TEMPORARY OR PERMANENT EXTERIOR SITE FENCING, INCLUDING FENCING FOR DUMPSTER ENCLOSURES, REQUIRES A SEPARATE PERMIT FROM THE COMMUNITY DEVELOPMENT DEPARTMENT. DEMOLITION OF EXISTING BUILDINGS ALSO REQUIRES A SEPARATE PERMIT FROM THE COMMUNITY DEVELOPMENT DEPARTMENT.
14. ALL BITUMINOUS CONCRETE USED FOR SURFACE, BINDER AND BASE COURSES IS TO HAVE A MARSHALL STABILITY OF 1700. ALL PORTLAND CEMENT CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3500 PSI AT 14 DAYS.
15. PRIOR TO PLACING ANY PAVEMENT MATERIAL, THE CONTRACTOR IS RESPONSIBLE FOR PROPERLY PREPARING AND COMPACTING THE SUBGRADE. THE REQUIRED PROOF ROLL MUST BE WITNESSED BY THE VILLAGE. NO PAVEMENT MATERIAL IS TO BE PLACED ON A WET OR SOFT SUBGRADE. IF THIS CONDITION EXISTS, THE CONTRACTOR IS TO STOP WORK AND IMMEDIATELY NOTIFY THE VILLAGE. NO ADDITIONAL PAVEMENT WORK SHALL BE DONE UNTIL THE PROBLEM IS CORRECTED.
16. ALL CURBS CONSTRUCTED OVER A UTILITY TRENCH SHALL BE REINFORCED WITH TWO #5 REBARS FOR A LENGTH OF 20 FEET CENTERED OVER THE TRENCH. SIDEWALKS SHALL BE TREATED IN THE SAME MANNER USING THREE #5 REBARS.
17. ALL SEWER AND WATER MAIN CONSTRUCTION SHALL BE IN CONFORMANCE WITH THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" LATEST EDITION.
18. THE CONTRACTOR SHALL NOT INSTALL ANY SANITARY SEWER PIPE OR STRUCTURES UNTIL HE HAS A COPY OF THE PERMIT AND PERMIT DRAWINGS ISSUED BY THE METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO (MWRD) ON THE JOB SITE. THIS MAY ALSO APPLY TO STORM SEWER AND/OR DETENTION FACILITIES IF INCLUDED IN THE MWRD PERMIT.
19. ALL MANHOLES AND VALVE VAULTS SHALL HAVE THE "VILLAGE OF SCHAUMBURG" AND "WATER," "STORM SEWER," OR "SANITARY SEWER" CAST INTO THE LID. ALL OPEN LIDS OR GRATES SHALL HAVE THE WORDS "DRAINS TO RIVER, DUMP NO WASTE" PERMANENTLY INSCRIBED.
20. BAND-SEAL CONNECTORS SHALL BE USED TO JOIN PIPES OF DIFFERENT MATERIALS.
21. USE CA-6 TRENCH BACKFILL, COMPACTED TO 95% OF MODIFIED PROCTOR, UNDER AND WITHIN A 1:1 SLOPE FROM THE BOTTOM OF ALL PAVEMENT, CURBS AND SIDEWALK.
22. A WATER QUALITY DEVICE, STORMCEPTOR, CDS, OR EQUIVALENT, SHALL BE INSTALLED AS REQUIRED BY THE SUBDIVISION AND LAND DEVELOPMENT ORDINANCE AND AS SHOWN ON THE APPROVED PLANS.
23. ALL WATER MAIN PIPE 4" AND LARGER SHALL BE DUCTILE IRON PIPE CLASS 52 CONFORMING TO ANSI A21.51 WITH CEMENT LINING UNLESS OTHERWISE APPROVED BY THE VILLAGE ENGINEER. ALL WATER SERVICE LINES 3" AND SMALLER SHALL BE TYPE K COPPER, UNLESS OTHERWISE NOTED.
24. ALL WATER LINES ARE TO BE PRESSURE TESTED AND CHLORINATED PER THE REQUIREMENTS OF THE VILLAGE OF SCHAUMBURG. ALSO, THE MINIMUM COVER FOR ALL WATER MAINS AND SERVICE LINES IS 5.5 FEET.
25. FIRE SERVICE MAINS AND LEAD IN CONNECTIONS TO SYSTEM RISERS ARE REQUIRED TO BE COMPLETELY FLUSHED BEFORE MAKING THE CONNECTION TO THE SPRINKLER PIPING. (NFPA 13, 1999 ED, 10-2.1.) THE FIRE PREVENTION BUREAU SHALL BE NOTIFIED 24 HOURS IN ADVANCE TO WITNESS THE FLUSH AT 847.985.4452. A SEPARATE INSPECTION FEE IS ALSO REQUIRED AT THE TIME THE LAND DEVELOPMENT PERMIT IS ISSUED.

VILLAGE OF SCHAUMBURG STANDARD ENGINEERING NOTES CONT.

26. UPON COMPLETION OF THE PROJECT, THE DEVELOPER SHALL PROVIDE FINAL "RECORD DRAWINGS" (1 MYLAR SEPIA REPRODUCIBLE, SIGNED AND SEALED BY THE ENGINEER) OF ALL UTILITIES WHICH INCLUDE THE LOCATIONS AND ELEVATIONS OF ALL MAINS, SERVICE LINES, STRUCTURES, PAVED AREAS, SITE GRADING, STREET LIGHTS AND CABLES, AND CURBS. MONUMENTS, AS SPECIFIED IN ITEM #27, SHALL ALSO BE SHOWN. FINAL RECORD DRAWINGS MUST ALSO INCLUDE A STATE PLANE COORDINATE SYSTEM TIE IN. IN ADDITION TO THE DRAWINGS, AN ELECTRONIC FILE (IN DWG OR DGN FORMAT) OF THE RECORD DRAWINGS MUST BE SUBMITTED ON CD-ROM.
27. ALL PLATS THREE ACRES OR LARGER REQUIRE CONCRETE MONUMENTS COMPLETE WITH THE VILLAGE OF SCHAUMBURG CAP AND SHALL BE PLACED AT LOCATIONS TO BE DETERMINED BY THE VILLAGE ENGINEER. MONUMENTS SHALL BE IN ACCORDANCE WITH THE SUBDIVISION AND LAND DEVELOPMENT ORDINANCE AND SHALL BE SHOWN ON THE RECORD DRAWINGS.

VILLAGE OF SCHAUMBURG EROSION AND SEDIMENT CONTROL NOTES

1. ALL EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL, LATEST EDITION.
2. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE START OF ANY CONSTRUCTION OR DISTURBANCE OF THE SITE. THE MEASURES MAY HAVE TO BE ADJUSTED TO MEET FIELD CONDITIONS DURING CONSTRUCTION. ANY MEASURES, IN ADDITION TO THOSE OUTLINED IN THE PLANS AND WHICH ARE DEEMED NECESSARY BY THE VILLAGE, SHALL BE IMPLEMENTED IMMEDIATELY BY THE DEVELOPER.
3. REGULAR INSPECTION AND MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL MEASURES MUST BE PROVIDED BY THE DEVELOPER. INSPECTIONS SHOULD OCCUR WEEKLY, AND AFTER ANY RAINFALL GREATER THAN 1/2". ANY NON-FUNCTIONING SEDIMENT CONTROL MEASURES OR DAMAGED DEVICES THAT ARE FOUND DURING INSPECTION SHALL BE REPAIRED OR REPLACED IMMEDIATELY. THE DEVELOPER SHALL BE RESPONSIBLE FOR ANY SEDIMENT WHICH LEAVES THE PROPERTY, AND THE DEVELOPER IS ALSO RESPONSIBLE FOR MAINTENANCE OF ALL SEDIMENT CONTROL MEASURES UNTIL THE SITE IS PERMANENTLY STABILIZED.
4. ALL POINTS OF CONSTRUCTION INGRESS AND EGRESS SHALL BE PROTECTED TO PREVENT TRACKING OF DEBRIS, DIRT, AND MUD ONTO ADJACENT STREETS, PARKING LOTS, OR PROPERTIES. ANY DEBRIS, DIRT, OR MUD THAT REACHES AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, OR PARKING AREA SHALL BE PROMPTLY REMOVED, AND TRANSPORTED TO A PROPER DISPOSAL AREA.
5. ALL SEDIMENT MUST BE PREVENTED FROM ENTERING ANY PUBLIC OR PRIVATE STORM DRAINAGE SYSTEM. REUSABLE INLET FILTER BASKETS (FLEXSTORM, CATCHALL, OR EQUIVALENT), SEDIMENT BASINS, AND WATER FILTERING BAGS, SHALL BE PROVIDED AS NEEDED.
6. ALL DRAINAGE SWALES SHALL BE SODDED. AREAS OR EMBANKMENTS HAVING SLOPES STEEPER THAN OR EQUAL TO 3H:1V, AND APPROVED BY THE VILLAGE, SHALL BE STABILIZED WITH SOD, MATTING, OR EROSION BLANKET IN COMBINATION WITH APPROPRIATE SEEDING.
7. TOPSOIL STOCKPILES SHALL BE LOCATED TO AVOID EROSION OF STOCKPILE ONTO NEIGHBORING PROPERTIES OR INTO RESTORED PROJECT AREAS. STOCKPILES SHALL BE LOCATED SO THAT A DRAINAGE SWALE IS LOCATED BETWEEN THE STOCKPILE AND ANY DOWNSTREAM PROPERTIES. IF A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN 14 DAYS, IT MUST BE SEEDED AND BLANKETED TO MINIMIZE SOIL EROSION BY BOTH WIND AND WATER.
8. THE DEVELOPER IS RESPONSIBLE FOR OBTAINING A SEPARATE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT FROM THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY WHENEVER 1 ACRE OR MORE OF PROPERTY IS DISTURBED. FOR DEVELOPMENTS OVER 1 ACRE, THE DEVELOPER MUST ALSO PREPARE AND MAINTAIN A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) AT THE PROJECT SITE, ALONG WITH THE NPDES PERMIT. FOR DEVELOPMENTS LESS THAN 1 ACRE, A SEDIMENT AND EROSION CONTROL PLAN MUST BE MAINTAINED BY THE DEVELOPER.
9. DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN 14 CALENDAR DAYS OF THE END OF ACTIVE HYDROLOGIC DISTURBANCE, OR REDISTURBANCE.
10. IF DEWATERING SERVICES ARE USED, ADJACENT PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES FROM CONSTRUCTION DEWATERING SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE SUCH AS A SEDIMENT TRAP, A SEDIMENT BASIN, OR ANY OTHER APPROPRIATE MEASURE.

EARTHWORK AND GRADING

1. WORK UNDER THIS SECTION SHALL INCLUDE BUT NOT BE LIMITED TO THE FOLLOWING:
   - A. CLEARING AND REMOVAL OF ALL UNDESIRABLE TREES AND OTHER VEGETATIVE GROWTH WITHIN THE CONSTRUCTION AREA. TREE REMOVAL SHALL BE DESIGNATED BY THE OWNER AND SHALL BE KEPT TO A MINIMUM.
   - B. STRIPPING OF TOPSOIL FROM ALL PROPOSED STREET, DRIVEWAY, PARKING LOT, RIGHT-OF-WAY, BUILDING PAD AND OTHER DESIGNATED STRUCTURAL AREAS.
   - C. STOCKPILING OF TOPSOIL AT LOCATIONS AS DIRECTED BY THE OWNER. TOPSOIL STOCKPILED FOR FUTURE USE SHALL BE RELATIVELY FREE FROM LARGE ROOTS, STICKS, WEEDS, BRUSH, STONES LARGER THAN ONE (1) INCH DIAMETER, OR OTHER LITTER AND WASTE PRODUCTS INCLUDING EXTRANEOUS MATERIALS NOT CONDUCIVE TO PLANT GROWTH. TOPSOIL SHALL BE STOCKPILED IN SEQUENCE TO ELIMINATE ANY REHANDLING OR DOUBLE MOVEMENTS BY THE CONTRACTOR. FAILURE TO PROPERLY SEQUENCE THE STOCKPILING OPERATIONS SHALL NOT CONSTITUTE A CLAIM FOR ADDITIONAL COMPENSATION. NO MATERIAL SHALL BE STOCKPILED IN FRONT YARDS, OVERLAND DRAINAGE SWALES (FLOOD ROUTING AREAS), IN PROPOSED UTILITY LOCATIONS, IN UTILITY EASEMENTS OR IN THE RIGHT-OF-WAY.
   - D. REMOVAL OF UNSUITABLE MATERIALS AS SPECIFIED FROM PROPOSED ROADWAY, DRIVEWAY/PARKING, BUILDING PAD AND OTHER DESIGNATED AREAS.
   - E. CLAY CUT AND CLAY FILL WITH COMPACTION WITHIN PROPOSED ROADWAY, DRIVEWAY/PARKING, BUILDING PAD AND OTHER DESIGNATED AREAS.
   - F. EXCAVATION AND GRADING OF THE OPEN SPACE, AND/OR YARD AREAS PER PLAN INCLUDING CONSTRUCTION OF BERMS, ETC.
   - G. PLACEMENT AND COMPACTION OF STRUCTURAL MATERIAL TO THE DESIGN SUBGRADE ELEVATIONS AS REQUIRED BY THE STANDARDS AND DETAILS ON THE CONSTRUCTION PLANS. THE CONTRACTOR WILL NOTE THAT THE ELEVATIONS SHOWN ON THE CONSTRUCTION PLANS ARE FINISHED GRADE ELEVATIONS AND THAT PAVEMENT AND/OR TOPSOIL REPLACEMENT THICKNESS MUST BE SUBTRACTED TO DETERMINE SUBGRADE ELEVATIONS.
   - H. IF REQUIRED, BORROW PIT EXCAVATION OF STRUCTURAL MATERIAL AND REFILL OF PIT WITH NON-STRUCTURAL MATERIAL.
   - I. PLACEMENT AND COMPACTION OF NON-STRUCTURAL FILLS.
   - J. MOVEMENT AND COMPACTION OF SPOIL MATERIAL FROM THE CONSTRUCTION OF UNDERGROUND UTILITIES.
   - K. BACKFILLING OF CURBS AND/OR PAVEMENT AND SIDEWALK AFTER INSTALLATION OF SAME BY THE PAVING CONTRACTOR.
   - L. FINAL SHAPING AND TRIMMING TO THE LINES, GRADES, AND CROSS-SECTIONS SHOWN IN THESE PLANS; AND TOPSOIL PLACEMENT TO DESIGN FINISHED GRADE ELEVATIONS.
   - M. SOIL EROSION CONTROL MEASURES IN ACCORDANCE WITH THE APPLICABLE SPECIFICATIONS.
2. THE CONTRACTOR SHALL FAMILIARIZE HIMSELF WITH THE PLANS AND SHALL NOTIFY THE ENGINEER AT ONCE OF ANY DISCREPANCIES. THE CONTRACTOR SHALL EXAMINE THE DRAINAGE PATTERNS SHOWN ON THE PLANS AND MAKE CERTAIN THAT ALL GUTTER FLAGS AND PAVEMENTS ARE PITCHED PROPERLY TO ACHIEVE THIS DRAINAGE PATTERN.
3. MATERIALS TESTING, IF REQUIRED BY THE MUNICIPALITY, SHALL BE PROVIDED BY THE CONTRACTOR, THIS ITEM WILL NOT BE PAID FOR SEPARATELY BUT INCLUDED IN THE VARIOUS ITEMS OF WORK.
4. DURING CONSTRUCTION OPERATIONS THE CONTRACTOR SHALL INSURE POSITIVE SITE DRAINAGE AT THE CONCLUSION OF EACH DAY. SITE DRAINAGE MAY BE ACHIEVED BY DITCHING, PUMPING OR ANY OTHER ACCEPTABLE METHOD. THE CONTRACTOR'S FAILURE TO PROVIDE THE ABOVE WILL PRECLUDE ANY POSSIBLE ADDED COMPENSATION REQUESTED DUE TO DELAYS OR UNSUITABLE MATERIAL CREATED AS A RESULT THEREOF.
5. IT SHALL BE THE RESPONSIBILITY OF EACH RESPECTIVE CONTRACTOR TO REMOVE FROM THE SITE ANY AND ALL MATERIALS AND DEBRIS WHICH RESULT FROM HIS CONSTRUCTION OPERATIONS AT NO ADDITIONAL EXPENSE TO THE OWNER.
6. THE GRADING OPERATIONS ARE TO BE CLOSELY SUPERVISED AND INSPECTED, PARTICULARLY DURING THE REMOVAL OF UNSUITABLE MATERIAL AND THE CONSTRUCTION OF EMBANKMENTS OR BUILDING PADS, BY THE SOILS ENGINEER OR HIS REPRESENTATIVE. ALL TESTING, INSPECTION AND SUPERVISION OF SOIL QUALITY, UNSUITABLE REMOVAL AND ITS REPLACEMENT AND OTHER SOILS RELATED OPERATIONS SHALL BE ENTIRELY THE RESPONSIBILITY OF THE SOILS ENGINEER. NO UNDERCUT SHALL BE PERFORMED WITHOUT AUTHORIZATION FROM OWNER AND ASSIGNMENT OF AN EWO NUMBER.
7. THE PROPOSED GRADING ELEVATIONS SHOWN ON THE PLANS ARE FINISH GRADE. A MINIMUM OF SIX INCHES (4") OF TOPSOIL IS TO BE PLACED BEFORE FINISH GRADE ELEVATIONS ARE ACHIEVED.
8. THE SELECTED STRUCTURAL FILL MATERIAL SHALL BE PLACED IN LEVEL UNIFORM LAYERS SO THAT THE COMPACTED THICKNESS IS APPROXIMATELY SIX INCHES (6"); IF COMPACTION EQUIPMENT DEMONSTRATES THE ABILITY TO COMPACT GREATER THICKNESSES, THEN A GREATER THICKNESS MAY BE SPECIFIED. EACH LAYER SHALL BE THOROUGHLY MIXED DURING SPREADING TO INSURE UNIFORMITY.
9. EMBANKMENT MATERIAL WITHIN ROADWAY, DRIVEWAY, PARKING LOT AND OTHER STRUCTURAL CLAY FILL AREAS SHALL BE COMPACTED TO A MINIMUM OF NINETY-THREE PERCENT (93%) OF MAXIMUM DENSITY IN ACCORDANCE WITH ASTM SPECIFICATION D-1557 (MODIFIED PROCTOR METHOD), OR TO SUCH OTHER DENSITY AS MAY BE DETERMINED APPROPRIATE BY THE SOILS ENGINEER. EMBANKMENT MATERIAL FOR BUILDING PADS SHALL BE COMPACTED TO A MINIMUM OF NINETY-FIVE PERCENT (95%) OF MAXIMUM DENSITY IN ACCORDANCE WITH ASTM DESIGNATION D-1557 (MODIFIED PROCTOR METHOD) OR TO SUCH OTHER DENSITY AS MAY BE DETERMINED APPROPRIATE BY THE SOILS ENGINEER.
10. THE SURFACE VEGETATION, TOPSOIL AND ANY OBVIOUSLY SOFT UNDERLYING SOIL SHOULD BE STRIPPED FROM ALL AREAS TO RECEIVE STRUCTURAL FILL. IF THE UNDERLYING SUBGRADE SOILS RUT DEEPER THAN ONE INCH UNDER THE CONSTRUCTION EQUIPMENT OR IF THE MOISTURE CONTENT EXCEEDS THAT NEEDED FOR PROPER COMPACTION, THE SOIL SHALL BE SCARIFIED, DRIED AND RECOMPACTED TO THE REQUIRED SPECIFICATIONS (SEE SECTION 301 OF THE IDOT SPECIFICATIONS).

EARTHWORK AND GRADING (CONT'D.)

11. COMPLETED GRADING (FINISHED FINE GRADE) FOR PROPOSED PAVEMENT SUBGRADE AREAS, BUILDING PADS, AND YARD/OPEN SPACE AREAS SHALL BE WITHIN A TOLERANCE OF PLUS OR MINUS ONE-TENTH OF A FOOT (0.1') OF DESIGN SUBGRADE ELEVATIONS.
12. THE SUBGRADE FOR PROPOSED STREET AND PAVEMENT AREAS SHALL BE PROOF-ROLLED BY THE CONTRACTOR IN THE PRESENCE OF THE OWNER'S REPRESENTATIVE AND ANY UNSTABLE AREAS ENCOUNTERED SHALL BE REMOVED AND REPLACED AS DIRECTED BY THE ENGINEER AND SOILS ENGINEER. ANY UNDERCUT AND REPLACE NECESSARY WILL BE MEASURED FOR PAYMENT AT THE CONTRACT UNIT PRICE.

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REVISIONS

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CONSTRUCTION SPECIFICATIONS – GENERAL NOTES
HARBORCHASE OF SCHAUMBURG

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CONSTRUCTION SPECIFICATIONS – GENERAL NOTES

PROTECTION OF WATERMAIN AND WATER SERVICE

WATERMAINS AND WATER SERVICE LINES SHALL BE PROTECTED FROM SANITARY SEWERS, STORM SEWERS, COMBINED SEWERS, HOUSE SEWER SERVICE CONNECTIONS AND DRAINS AS FOLLOWS:

a) WATERMAINS:

1.) HORIZONTAL SEPARATION:

A) WATERMAINS SHALL BE LAID AT LEAST TEN FEET HORIZONTALLY FROM ANY EXISTING OR PROPOSED DRAIN, STORM SEWER, SANITARY SEWER, COMBINED SEWER OR SEWER SERVICE CONNECTION.

B) WATERMAINS MAY BE LAID CLOSER THAN TEN FEET TO A SEWER LINE WHEN:

I) LOCAL CONDITIONS PREVENT A LATERAL SEPARATION OF TEN FEET; AND

II) THE WATERMAIN INVERT IS AT LEAST 18 INCHES ABOVE THE CROWN OF THE SEWER; AND

III) THE WATERMAIN IS EITHER IN A SEPARATE TRENCH OR IN THE SAME TRENCH ON AN UNDISTURBED EARTH SHELF LOCATED TO ONE SIDE OF THE SEWER.

C) BOTH THE WATERMAIN AND DRAIN OR SEWER SHALL BE CONSTRUCTED OF SLIP–ON OR MECHANICAL JOINT CAST OR DUCTILE IRON PIPE, PRESTRESSED CONCRETE PIPE (STORM SEWER ONLY), OR PVC PIPE MEETING THE REQUIREMENTS OF SECTION 653.111 OF THE I.E.P.A. TECHNICAL POLICY STATEMENTS, WHEN IT IS IMPOSSIBLE TO MEET (A) OR (B) ABOVE. THE DRAIN OR SEWER SHALL BE PRESSURE TESTED TO THE MAXIMUM EXPECTED SURCHARGE HEAD BEFORE BACKFILLING.

2.) VERTICAL SEPARATION:

A) A WATERMAIN SHALL BE LAID SO THAT ITS INVERT IS 18 INCHES ABOVE THE CROWN OF THE DRAIN OR SEWER WHENEVER WATERMAINS CROSS STORM SEWERS, SANITARY SEWERS OR SEWER SERVICE CONNECTIONS. THE VERTICAL SEPARATION SHALL BE MAINTAINED FOR THAT PORTION OF THE WATERMAIN LOCATED WITHIN TEN FEET HORIZONTALLY OF ANY SEWER OR DRAIN CROSSED. A LENGTH OF WATERMAIN PIPE SHALL BE CENTERED OVER THE SEWER TO BE CROSSED WITH JOINTS EQUIDISTANT FROM THE SEWER OR DRAIN.

B) THE DRAIN OR SEWER SHALL BE CONSTRUCTED OF SLIP–ON OR MECHANICAL JOINT CAST OR DUCTILE IRON PIPE, PRESTRESSED CONCRETE PIPE, (STORM SEWER ONLY), OR PVC PIPE MEETING THE REQUIREMENTS OF SECTION 653.111, OR THE DRAIN OR SEWER SHALL BE SLEEVED WITH STEEL PIPE OR CONSTRUCTED OF REINFORCED CONCRETE PIPE CONFORMING TO ASTM C–76 WITH GASKETED JOINTS CONFORMING TO ASTM C–361 (STORM SEWERS ONLY), FOR THE ENTIRE LENGTH OF STORM SEWER BETWEEN STRUCTURES WHEN STORM SEWER IS PERPENDICULAR TO WATERMAIN.

I) IT IS IMPOSSIBLE TO OBTAIN THE PROPER VERTICAL SEPARATION AS DESCRIBED IN (A) ABOVE; OR

II) THE WATERMAIN PASSES UNDER A SEWER OR DRAIN.

C) A VERTICAL SEPARATION OF 18 INCHES BETWEEN THE INVERT OF THE SEWER OR DRAIN AND THE CROWN OF THE WATERMAIN SHALL BE MAINTAINED WHERE A WATERMAIN CROSSES UNDER A SEWER. SUPPORT THE SEWER OR DRAIN LINES TO PREVENT SETTLING AND BREAKING THE WATERMAIN.

D) CONSTRUCTION SHALL EXTEND ON EACH SIDE OF THE CROSSING UNTIL THE NORMAL DISTANCE FROM THE WATER MAIN TO THE SEWER OR DRAIN LINE IS AT LEAST TEN FEET.

E) EXCEPT IN THE CASE OF DIRECT CONFLICT DO NOT LOWER WATERMAIN TO CLEAR OBSTRUCTIONS.

F) WHEN WATERMAIN CROSSES UNDER ANY SEWER FOLLOW THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS" LATEST EDITION.

b) WATER SERVICE LINES:

1) THE HORIZONTAL AND VERTICAL SEPARATION BETWEEN WATER SERVICE LINES AND ALL STORM SEWERS, SANITARY SEWER, COMBINED SEWERS OR ANY DRAIN OR SEWER SERVICE CONNECTION SHALL BE THE SAME AS WATER MAIN SEPARATION DESCRIBED IN (a) ABOVE.

2) WATER PIPE DESCRIBED IN (a) ABOVE SHALL BE USED FOR SEWER SERVICE LINES WHEN MINIMUM HORIZONTAL AND VERTICAL SEPARATION CANNOT BE MAINTAINED.

c) SPECIAL CONDITIONS – ALTERNATE SOLUTIONS SHALL BE PRESENTED TO THE AGENCY WHEN EXTREME TOPOGRAPHICAL, GEOLOGICAL OR EXISTING STRUCTURAL CONDITIONS MAKE STRICT COMPLIANCE WITH (a) AND (b) ABOVE TECHNICALLY AND ECONOMICALLY IMPRACTICAL. ALTERNATE SOLUTIONS WILL BE APPROVED PROVIDED WATERTIGHT CONSTRUCTION STRUCTURALLY EQUIVALENT TO APPROVED WATERMAIN MATERIAL IS PROPOSED.

d) WATERMAINS SHALL BE SEPARATED FROM SEPTIC TANKS, DISPOSAL FIELDS AND SEEPAGE BEDS BY A MINIMUM OF 25 FEET.

e) WATERMAINS AND WATER SERVICE LINES SHALL BE PROTECTED AGAINST ENTRANCE OF HYDROCARBONS THROUGH DIFFUSION THROUGH ANY MATERIAL USED IN CONSTRUCTION OF THE LINE.

SANITARY SEWER, STORM SEWER, WATERMAIN

1. ALL SANITARY SEWER AND WATERMAIN WORK SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE VILLAGE OF SCHAUMBURG STANDARD SPECIFICATIONS AND THE APPLICABLE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION.
2. WATERMAIN SERVICES SHALL HAVE A MINIMUM OF 5.5 FEET OF COVER AND SHALL BE RUN IN STRAIGHT ALIGNMENT UNLESS SPECIFICALLY SHOWN ON THE PLANS.
3. ALL EXISTING UTILITIES OR IMPROVEMENTS, INCLUDING WALKS, CURBS, PAVEMENT AND PARKWAYS DAMAGED OR REMOVED DURING CONSTRUCTION SHALL BE PROMPTLY RESTORED TO THEIR RESPECTIVE ORIGINAL CONDITION.
4. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES PRIOR TO CONSTRUCTION TO VERIFY IN THE FIELD ALL EXISTING AND UNDERGROUND UTILITIES ADJACENT TO THE PROJECT, AND BE RESPONSIBLE FOR PROTECTION OF SAME. THE CONTRACTOR SHALL ALSO NOTIFY THE VILLAGE OF LONG GROVE ENGINEERING DEPARTMENT AT LEAST 48 HOURS PRIOR TO START OF CONSTRUCTION.
5. ALL STORM MANHOLE, VALVE VAULT, OR CATCH BASIN ADJUSTMENT OF FRAMES SHALL BE MADE WITH PRECAST CONCRETE ADJUSTING RINGS SET IN PREFORMED BUTYL MASTIC RUB–R–NEK OR APPROVED EQUAL, AND NO MORE THAN 8" OF ADJUSTING RINGS WILL BE PERMITTED, 2 RINGS MAXIMUM, 2" MINIMUM RING SIZE.
6. ALL DRAINAGE STRUCTURES TO HAVE POURED INVERTS CONFORMING TO THE SHAPE OF THE PIPE.
7. THE CONTRACTOR SHALL BEWARE OF POTENTIAL CONFLICTS WITH EXISTING UTILITIES AS INDICATED ON THE PLANS. THE CONTRACTOR SHALL EXCAVATE AROUND UTILITIES TO DETERMINE ELEVATIONS BEFORE BEGINNING CONSTRUCTION.
8. "BAND–SEAL" OR SIMILAR "NON–SHEAR" COUPLINGS SHALL BE USED WHEN JOINING SEWER PIPES OF DISSIMILAR MATERIALS.
9. ALL NEW SANITARY SEWERS SHALL HAVE WYES FOR PROPOSED BUILDING SERVICES. ALL CONNECTIONS TO EXISTING SANITARY SEWERS NOT HAVING WYES SHALL BE MADE WITH A "SEWER TAP" FOR BUILDING SERVICES AND WITH A MANHOLE FOR SEWER EXTENSIONS. ALL TAPS SHALL INCLUDE A PROPERLY INSTALLED HUB WYE SADDLE.
10. ALL SANITARY SEWERS SHALL PASS INFILTRATION AND AIR TESTS AND DEFLECTION TESTING MEETING THE APPROVAL OF THE VILLAGE OF SCHAUMBURG.
11. AT THE COMPLETION OF THIS PROJECT ONE SET OF RECORD DRAWINGS IS TO BE SUBMITTED TO THE ENGINEER SHOWING THE LOCATION OF ALL OF THE SERVICES, PIPES, STRUCTURES, GRADING AND UTILITIES. A STATEMENT SHALL BE ATTACHED TO THE RECORD MYLAR DRAWINGS THAT "ALL CONSTRUCTION WAS IN SUBSTANTIAL CONFORMANCE WITH THE ENGINEERING PLANS AND SPECIFICATIONS." RECORD DRAWINGS MUST MEET THE REQUIREMENTS OF THE VILLAGE OF SCHAUMBURG.
12. CONNECTIONS TO EXISTING SANITARY, STORM AND WATER SYSTEMS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
13. ALL WATERMAINS SHALL BE CEMENT LINED DUCTILE IRON PIPE, CLASS 52 CONFORMING TO AWWA C151–65 WITH PUSH–ON OR MECHANICAL JOINTS AND SHALL HAVE A MINIMUM OF 5.5 FEET OF COVER.
14. WATER SERVICES SHALL INCLUDE THE NECESSARY LENGTH OF TYPE "K" COPPER WATER TUBE OF THE SIZE SHOWN ON THE PLANS, CORPORATION STOP, CURB STOP, AND SERVICE BOX, ALL AS REQUIRED BY THE MUNICIPALITY, AND ALL NECESSARY LABOR, TOOLS, EQUIPMENT, EXCAVATION & BACKFILL, FOR A COMPLETE INSTALLATION AS SHOWN ON THE PLANS. TRENCH BACKFILL WILL BE PAID FOR SEPARATELY, WHEN REQUIRED.
15. SANITARY SEWER STRUCTURES SHALL BE ASSEMBLED AND ADJUSTED USING MASTIC MATERIAL SHOWN ON THE PLANS AND MEETING THE APPROVAL OF THE MUNICIPALITY.
16. FIRE HYDRANTS SHALL BE CONSTRUCTED PER THE VILLAGE OF SCHAUMBURG STANDARDS.
17. WATERMAINS SHALL BE SUBJECTED TO A HYDROSTATIC / LEAKAGE TEST AND DISINFECTED IN ACCORDANCE WITH VILLAGE OF SCHAUMBURG STANDARDS AND SPECIFICATIONS. TEST PRESSURE SHALL BE NO LESS THAN 150 psi FOR A PERIOD OF NOT LESS THAN ONE HOUR AND NOT MORE THAN SIX (6) HOURS AND NOT VARY BY MORE THAN ±15 psi DURING THE TEST. THE TEST GAUGE SHALL BE APPROVED BY THE VILLAGE AND SHALL BE GLYCERIN OR OIL FILLED, WITH A RANGE OF NOT MORE THAN 200 psi AND INCREMENTS NOT GREATER THAN 5 psi, 4" MINIMUM DIAL SIZE. WATER VELOCITY TEST SHALL BE EXPECTED AT THE END OF THE TEST PERIOD TO SHOW ACTUAL LEAKING AND THAT THE WATERMAIN DID NOT HAVE TO MUCH AIR IN THE TESTED SECTION.
18. GRANULAR TRENCH BACKFILL SHALL BE USED IN ALL LOCATIONS WHERE THE PROPOSED UNDERGROUND UTILITY IS TO BE CONSTRUCTED UNDER PERMANENT TYPE PAVEMENTS, DRIVEWAYS, OR SIDEWALKS; IN ANY UTILITY TRENCH OVER WHICH ANOTHER UTILITY WILL PASS; OR AS DIRECTED BY THE ENGINEER. TRENCH BACKFILL SHALL BE EXTENDED TWO (2) FEET ON EACH SIDE OF THE PERMANENT TYPE SURFACE.
19. THE COST OF PIPE BEDDING WILL NOT BE PAID FOR SEPARATELY BUT INCLUDED IN THE CONTRACT UNIT PRICES OF THE VARIOUS SEWER ITEMS.
20. ALL WATER SERVICE LINE CONNECTIONS TO EXISTING WATER MAINS SHALL BE PRESSURE TAPS IN ACCORDANCE WITH THE VILLAGE OF SCHAUMBURG STANDARDS.

SANITARY SEWER, STORM SEWER, WATERMAIN (CONT'D.)

21. NEW WATERMAIN VALVES, INCLUDING PRESSURE TAP VALVES, ADJACENT TO AN EXISTING WATERMAIN, AND EXISTING WATERMAIN VALVES SHALL ONLY BE OPERATED BY THE VILLAGE OF SCHAUMBURG DEPARTMENT OF PUBLIC WORKS PERSONNEL WITH 48–HOUR NOTICE (MONDAY–FRIDAY).
22. TREES SHALL BE INSTALLED A MINIMUM OF FIVE (5) FEET HORIZONTALLY FROM SANITARY SEWERS, SANITARY SERVICES, WATERMAINS, AND WATER SERVICES. TREES SHALL BE INSTALLED A MINIMUM OF TEN (10) FEET HORIZONTALLY FROM UTILITY STRUCTURES AND APPURTENANCES, INCLUDING BUT NOT LIMITED TO MANHOLES, VALVE VAULTS, VALVE BOXES AND FIRE HYDRANTS.
23. DEFLECTION TESTING OF SANITARY SEWER SHALL BE PERFORMED IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS," LATEST EDITION.
24. ALL RETAINER GLANDS WHEN REQUIRED TO RESTRAIN VALVES, FITTINGS, HYDRANTS, AND PIPE JOINTS SHALL BE MECHANICAL JOINT WEDGE ACTION TYPE MEGALUG 1100 SERIES AS MANUFACTURED BY EBBA IRON, INC. OR UNI–FLANGE BLOCKBUSTER 1400 SERIES AS MANUFACTURED BY FORD METER BOX CO. AND SHALL BE FOR USE ON DUCTILE IRON PIPE CONFORMING TO ANSI/AWWA C151/A21.51, FOR NOMINAL PIPE SIZES 3" THROUGH 48".
25. DEFLECTION TESTING FOR FLEXIBLE THERMOPLASTIC PIPE:

A.) THE PIPELINE SHALL BE TESTED FOR EXCESS DEFLECTION BY PULLING A "GO–NO GO" MANDREL THROUGH THE PIPE FROM MANHOLE TO MANHOLE. THE MANDREL SHALL BE SIZED IN ACCORDANCE WITH SECTION 31–1.11 C (4), AND AS SPECIFIED IN THE SPECIAL PROVISIONS. A "DEFLECTOMETER" MAY ALSO BE USED TO CHECK AND RECORD DEFLECTION.

B.) WHEREVER POSSIBLE AND PRACTICAL, THE TESTING SHALL INITIATE AT THE DOWNSTREAM LINES AND PROCEED TOWARDS THE UPSTREAM LINES.

C.) WHERE DEFLECTION IS FOUND TO BE IN EXCESS OF ALLOWABLE TESTING LIMITS, THE CONTRACTOR SHALL EXCAVATE TO THE POINT OF EXCESS DEFLECTION AND CAREFULLY COMPACT AROUND THE POINT WHERE EXCESS DEFLECTION WAS FOUND. THE LINE SHALL THEN BE RETESTED FOR DEFLECTION. HOWEVER, SHOULD AFTER THE INITIAL TESTING THE DEFLECTED PIPE FAIL TO RETURN TO THE ORIGINAL SIZE (INSIDE DIAMETER), THE LINE SHALL BE REPLACED.

26. DEFLECTION LIMITS FOR FLEXIBLE THERMOPLASTIC PIPE:

A.) DEFLECTION OF POLYVINYL CHLORIDE (PVC) PIPE SHALL NOT EXCEED 5.0% OF THE "BASE I.D." (INTERNAL DIAMETER) OF THE PIPE. "BASE I.D." SHALL BE CALCULATED IN ACCORDANCE WITH THE FOLLOWING:

AVG ID =AVG OD – 2 (1.06)t
TOLERANCE PACKAGE = $(A^2 + B^2 + B + C)1/2$
WHERE:
A = OD TOLERANCE (ASTM D3034)
B = EXCESS WALL THICKNESS TOLERANCE = 0.06t
C = OUT–OF–ROUNDNESS TOLERANCE = 0.15(AVG OD)
t = MINIMUM WALL THICKNESS (ASTM D–2241)

BASE ID = AVG. ID – TOLERANCE PACKAGE

27. THE CONTRACTOR SHALL ROTATE AND/OR ADJUST ANY EXISTING AND/OR NEW HYDRANT TO THE SATISFACTION OF THE DEPARTMENT OF PUBLIC UTILITIES.
28. ALL WATERMAIN JOINTS SHALL BE RESTRAINED WITH MEG–A–LUG RETAINER GLANDS OR APPROVED EQUAL FOR A DISTANCE OF 20 FEET FROM THE PROPOSED VALVE VAULT ON THE LIVE SIDE TO THE STUB END.
29. VACUUM TESTING:

VACUUM TESTING SHALL BE CARRIED OUT IMMEDIATELY AFTER ASSEMBLY AND PRIOR TO BACKFILLING OF MANHOLES THAT ARE UP TO SEVENTY–TWO (72) INCHES IN DIAMETER. THIS TESTING SHALL BE COMPLETED BEFORE BACKFILLING SO THAT ANY LEAKS CAN BE FOUND AND FIXED EXTERNALLY. ALL LIFT HOLES SHALL BE PLUGGED WITH A NON–SHRINK GROUT, OR RUBBER PLUG. THE MANHOLE FRAME AND ADJUSTING RINGS SHALL BE SET TO PROPOSED GRADE AND BE IN PLACE BEFORE TESTING. ANY CHIMNEY SEAL INSTALLED BY THE CONTRACTOR SHALL BE AN EXTERIOR TYPE, NO INTERIOR CHIMNEY SEALS ALLOWED. NO GROUT SHALL BE PLACED IN THE HORIZONTAL JOINTS. STUBOUTS, MANHOLE BOOTS AND PIPE PLUGS SHALL BE SECURED TO PREVENT MOVEMENT WHILE THE VACUUM IS DRAWN. VACUUM TESTING SHALL TEST ALL MANHOLES FOR LEAKAGE. A VACUUM OF TEN (10) INCHES OF MERCURY SHALL BE PLACED ON THE MANHOLE AND THE TIME MEASURED FOR THE VACUUM TO DROP TO NINE (9) INCHES OF MERCURY. THE VACUUM SHALL NOT DROP BELOW NINE (9) INCHES OF MERCURY FOR THE FOLLOWING TIME PERIODS FOR EACH SIZE MANHOLE:

FORTY–EIGHT (48) INCHES DIAMETER – SIXTY (60) SECONDS
SIXTY (60) INCHES DIAMETER – SEVENTY–FIVE (75) SECONDS
SEVENTY–TWO (72) INCHES DIAMETER – NINETY (90) SECONDS

30. STAINLESS STEEL NUTS, BOLTS/T–BOLTS, AND WASHERS, TYPE 304 OR BETTER, WILL BE REQUIRED ON ALL WATER MAIN INSTALLATIONS. THIS WOULD APPLY TO HYDRANTS, TAPPING SLEEVES, VALVE, FITTINGS, RESTRAINT, AND OTHER APPURTENANCES BURIED OR IN VALVE VAULTS. MECHANICAL JOINTS AND RESTRAINT GLANDS REQUIRE 304 STAINLESS STEEL T–BOLTS. AN ANTI–SEIZE COMPOUND SHALL BE FACTORY APPLIED TO NUTS OR BOLTS – ANY DAMAGE TO THIS COATING SHALL BE REPAIRED WITH FIELD APPLIED APPROVED ANTI–SEIZE COMPOUND THAT IS A MOLYBDENUM–BASE LUBRICANT, BOSTIK NEVER–SEEZ OR APPROVED EQUAL.

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REVISIONS

NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION

CONSTRUCTION SPECIFICATIONS – GENERAL NOTES
HARBORCHASE OF SCHAUMBURG

FILE NAME: GENNOTES	DSGN. BY: KMM	JOB NO.: 904.529	FLD. BK./PG.: ---	SHEET NO.
DIR: 814012	DRN. BY: KMS	DATE: 09–08–2025	SCALE: 1" = NONE	03 of 25

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A. REFERENCED SPECIFICATIONS

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE FOLLOWING, EXCEPT AS MODIFIED HEREIN OR ON THE PLANS:
   * STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION), BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT SS) FOR ALL IMPROVEMENTS EXCEPT SANITARY SEWER AND WATER MAIN CONSTRUCTION;
   * STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION (SSWS) FOR SANITARY SEWER AND WATER MAIN CONSTRUCTION;
   * VILLAGE OF SCHAUMBURG MUNICIPAL CODE;
   * THE METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO (MWRD) WATERSHED MANAGEMENT ORDINANCE AND TECHNICAL GUIDANCE MANUAL;
   * IN CASE OF CONFLICT BETWEEN THE APPLICABLE ORDINANCES NOTED, THE MORE STRINGENT SHALL TAKE PRECEDENCE AND SHALL CONTROL ALL CONSTRUCTION.

B. NOTIFICATIONS

1. THE MWRD LOCAL SEWER SYSTEMS SECTION FIELD OFFICE MUST BE NOTIFIED AT LEAST TWO (2) WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY WORK (CALL 708-588-4055 OR SEND EMAIL NOTIFICATION WITH PROJECT NAME, LOCATION AND PERMIT NUMBER TO WMQJOBSTART@MWRD.ORG).

2. THE VILLAGE OF SCHAUMBURG ENGINEERING DEPARTMENT AND PUBLIC MUST BE NOTIFIED AT LEAST 24 HOURS PRIOR TO THE START OF CONSTRUCTION AND PRIOR TO EACH PHASE OF WORK. CONTRACTOR SHALL DETERMINE ITEMS REQUIRING INSPECTION PRIOR TO START OF CONSTRUCTION OR EACH WORK PHASE.

3. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES PRIOR TO BEGINNING CONSTRUCTION FOR THE EXACT LOCATIONS OF UTILITIES AND FOR THEIR PROTECTION DURING CONSTRUCTION. IF EXISTING UTILITIES ARE ENCOUNTERED THAT CONFLICT IN LOCATION WITH NEW CONSTRUCTION, IMMEDIATELY NOTIFY THE ENGINEER SO THAT THE CONFLICT CAN BE RESOLVED. CALL J.U.L.I.E. AT 1-800-892-0123.

C. GENERAL NOTES

1. ALL ELEVATIONS SHOWN ON PLANS REFERENCE THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). CONVERSION FACTOR IS __0.00__ FT.

2. MWRD, THE MUNICIPALITY AND THE OWNER OR OWNER'S REPRESENTATIVE SHALL HAVE THE AUTHORITY TO INSPECT, APPROVE, AND REJECT THE CONSTRUCTION IMPROVEMENTS.

3. THE CONTRACTOR(S) SHALL INDEMNIFY THE OWNER, ENGINEER, MUNICIPALITY, MWRD, AND THEIR AGENTS, ETC., FROM ALL LIABILITY INVOLVED WITH THE CONSTRUCTION, INSTALLATION, OR TESTING OF THIS WORK ON THE PROJECT.

4. THE PROPOSED IMPROVEMENTS MUST BE CONSTRUCTED IN ACCORDANCE WITH THE ENGINEERING PLANS AS APPROVED BY MWRD AND THE MUNICIPALITY UNLESS CHANGES ARE APPROVED BY MWRD, THE MUNICIPALITY, OR AUTHORIZED AGENT. THE CONSTRUCTION DETAILS, AS PRESENTED ON THE PLANS, MUST BE FOLLOWED. PROPER CONSTRUCTION TECHNIQUES MUST BE FOLLOWED ON THE IMPROVEMENTS INDICATED ON THE PLANS.

5. THE LOCATION OF VARIOUS UNDERGROUND UTILITIES WHICH ARE SHOWN ON THE PLANS ARE FOR INFORMATION ONLY AND REPRESENT THE BEST KNOWLEDGE OF THE ENGINEER. VERIFY LOCATIONS AND ELEVATIONS PRIOR TO BEGINNING THE CONSTRUCTION OPERATIONS.

6. ANY EXISTING PAVEMENT, SIDEWALK, DRIVEWAY, ETC., DAMAGED DURING CONSTRUCTION OPERATIONS AND NOT CALLED FOR TO BE REMOVED SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR.

7. MATERIAL AND COMPACTION TESTING SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE MUNICIPALITY, MWRD, AND OWNER.

8. THE UNDERGROUND CONTRACTOR SHALL MAKE ALL NECESSARY ARRANGEMENTS TO NOTIFY ALL INSPECTION AGENCIES.

9. ALL NEW AND EXISTING UTILITY STRUCTURES ON SITE AND IN AREAS DISTURBED DURING CONSTRUCTION SHALL BE ADJUSTED TO FINISH GRADE PRIOR TO FINAL INSPECTION.

10. RECORD DRAWINGS SHALL BE KEPT BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER AS SOON AS UNDERGROUND IMPROVEMENTS ARE COMPLETED. FINAL PAYMENTS TO THE CONTRACTOR SHALL BE HELD UNTIL THEY ARE RECEIVED. ANY CHANGES IN LENGTH, LOCATION OR ALIGNMENT SHALL BE SHOWN IN RED. ALL WYES OR BENDS SHALL BE LOCATED FROM THE DOWNSTREAM MANHOLE. ALL VALVES, B-BOXES, TEES OR BENDS SHALL BE TIED TO A FIRE HYDRANT.

D. SANITARY SEWER

1. THE CONTRACTOR SHALL TAKE MEASURES TO PREVENT ANY POLLUTED WATER, SUCH AS GROUND AND SURFACE WATER, FROM ENTERING THE EXISTING SANITARY SEWERS.

2. A WATER-TIGHT PLUG SHALL BE INSTALLED IN THE DOWNSTREAM SEWER PIPE AT THE POINT OF SEWER CONNECTION PRIOR TO COMMENCING ANY SEWER CONSTRUCTION. THE PLUG SHALL REMAIN IN PLACE UNTIL REMOVAL IS AUTHORIZED BY THE MUNICIPALITY AND/OR MWRD AFTER THE SEWERS HAVE BEEN TESTED AND ACCEPTED.

3. DISCHARGING ANY UNPOLLUTED WATER INTO THE SANITARY SEWER SYSTEM FOR THE PURPOSE OF SEWER FLUSHING OF LINES FOR THE DEFLECTION TEST SHALL BE PROHIBITED WITHOUT PRIOR APPROVAL FROM THE MUNICIPALITY OR MWRD.

4. ALL SANITARY SEWER CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS (LATEST EDITION).

5. ALL FLOOR DRAINS SHALL DISCHARGE TO THE SANITARY SEWER SYSTEM.

6. ALL DOWNSPOUTS AND FOOTING DRAINS SHALL DISCHARGE TO THE STORM SEWER SYSTEM.

7. ALL SANITARY SEWER PIPE MATERIALS AND JOINTS (AND STORM SEWER PIPE MATERIALS AND JOINTS IN A COMBINED SEWER AREA) SHALL CONFORM TO THE FOLLOWING:

PIPE MATERIAL	PIPE SPECIFICATIONS	JOINT SPECIFICATIONS
VITRIFIED CLAY PIPE	ASTM C-700	ASTM C-425
REINFORCED CONCRETE SEWER PIPE	ASTM C-76	ASTM C-443
CAST IRON SOIL PIPE	ASTM A-74	ASTM C-564
DUCTILE IRON PIPE	ANSI A21.51	ANSI A21.11
POLYVINYL CHLORIDE (PVC) PIPE		
6-INCH TO 15-INCH DIAMETER SDR 26	ASTM D-3034	ASTM D-3212
18-INCH TO 27-INCH DIAMETER F/DY=46	ASTM F-679	ASTM D-3212
HIGH DENSITY POLYETHYLENE (HDPE)	ASTM D-3350 ASTM D-3035	ASTM D-3261,F-2620 (HEAT FUSION) ASTM D-3212,F-477 (GASKETED)
WATER MAIN QUALITY PVC		
4-INCH TO 36-INCH	ASTM D-2241	ASTM D-3139
4-INCH TO 12-INCH	AWWA C900	ASTM D-3139
14-INCH TO 48-INCH	AWWA C905	ASTM D-3139

THE FOLLOWING MATERIALS ARE ALLOWED ON A QUALIFIED BASIS SUBJECT TO DISTRICT REVIEW AND APPROVAL PRIOR TO PERMIT ISSUANCE. A SPECIAL CONDITION WILL BE ADDED TO THE PERMIT WHEN THE PIPE MATERIAL BELOW IS USED FOR SEWER CONSTRUCTION OR A CONNECTION IS MADE.

PIPE MATERIAL	PIPE SPECIFICATIONS	JOINT SPECIFICATIONS
POLYPROPYLENE (PP) PIPE		
12-INCH TO 24-INCH DOUBLE WALL	ASTM F-2736	D-3212, F-477
30 INCH TO 60 INCH TRIPLE WALL	ASTM F 2764	D3212, F-477

8. ALL SANITARY SEWER CONSTRUCTION (AND STORM SEWER CONSTRUCTION IN COMBINED SEWER AREAS), REQUIRES STONE BEDDING WITH STONE ¼ " TO 1" IN SIZE, WITH MINIMUM BEDDING THICKNESS EQUAL TO ⅛ *THE OUTSIDE DIAMETER* OF THE SEWER PIPE, BUT NOT LESS THAN FOUR (4) INCHES NOR MORE THAN EIGHT (8) INCHES. MATERIAL SHALL BE CA-7, CA-11 OR CA-13 AND SHALL BE EXTENDED AT LEAST 12" ABOVE THE TOP OF THE PIPE WHEN USING PVC.

9. NON-SHEAR FLEXIBLE-TYPE COUPLINGS SHALL BE USED IN THE CONNECTION OF SEWER PIPES OF DISSIMILAR PIPE MATERIALS.

10. ALL MANHOLES SHALL BE PROVIDED WITH BOLTED, WATERTIGHT COVERS. SANITARY LIDS SHALL BE CONSTRUCTED WITH A CONCEALED PICKHOLE AND WATERTIGHT GASKET WITH THE WORD "SANITARY" CAST INTO THE LID.

11. WHEN CONNECTING TO AN EXISTING SEWER MAIN BY MEANS OTHER THAN AN EXISTING WYE, TEE, OR AN EXISTING MANHOLE, ONE OF THE FOLLOWING METHODS SHALL BE USED:
    a) A CIRCULAR SAW-CUT OF SEWER MAIN BY PROPER TOOLS ("SHEWER-TAP" MACHINE OR SIMILAR) AND PROPER INSTALLATION OF HUBWYE SADDLE OR HUB-TEE SADDLE.
    b) REMOVE AN ENTIRE SECTION OF PIPE (BREAKING ONLY THE TOP OF ONE BELL) AND REPLACE WITH A WYE OR TEE BRANCH SECTION.
    c) WITH PIPE CUTTER, NEATLY AND ACCURATELY CUT OUT DESIRED LENGTH OF PIPE FOR INSERTION OF PROPER FITTING, USING "BAND SEAL" OR SIMILAR COUPLINGS TO HOLD IT FIRMLY IN PLACE.

12. WHENEVER A SANITARY/COMBINED SEWER CROSSES UNDER A WATERMAIN, THE MINIMUM VERTICAL DISTANCE FROM THE TOP OF THE SEWER TO THE BOTTOM OF THE WATERMAIN SHALL BE 18 INCHES. FURTHERMORE, A MINIMUM HORIZONTAL DISTANCE OF 10 FEET BETWEEN SANITARY/COMBINED SEWERS AND WATERMAINS SHALL BE MAINTAINED UNLESS: THE SEWER IS LAID IN A SEPARATE TRENCH, KEEPING A MINIMUM 18" VERTICAL SEPARATION; OR THE SEWER IS LAID IN THE SAME TRENCH WITH THE WATERMAIN LOCATED AT THE OPPOSITE SIDE ON A BENCH OF UNDISTURBED EARTH, KEEPING A MINIMUM 18" VERTICAL SEPARATION. IF EITHER THE VERTICAL OR HORIZONTAL DISTANCES DESCRIBED CANNOT BE MAINTAINED, OR THE SEWER CROSSES ABOVE THE WATER MAIN, THE SEWER SHALL BE CONSTRUCTED TO WATER MAIN STANDARDS OR IT SHALL BE ENCASED WITH A WATER MAIN QUALITY CARRIER PIPE WITH THE ENDS SEALED.

13. ALL EXISTING SEPTIC SYSTEMS SHALL BE ABANDONED. ABANDONED TANKS SHALL BE FILLED WITH GRANULAR MATERIAL OR REMOVED.

14. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE A MINIMUM INSIDE DIAMETER OF 48 INCHES, AND SHALL BE CAST IN PLACE OR PRE-CAST REINFORCED CONCRETE.

15. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE PRECAST "RUBBER BOOTS" THAT CONFORM TO ASTM C-923 FOR ALL PIPE CONNECTIONS. PRECAST SECTIONS SHALL CONSIST OF MODIFIED GROOVE TONGUE AND RUBBER GASKET TYPE JOINTS.

16. ALL ABANDONED SANITARY SEWERS SHALL BE PLUGGED AT BOTH ENDS WITH AT LEAST 2 FEET LONG NON-SHRINK CONCRETE OR MORTAR PLUG.

17. EXCEPT FOR FOUNDATION/FOOTING DRAINS PROVIDED TO PROTECT BUILDINGS, OR PERFORATED PIPES ASSOCIATED WITH VOLUME CONTROL FACILITIES, DRAIN TILES/FIELD TILES/UNDERDRAINS/PERFORATED PIPES ARE NOT ALLOWED TO BE CONNECTED TO OR TRIBUTARY TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS IN COMBINED SEWER AREAS. CONSTRUCTION OF NEW FACILITIES OF THIS TYPE IS PROHIBITED; AND ALL EXISTING DRAIN TILES AND PERFORATED PIPES ENCOUNTERED WITHIN THE PROJECT AREA SHALL BE PLUGGED OR REMOVED, AND SHALL NOT BE CONNECTED TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS.

18. A BACKFLOW PREVENTER IS REQUIRED FOR ALL DETENTION BASINS TRIBUTARY TO COMBINED SEWERS. REQUIRED BACKFLOW PREVENTERS SHALL BE INSPECTED AND EXERCISED ANNUALLY BY THE PROPERTY OWNER TO ENSURE PROPER OPERATION, AND ANY NECESSARY MAINTENANCES SHALL BE PERFORMED TO ENSURE FUNCTIONALITY. IN THE EVENT OF A SEWER SURCHARGE INTO AN OPEN DETENTION BASIN TRIBUTARY TO COMBINED SEWERS, THE PERMITTEE SHALL ENSURE THAT CLEAN UP AND WASH OUT OF SEWAGE TAKES PLACE WITHIN 48 HOURS OF THE STORM EVENT.

E. EROSION AND SEDIMENT CONTROL

1. THE CONTRACTOR SHALL INSTALL THE EROSION AND SEDIMENT CONTROL DEVICES AS SHOWN ON THE APPROVED EROSION AND SEDIMENT CONTROL PLAN.

2. EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE FUNCTIONAL PRIOR TO HYDROLOGIC DISTURBANCE OF THE SITE.

3. ALL DESIGN CRITERIA, SPECIFICATIONS, AND INSTALLATION OF EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL.

4. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.

5. INSPECTIONS AND DOCUMENTATION SHALL BE PERFORMED, AT A MINIMUM:
   a) UPON COMPLETION OF INITIAL EROSION AND SEDIMENT CONTROL MEASURES, PRIOR TO ANY SOIL DISTURBANCE.
   b) ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM EVENT WITH GREATER THAN 0.5 INCH OF RAINFALL OR LIQUID EQUIVALENT PRECIPITATION.

6. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. IF STRIPPING, CLEARING, GRADING, OR LANDSCAPING ARE TO BE DONE IN PHASES, THE CO-PERMITTEE SHALL PLAN FOR APPROPRIATE SOIL EROSION AND SEDIMENT CONTROL MEASURES.

7. A STABILIZED MAT OF CRUSHED STONE MEETING THE STANDARDS OF THE ILLINOIS URBAN MANUAL SHALL BE INSTALLED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE. SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.

8. CONCRETE WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL AND SHALL BE INSTALLED PRIOR TO ANY ON SITE CONSTRUCTION ACTIVITIES INVOLVING CONCRETE.

9. MORTAR WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ADDITION TO CONCRETE WASHOUT FACILITIES FOR ANY BRICK AND MORTAR BUILDING ENVELOPE CONSTRUCTION ACTIVITIES.

10. TEMPORARY DIVERSIONS SHALL BE CONSTRUCTED AS NECESSARY TO DIRECT ALL RUNOFF FROM HYDROLOGICALLY DISTURBED AREAS TO AN APPROPRIATE SEDIMENT TRAP OR BASIN. VOLUME CONTROL FACILITIES SHALL NOT BE USED AS TEMPORARY SEDIMENT BASINS.

11. DISTURBED AREAS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN SEVEN (7) DAYS.

12. ALL FLOOD PROTECTION AREAS AND VOLUME CONTROL FACILITIES SHALL, AT A MINIMUM, BE PROTECTED WITH A DOUBLE-ROW OF SILT FENCE (OR EQUIVALENT).

13. VOLUME CONTROL FACILITIES SHALL NOT BE CONSTRUCTED UNTIL ALL OF THE CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED.

14. SOIL STOCKPILES SHALL, AT A MINIMUM, BE PROTECTED WITH PERIMETER SEDIMENT CONTROLS. SOIL STOCKPILES SHALL NOT BE PLACED IN FLOOD PROTECTION AREAS OR THEIR BUFFERS.

15. EARTHEN EMBANKMENT SIDE SLOPES SHALL BE STABILIZED WITH APPROPRIATE EROSION CONTROL BLANKET.

16. STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY APPROPRIATE SEDIMENT CONTROL MEASURES.

17. THE CONTRACTOR SHALL EITHER REMOVE OR REPLACE ANY EXISTING DRAIN TILES AND INCORPORATE THEM INTO THE DRAINAGE PLAN FOR THE DEVELOPMENT. DRAIN TILES CANNOT BE TRIBUTARY TO A SANITARY OR COMBINED SEWER. DRAIN TILES ALLOWED IN COMBINED SEWER AREA FOR GREEN INFRASTRUCTURE PRACTICES.

18. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. DEWATERING SYSTEMS SHOULD BE INSPECTED DAILY DURING OPERATIONAL PERIODS. THE SITE INSPECTOR MUST BE PRESENT AT THE COMMENCEMENT OF DEWATERING ACTIVITIES.

19. THE CONTRCTOR SHALL BE RESPONSIBLE FOR TRENCH DEWATERING AND EXCAVATION FOR THE INSTALLATION OF SANITARY SEWERS, STORM SEWERS, WATERMAINS AS WELL AS THEIR SERVICES AND OTHER APPURTENANCES. ANY TRENCH DEWATERING, WHICH CONTAINS SEDIMENT SHALL PASS THROUGH A SEDIMENT SETTLING POND OR EQUALLY EFFECTIVE SEDIMENT CONTROL DEVICE. ALTERNATIVES MAY INCLUDE DEWATERING INTO A SUMP PIT, FILTER BAG OR EXISTING VEGETATED UPSLOPE AREA. SEDIMENT LADEN WATERS SHALL NOT BE DISCHARGE TO WATERWAYS, FLOOD PROTECTION AREAS OR THE COMBINED SEWER SYSTEM.

20. ALL PERMANENT EROSION CONTROL PRACTICES SHALL BE INITIATED WITHIN SEVEN (7) DAYS FOLLOWING THE COMPLETION OF SOIL DISTURBING ACTIVITIES.

21. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED AND REPAIRED AS NEEDED ON A YEAR-ROUND BASIS DURING CONSTRUCTION AND ANY PERIODS OF CONSTRUCTION SHUTDOWN UNTIL PERMANENT STABILIZATION IS ACHIEVED.

22. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER PERMANENT SITE STABILIZATION.

23. THE EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER, SITE INSPECTOR, OR MWRD.

TECHNICAL GUIDANCE MANUAL

MWRD GENERAL NOTES

10/13/2022

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REVISIONS

NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION

MWRD GENERAL NOTES

HARBORCHASE OF SCHAUMBURG

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DIR: 814012	DRN. BY: KMS	DATE: 09-08-2025	SCALE: 1" = NONE	04 of 25

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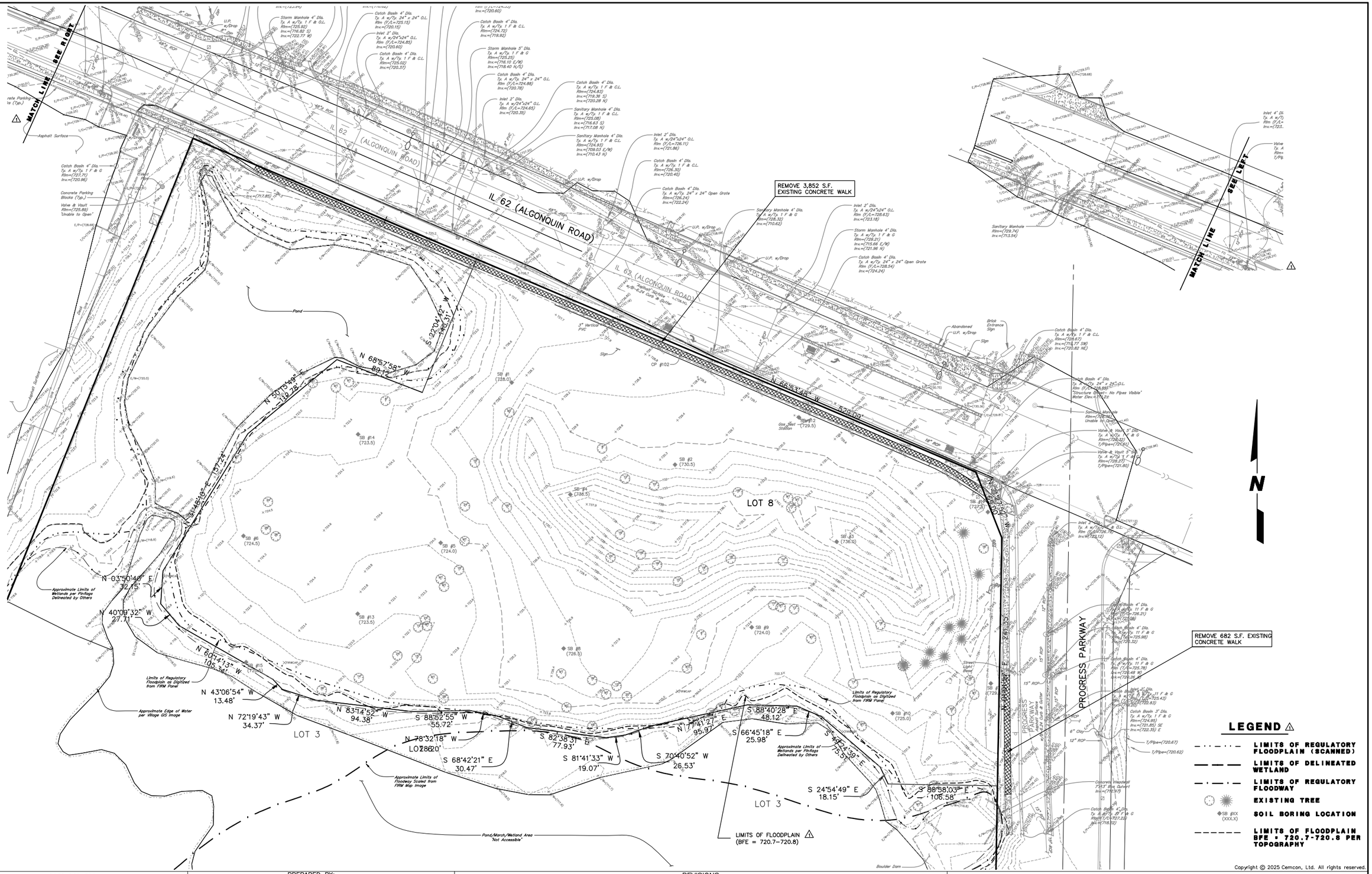

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REVISIONS

NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
1	11-21-25/JJC	REVISED PER VILLAGE COMMENTS RECEIVED 11-10-25			

EXISTING CONDITIONS

HARBORCHASE OF SCHAUMBURG

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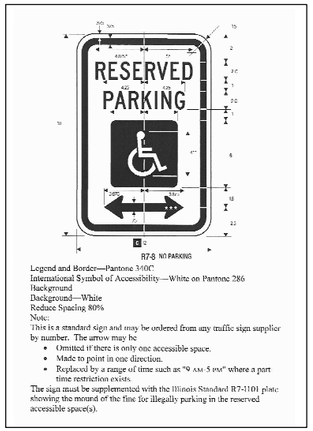

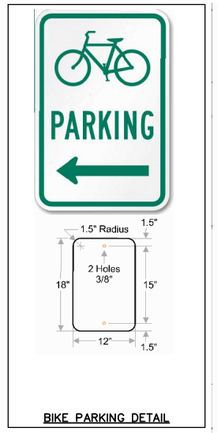

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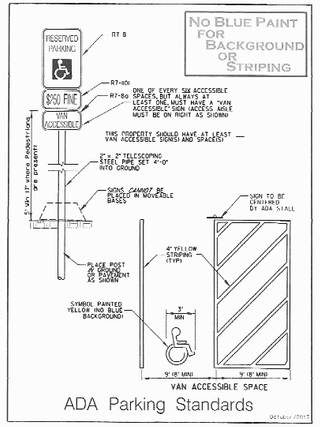

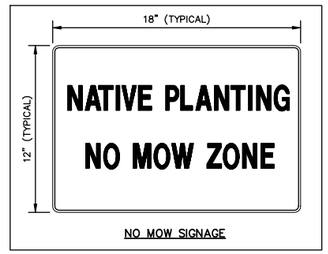

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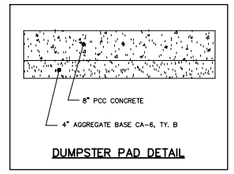

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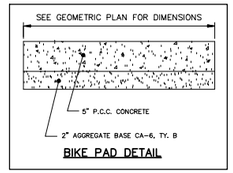
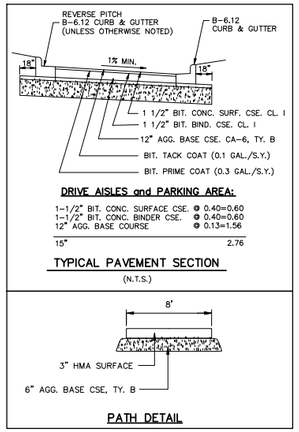
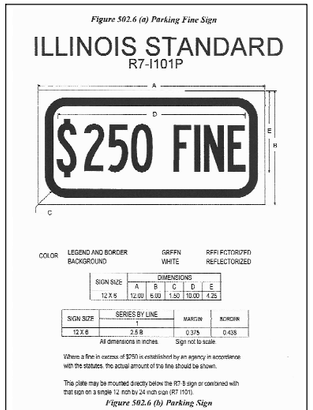
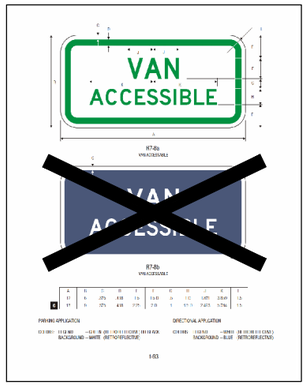
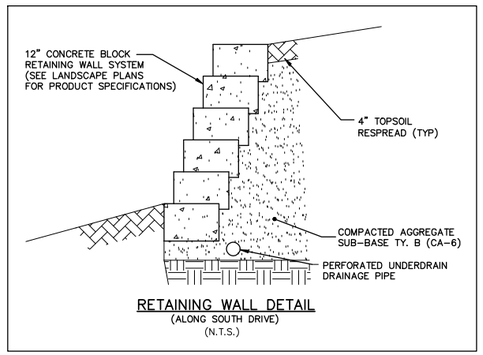


BIKE PAD DETAIL

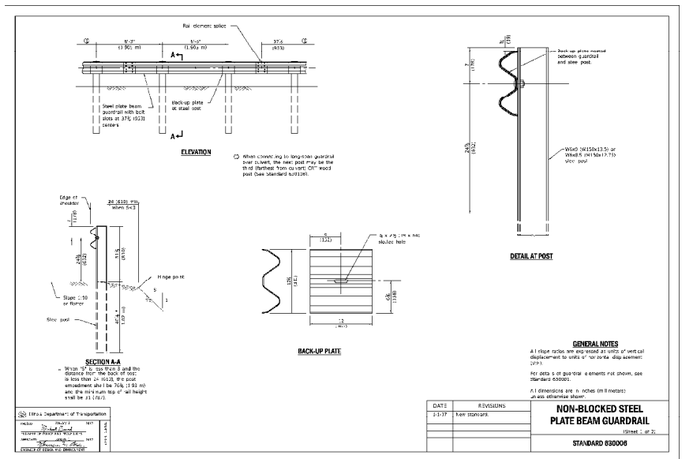


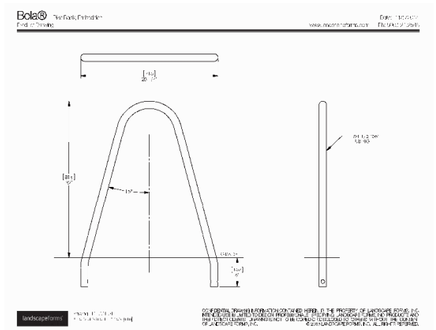


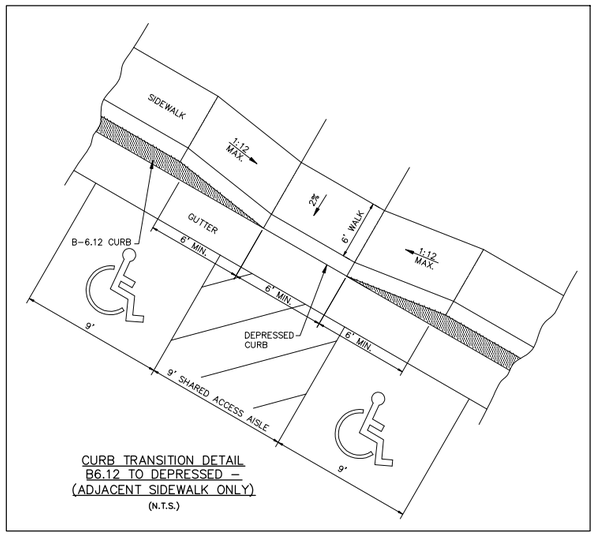




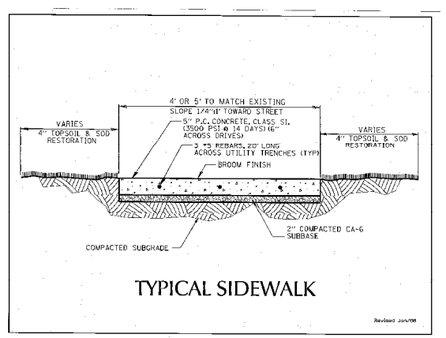
RETAINING WALL DETAIL
(ALONG SOUTH DRIVE)
(N.T.S.)



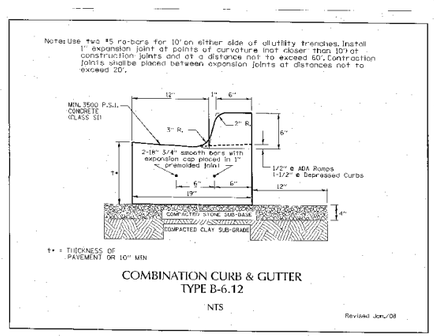




CURB TRANSITION DETAIL
B6.12 TO DEPRESSED –
(ADJACENT SIDEWALK ONLY)
(N.T.S.)



TYPICAL SIDEWALK
Revised Jan/08



COMBINATION CURB & GUTTER
TYPE B-6.12
NTS
Revised Jan/08

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REVISIONS

NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION

PAVEMENT DESIGN AND DETAILS
HARBORCHASE OF SCHAUMBURG

FILE NAME: DETAILS	DSGN. BY: KMM	JOB NO.: 904.529	FLD. BK./PG.: ---	SHEET NO. 06 of 25
DIR: 814012	DRN. BY: KMS	DATE: 09-08-2025	SCALE: 1" = N.T.S.	

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⚠ CURB DIMENSION NOTES

1. ALL RADIUS ARE 4.0' TO THE FACE OF CURB UNLESS NOTED OTHERWISE.
2. ALL PARKING STALLS ADJACENT TO ISLANDS ARE 9.5' WIDE (BACK OF CURB TO STRIPE), ALL OTHER STALLS ARE 9.0' WIDE (STRIPE TO STRIPE) (TYP.).
3. ALL "ADA" PARKING STALLS ADJACENT TO ISLANDS ARE 18.5' WIDE, ALL OTHER "ADA" STALLS ARE 18.0' WIDE (TYP.).

SITE DATA ⚠

A. TOTAL AREA	6.06, AC.±
B. TOTAL SITE AREA	263,952 S.F.
C. ALGONQUIN ROADWAY RESERVATION	0.37 AC.±
D. BUILDING SQUARE FOOTAGE	219,165 S.F.
E. UNITS (INDEPENDANT ASSISTED LIVING/MEMORY CARE)	79/48/32=159
F. F.A.R.	0.830
G. BUILD-TO LINE (ALGONQUIN ROAD-PROGRESS PARKWAY)	15 FEET
H. TOTAL PARKING REQUIRED	169
I. ACCESSIBLE PARKING REQUIRED	7
J. TOTAL PARKING PROVIDED	160 (97 SURFACE, 63 GARAGE)
K. ACCESSIBLE PARKING PROVIDED	7 (4 SURFACE, 3 GARAGE)

NOTES:

1. MUTCD SIGNS TO BE USED WHEREVER POSSIBLE. CORRESPONDING SIGN NUMBERS ARE LISTED BELOW EACH SIGN.
2. ANY SIGN THAT IS NOT A STANDARD SIGN – A DETAIL IS PROVIDED ON SHEET 6.

LEGEND

- – REVERSE PITCH B-6.12 GUTTER.
- – B-6.12 CURB & GUTTER.
- – DEPRESSED CURB.
- GREEN ROOF
- CONCRETE PAVEMENT
- ASPHALT PATH
- FIRE DEPARTMENT CONNECTION

N

10' TRANSITION TO EXISTING PATH
PROPOSED 8' ASPHALT PATH (SEE DETAIL SHEET 8) ⚠
R3-2
R3-2
1 1/2" DEPRESSED CURB
PROPOSED CROSSWALK (TYP.)
LIMITS OF SITE IMPROVEMENT AT RIGHT-OF-WAY. SEE SEPARATE PLANS FOR "IL 62 (ALGONQUIN ROAD)" FOR ALL WORK ITEMS WITHIN THE RIGHT-OF-WAY
STOP
R1-1
ONLY
R3-5
R5-1
IL 62 (ALGONQUIN ROAD)
U.P. w/Drop
N 1968968.5
E 1059834.1
Tiemist Vault
MONUMENT SIGN 2'-0"x 8-8" (SEPARATE SIGN PERMIT REQUIRED)
"NO MOW" SIGNS (SEE DETAIL SHEET 6)
12' TRANSITION B6-12 TO 1/2" DEPRESSED CURB
"NO MOW" SIGNS (SEE DETAIL SHEET 6)
24" WHITE STOP BAR
KNEE WALL – SEE LANDSCAPE PLANS FOR DETAILS
OVERHANGING BALCONY (TYP.) – SEE ARCHITECTURAL PLANS
9' TRANSITION B6-12 TO 1/2" ADA HEIGHT CURB
LOT 8
ADA PARKING SIGN (TYP) VAN ACCESSIBLE SIGN R7-8A
ADA PARKING SIGN (TYP) VAN ACCESSIBLE SIGN R7-8A
9' TRANSITION B6-12 TO 1/2" ADA HEIGHT CURB
10' TRANSITION B6-12 TO 1/2" DEPRESSED CURB
STRIPED LOADING ZONE
5 BIKE PARKING STALLS (11 LONG TERM STALLS IN PARKING GARAGE)
CANOPY FOR COVERED DROP-OFF ZONE – 20'8" CLEAR HEIGHT
PARKING
12"X16"
VISITOR PARKING
12"X16"
10' TRANSITION B6-12 TO 1/2" DEPRESSED CURB
"NO MOW" SIGNS (SEE DETAIL SHEET 6)
BUS PARKING ONLY
12"X16"
5' CURB OPENING
PROPOSED 8' ASPHALT PATH (SEE DETAIL SHEET 8) ⚠
"Asphalt Spindle" w/B-6.12 Curb & Gutter
Abandoned U.P. w/Drop
CP #102
Gate-Test Station
N 1968760.9
E 1060120.8
15'-30' BUILD-TO LINE
REMOVE 88 L.F. EXISTING CURB
24" WHITE STOP BAR
1 1/2" DEPRESSED CURB
PROGRESS PARKWAY
ONLY
STOP
R1-1
R3-2
PROPOSED R.O.W.
MONUMENT SIGN 2'-0"x 8-8" (SEPARATE SIGN PERMIT REQUIRED)
"NO MOW" SIGNS (SEE DETAIL SHEET 6)
8' TRANSITION B6.12 TO 1/2" ADA HEIGHT CURB (BOTH REVERSE PITCH)
SEGMENTED BLOCK RETAINING WALL (OWNER TO DETERMINE PRODUCT AND COLOR).
VEHICULAR GUARDRAIL (SEE DETAIL SHEET 6)
FIRE DEPARTMENT CONNECTION
10' TRANSITION B6-12 TO 1/2" DEPRESSED CURB
"NO MOW" SIGNS (SEE DETAIL SHEET 6)
DUMPSTER LOCATION 8" P.C.C. CONCRETE PAD
N 1968569.77
E 1059473.53
LOT 3
LOT 3
N 50°15'49" E 112.78'
N 31°48'10" E 157.24'
N 03°50'40" E 32.15'
N 40°09'32" W 27.71'
N 60°14'13" W 105.34'
N 43°06'54" W 13.48'
N 72°19'43" W 34.37'
N 83°14'52" W 94.38'
S 88°52'55" W 55.72'
N 78°32'18" W 28.20'
S 68°42'21" E 30.47'
S 82°38'31" E 77.93'
S 81°41'33" W 19.07'
S 70°40'52" W 26.53'
N 77°41'27" E 95.97'
S 88°40'28" E 48.12'
S 66°45'18" E 25.98'
S 49°24'39" E 75.51'
S 24°54'49" E 18.15'
S 88°58'03" E 106.58'
S 22°04'40" W 140.31'
N 66°53'48" W 529.09'
S 27°01'57" E 241.35'
N 68°57'58" W 89.12'

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REVISIONS					
NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
⚠	11-21-25/JJC	REVISED PER VILLAGE COMMENTS RECEIVED 11-10-25			

GEOMETRIC PLAN
HARBORCHASE OF SCHAUMBURG

FILE NAME: GEO PLAN	DSGN. BY: KMM	JOB NO.: 904.529	FLD. BK./PG.: ---	SHEET NO. 07 of 25
DIR: 814012	DRN. BY: KMS	DATE: 09-08-2025	SCALE: 1" = 40'	

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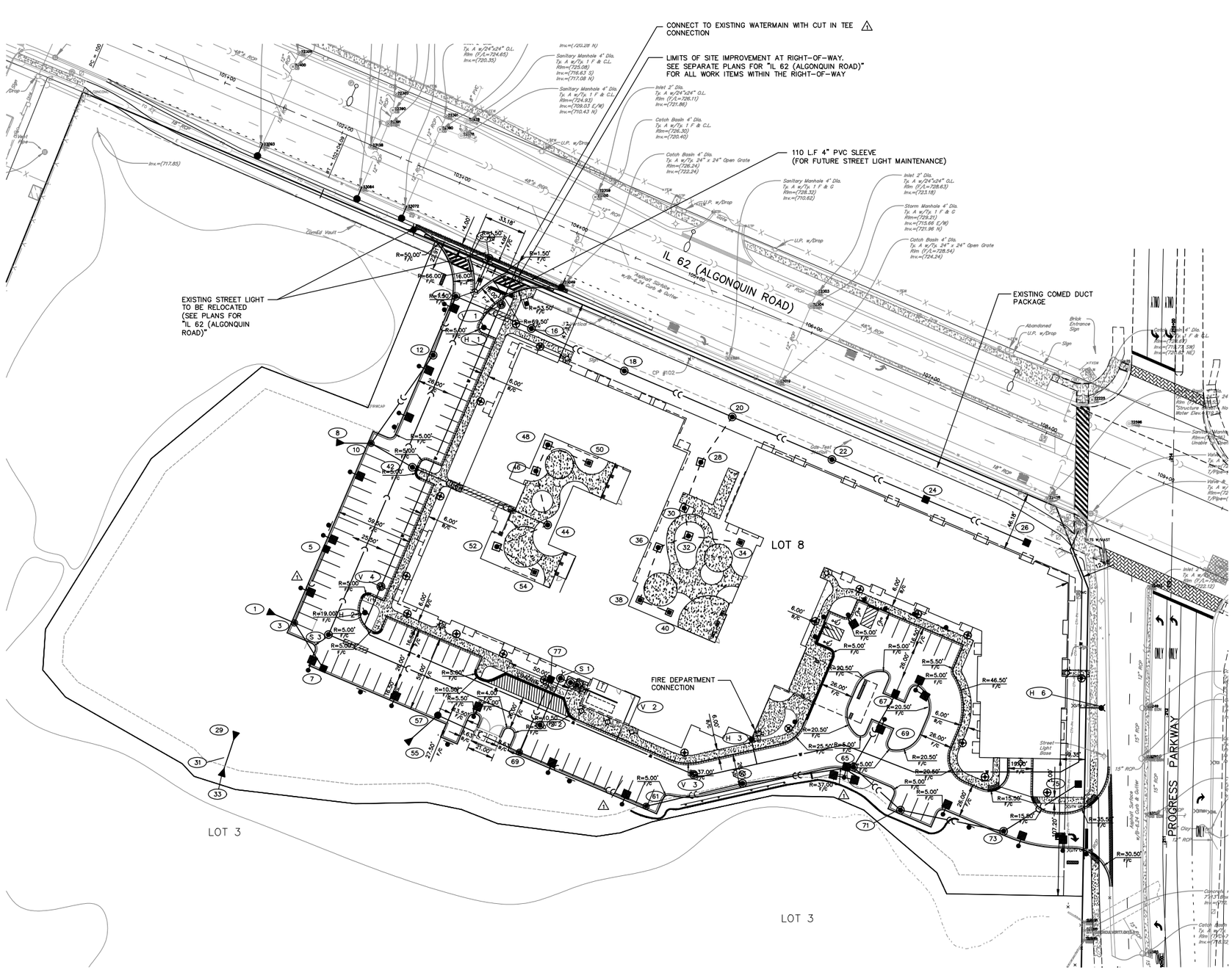

N

⚠ NOTES:
1. ALL WATER MAIN SHUTDOWNS SHALL BE COORDINATED WITH THE VILLAGE OF SCHAUMBURG ENGINEERING AND PUBLIC WORKS DEPARTMENT (EPW). EPW WILL INVESTIGATE SHUTDOWNS PRIOR TO SCHEDULED CONSTRUCTION TO ENSURE THAT VALVES ARE FUNCTIONING PROPERLY. CONTRACTOR SHALL CONTACT EPW DISPATCH LINE (847-923-6612) A MINIMUM OF SEVEN WORKING DAYS PRIOR TO SHUTDOWN TO SCHEDULE THE PRE-SHUTDOWN INVESTIGATION.

2. CONTRACTOR SHALL CONTACT EPW A MINIMUM OF 48 HOURS PRIOR TO SHUTDOWN TO CONFIRM SCHEDULE AND DETAILS OF SHUTDOWN. DEPENDING ON THE NUMER OF EXISTING BUSINESSES SERVICED BY THE AFFECTED WATER MAIN, SPECIAL CIRCUMSTANCES (NIGHT SHUTDOWN) MAY BE REQUIRED.

LEGEND

EXISTING	PROPOSED	DESCRIPTION
		MANHOLE
		CATCH BASIN
		INLET
		CLEANOUT
		DRAIN BASIN
		INLINE DRAIN
		SLOPE INLET BOX
		HEADWALL
		END SECTION
		STORM SEWER
		SUMP DRAIN CONDUIT
		SANITARY SEWER
		WATERMAIN
		VALVE & BOX
		WATER VALVE IN VAULT
		FIRE HYDRANT
		POST TOP FIXTURE
		WALL MOUNTED FIXTURE
		SITE POLE MOUNTED FIXTURE
	No.	NUMBERING SYSTEM USED ON PLANS FOR DRAINAGE STRUCTURE IDENTIFICATION
	CNo.	NUMBERING SYSTEM USED ON PLANS FOR CLEANOUT STRUCTURE IDENTIFICATION
	H No.	NUMBERING SYSTEM USED ON PLANS FOR FIRE HYDRANT IDENTIFICATION
	V No.	NUMBERING SYSTEM USED ON PLANS FOR VALVE VAULT IDENTIFICATION
	S No.	NUMBERING SYSTEM USED ON PLANS FOR SANITARY MANHOLE IDENTIFICATION

NOTE: ALL SANITARY SEWER SHALL BE 8 INCH DIA. UNLESS OTHERWISE NOTED.
ALL WATERMAIN SHALL BE 8 INCH DIA. UNLESS OTHERWISE NOTED.

NOTE. 1. A SEPARATE ELECTRICAL PERMIT WILL BE REQUIRED FOR THE PARKING LOT LIGHTING.
2. SEE ELECTRICAL PLAN FOR LIGHT POLE / FOUNDATION DETAILS.

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NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
⚠	11-21-25/JJC	REVISED PER VILLAGE COMMENTS RECEIVED 11-10-25			

OVERALL UTILITY PLAN

HARBORCHASE OF SCHAUMBURG

FILE NAME: OVER UTIL	DSGN. BY: KMM	JOB NO.: 904.529	FLD. BK./PG.: ---	SHEET NO.
DIR: 814012	DRN. BY: KMS	DATE: 09-08-2025	SCALE: 1" = 40'	08 of 25

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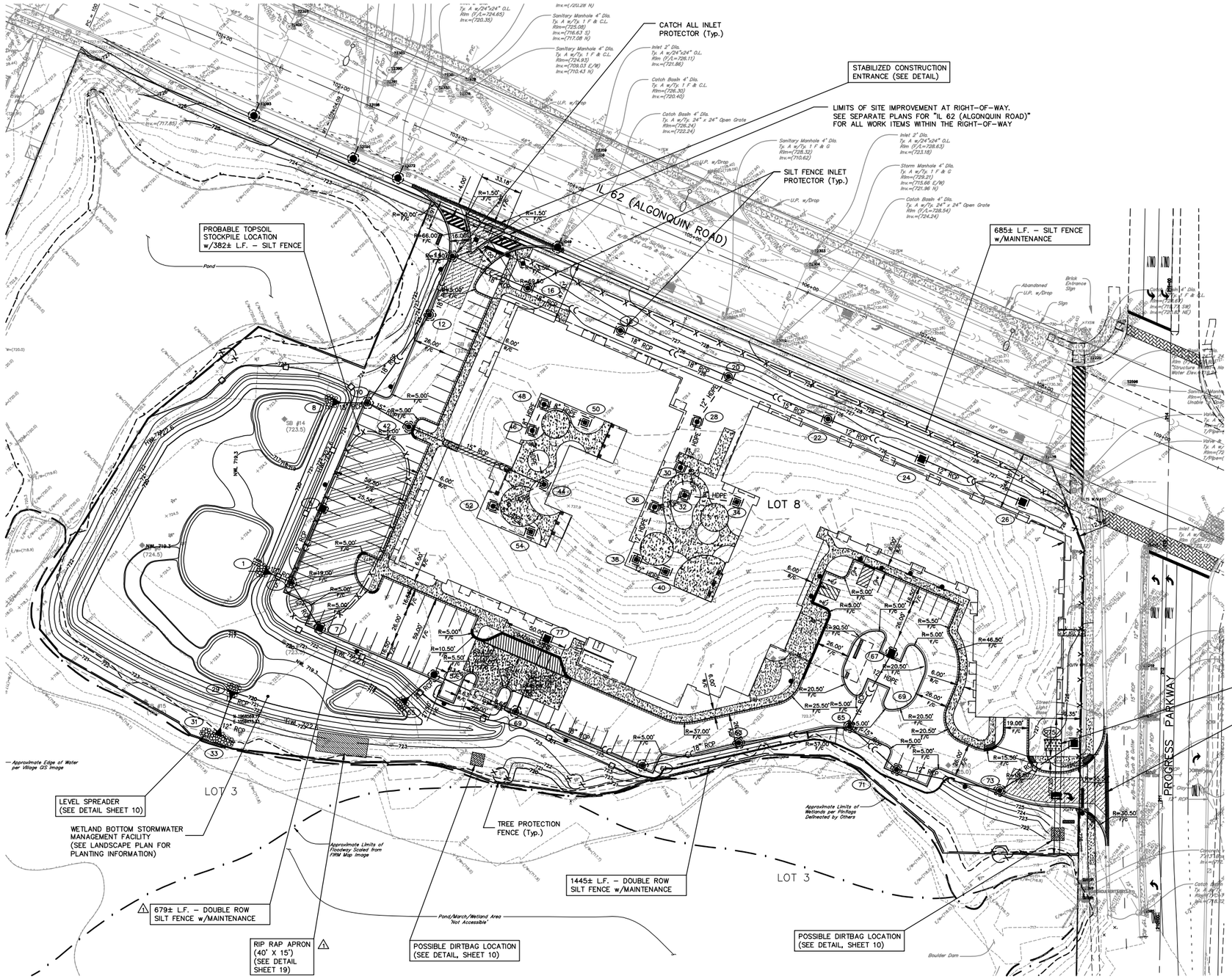

NOTE:

1. ALL TREES WITHIN LOT 8 NOT SHOWN WITH TREE PROTECTIVE FENCE TO BE REMOVED.

2. ALL SOIL EROSION AND PROTECTIVE IMPROVEMENTS TO BE INSTALLED AND INSPECTED BY THE COMMUNITY DEVELOPMENT DEPARTMENT PRIOR TO THE ISSUANCE OF A LAND DEVELOPMENT PERMIT.

3. ALL PUBLIC RIGHT-OF-WAY AREAS TO BE SODDED UPON COMPLETION.

4. EROSION CONTROL BLANKET TO BE INSTALLED ON ALL SLOPES 4:1 OR GREATER.

5. WORK WITHIN THE FLOODPLAIN AREAS SHALL OCCUR DURING PERIODS OF NORMAL WATER LEVELS. ALL WORK ITEMS OCCUR ABOVE THE NORMAL WATER LEVEL IN THE AREA.

6. PUMPING/DEWATERING INCLUDING DISCHARGE MUST BE FILTERED USING A PROPER SEDIMENTATION CONTROL MEASURE PRIOR TO DISCHARGE FROM THE SITE.

7. IF SOILS BELOW THE REQUIRED EXCAVATION DEPTH OF THE AGGREGATE BASE COURSE FOR THE PERMEABLE PAVER PARKING AREA EXPERIENCE COMPACTION DUE TO THE TEMPORARY STOCKPILE, MATERIAL SHALL BE REMOVED AND REPLACED AS NECESSARY TO ENSURE INFILTRATION CAPACITY. ON SITE SOILS ENGINEER TO VERIFY SOILS UPON REMOVAL OF STOCKPILE.

LEGEND

EXISTING	PROPOSED	DESCRIPTION
		MANHOLE
		CATCH BASIN
		INLET
		CLEANOUT
		SLOPE INLET BOX
		HEADWALL
		END SECTION
		STORM SEWER
		TEMPORARY STANDPIPE
		TRIANGULAR SILT DIKE
		AGGREGATE DITCH CHECK
		TEMPORARY CONCRETE WASHOUT FACILITY
		POSSIBLE DIRTBAG LOCATION
		SINGLE ROW SILT FENCE w/MAINTENANCE
		DOUBLE ROW SILT FENCE w/MAINTENANCE
		RIP-RAP
		REINFORCED SILT OR SEDIMENT BAG
		CATCH ALL INLET PROTECTOR
	(NO.)	NUMBERING SYSTEM USED ON PLANS FOR DRAINAGE STRUCTURE IDENTIFICATION

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NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
1	11-21-25/JJC	REVISED PER VILLAGE COMMENTS RECEIVED 11-10-25			

SOIL EROSION AND SEDIMENTATION CONTROL PLAN

HARBORCHASE OF SCHAUMBURG

FILE NAME: OVER UTIL	DSGN. BY: KMM	JOB NO.: 904.529	FLD. BK./PG.: ---	SHEET NO.
DIR: 814012	DRN. BY: KMS	DATE: 09-08-2025	SCALE: 1" = 40'	09 of 25

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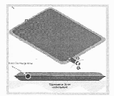
DIRTBAG
PUMPED SEDIMENT REMOVAL SYSTEM

SEDIMENT & PERIMETER CONTROL

DIRTBAG®

Retains the silt, sand and fines while allowing the filtered water to drain out into the drainage system.





Protect the environment effectively and economically with the ACF Dirtbag®!

The ACF Dirtbag® collects sand, silt and fines, while regulating that enters streams, surrounding property and storm sewers. ACF can make custom Dirtbags® to suit your needs. ACF Environmental manufactures the Dirtbag® using a variety of wovens and nonwoven geotextile fabrics. We can produce any size, dimension, or fabric weight requested.

Each standard Dirtbag® has a fill spout large enough to accommodate a 4" discharge hose. Straps are attached to ensure the hose and prevent pumped water from escaping without being filtered. To increase the efficiency of filtration, place the bag on an aggregate or haybale bed to maximize water flow through the surface area of the bag. Dirtbag® is full when it no longer can efficiently filter sediment or pass water at a reasonable rate. Flow and removal rates will vary depending on the size of Dirtbag®, the type of surface, rock or other substance under the bag. Under most circumstances a Dirtbag® will accommodate flow rates of 500 gallons per minute. Use of excessive flow rates or overfilling Dirtbag® with sediment will cause ruptures of the bags or failure of the hose attachment straps.

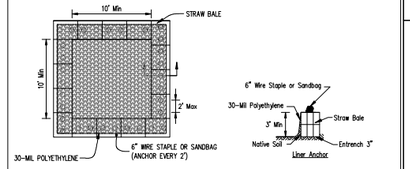
Dirtbag® must be monitored during use.
Dirtbags® and Dirtbags® HD have been tested under ASTM D-7351 and ASTM D-7701, which are Standard Test Methods for Determining Flow Rate of Water and Suspended Solids Retention from a Closed Geosynthetic Bag. Testing summary available upon request.

Dirtbag®	Dirtbag® HD
Standard Dirtbag® Features	Dirtbag® HD Features
- Higher flow rate	- Higher strength
- Higher removal rate	- More cost effective
- Smaller openings	- Less susceptible to ruptures

NEW

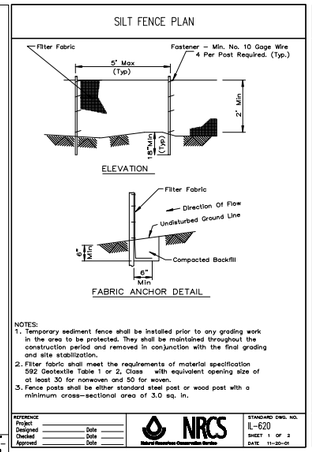
For more information on the ACF Environmental Redi-Hinge Control, reference series 5302 or 800.442.3636 or visit us at acfenvironmental.com

ACF environmental



NOTES:
1. Maintaining temporary concrete washout facilities shall include removing and disposing of hardened concrete and/or slurry and returning the facilities to a functional condition.
2. Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.
3. Each straw bale is to be staked in place using (2) 2"x2"x4' wooden stakes.

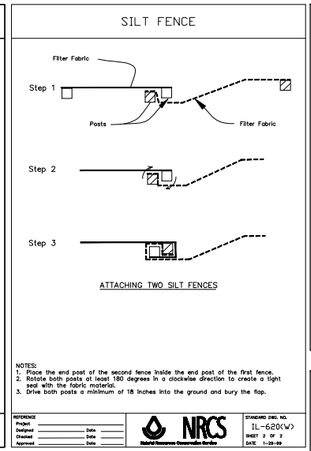
TEMPORARY CONCRETE WASHOUT FACILITY – STRAW BALE



NOTES:
1. Temporary sediment fence shall be installed prior to any grading work in the area to be protected. They shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
2. Filter fabric shall meet the requirements of material specification 592 Geotextile Table 1 or 2, Class with equivalent opening size of at least 30 for nonwoven and 50 for woven.
3. Fence posts shall be either standard steel post or wood post with a minimum cross-sectional area of 3.0 sq. in.

REFERENCE		STANDARD DWG. NO.
Project		IL-620
Designed	Date	SHEET 1 OF 2
Drawn	Date	DATE 11-20-01
Checked	Date	
Approved	Date	

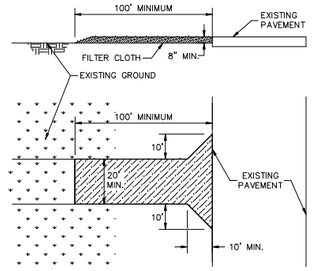
NRCS Natural Resources Conservation Service



NOTES:
1. Place the end post of the second fence inside the end post of the first fence.
2. Rotate both posts at least 180 degrees in a clockwise direction to create a tight seal with the fabric material.
3. Drive both posts a minimum of 18 inches into the ground and bury the flap.

REFERENCE		STANDARD DWG. NO.
Project		IL-620(W)
Designed	Date	SHEET 2 OF 2
Drawn	Date	DATE 3-28-89
Checked	Date	
Approved	Date	

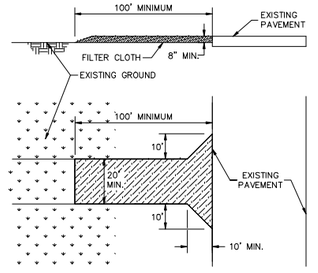
NRCS Natural Resources Conservation Service



STABILIZED CONSTRUCTION ENTRANCE
(FOR STONE PORTION OF ACCESS)

IL 62 (ALGONQUIN ROAD) CONSTRUCTION ENTRANCE SPECIFICATIONS

1. SURFACE – 2" CLASS I BITUMINOUS CONCRETE.
2. BASE – 6" CA–6.
3. THICKNESS – NOT LESS THAN (8) INCHES.
4. FILTER CLOTH – SHALL BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING OF STONE.
5. MAINTENANCE – THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS–OF–WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHTS–OF–WAY MUST BE REMOVED IMMEDIATELY.
6. WASHING – WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO PUBLIC RIGHT–OF–WAY. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.
7. PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN.

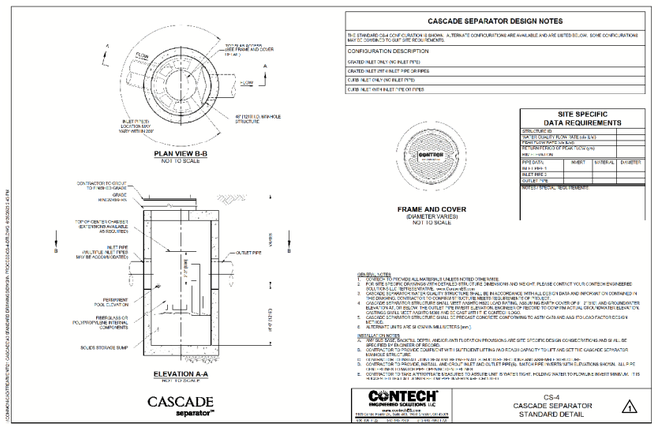


STABILIZED CONSTRUCTION ENTRANCE
(FOR STONE PORTION OF ACCESS)

PROGRESS PARKWAY CONSTRUCTION ENTRANCE SPECIFICATIONS

(FOR STONE PORTION OF ACCESS)

1. STONE SIZE – USE 2" STONE, OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT.
2. THICKNESS – NOT LESS THAN (8) INCHES.
3. FILTER CLOTH – SHALL BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING OF STONE.
4. MAINTENANCE – THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS–OF–WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHTS–OF–WAY MUST BE REMOVED IMMEDIATELY.
5. WASHING – WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO PUBLIC RIGHT–OF–WAY. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.
6. PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN.



CASCADE SEPARATOR DESIGN NOTES

THIS STANDARD DETAIL IS FOR CONFIGURATION 'A' ONLY. ALTERNATE CONFIGURATIONS ARE AVAILABLE AND ARE LISTED BELOW. SOME CONFIGURATIONS MAY NOT BE COMPATIBLE WITH CERTAIN SITE REQUIREMENTS.

CONFIGURATION DESCRIPTION
- GRATED INLET ONLY (NO INLET PIPE)
- GRATED INLET OR INLET PIPE (BOTH)
- CURB INLET ONLY (NO INLET PIPE)
- CURB INLET WITH INLET PIPE OR PIPES

SITE SPECIFIC DATA REQUIREMENTS

STRUCTURE ID			
TYPE OF STRUCTURE: MANHOLE, CATCH BASIN, OR INLET			
PIPE DATA:	INVERT	MATERIAL	DIAMETER
INLET PIPE 1			
INLET PIPE 2			
OUTLET PIPE			
RIM ELEVATION			
NOTES/ SPECIAL REQUIREMENTS:			

CONTECH ENGINEERED SOLUTIONS LLC
www.conteches.com
800.338.1122 513.645.7000 513.645.7993 FAX

CS-4
CASCADE SEPARATOR STANDARD DETAIL

DIRTBAG® SPECIFICATIONS

STEVE DIRTBAG

STANDARD DIRTBAG®

Standard Sizes:
4' x 4'
5' x 5'
8' x 10'
10' x 10'
15' x 15'
Custom sizes available upon request.

Geotextile Properties – Bac Nonwoven

Property	Test Method	Units	Test Results
Weight	ASTM D-5774	oz/yd	8
Grab Tensile	ASTM D-4632	lbs.	305
CBR Puncture	ASTM D-6241	lbs.	825
Flow Rate	ASTM D-4491	gal/min/ft²	90
Permeativity	ASTM D-4491	sec⁻¹	1.4
UV Resistant	ASTM D-4355	%	70
AOS %	ASTM D-4751	US Sieve	80

DIRTBAG® HD

Standard Sizes:
5' x 5'
4' x 10'
10' x 10'
12' x 12.5'
12' x 15' (V)
Custom sizes available upon request.

Geotextile Properties – Woven

Property	Test Method	Units	Test Results
Weight	ASTM D-5774	oz/yd	6.2
Grab Tensile	ASTM D-4632	lbs.	180/200
CBR Puncture	ASTM D-6241	lbs.	900
Flow Rate	ASTM D-4491	gal/min/ft²	65.2
Permeativity	ASTM D-4491	sec⁻¹	0.260
UV Resistant	ASTM D-4355	%	90
AOS %	ASTM D-4751	US Sieve	30

Dirtbag® Test Results

Property	Test Method	Units	Standard Dirtbag Results	Results
Average Removal Efficiency	ASTM D-7351	%	99.6	99.7
Residual Low Head	ASTM D-7351	ppm	<0.001	0.001
CBR Puncture	ASTM D-6241	lbs.	97.98	99.29

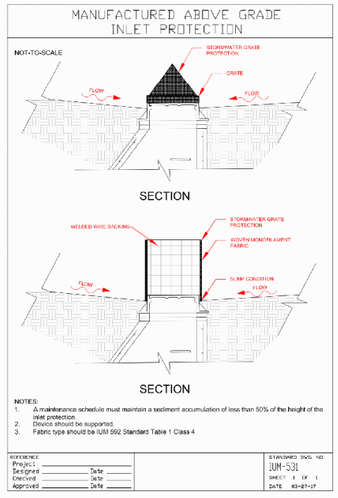
Dirtbag® Seam Test Results (under ASTM D4884)

NonWoven Dirtbag	Woven Dirtbag
Maximum Load 169 lbs	Maximum Load 326 lbs
Maximum Strength 1176 lbf/in	Maximum Strength 1932 lbf/in

NOTE: Fail test is all seam failure, material failure rather than seam failure.

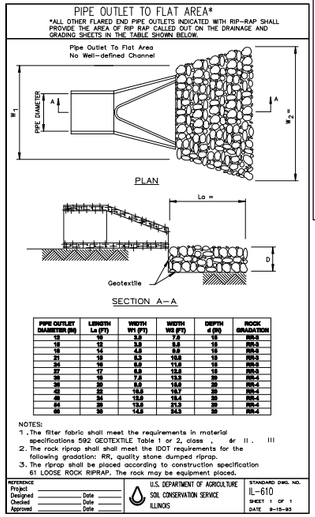
All properties are Minimum Average Roll Value (MARV) except the weight, of the fabric, which is given for information purposes only. Depending on soil conditions and filtering requirements, additional geotextile options are available. All test methods are ASTM or industry standard, and have been verified by a third party testing facility. Test data is available upon request.

ACF environmental
Dirtbag® and Dirtbag® Tube are also available from ACF
Jeff Lee 847.668.7434
847.668.7434
acfenvironmental.com



NOTES:
1. A maintenance schedule must maintain a sediment accumulation of less than 50% of the height of the inlet protection.
2. Device should be supported.
3. Fabric type should be IUM 592 Standard Table 1 Class 4

REFERENCE		STANDARD DWG. NO.
Project		IUM-531
Designed	Date	SHEET 1 OF 1
Checked	Date	DATE 03-27-17
Approved	Date	



PIPE OUTLET DIAMETER (IN)	LENGTH La (FT)	WIDTH W1 (FT)	WIDTH W2 (FT)	DEPTH d (IN)	ROCK GRADATION
12	10	5.0	7.0	15	RR-3
15	12	5.0	8.0	15	RR-3
18	14	6.0	9.0	15	RR-3
21	16	6.5	10.0	15	RR-3
24	18	8.0	11.0	15	RR-3
27	17	8.0	12.0	15	RR-3
30	18	7.0	13.5	20	RR-3
36	20	8.0	16.0	20	RR-3
42	22	10.0	18.7	20	RR-3
48	24	12.0	19.7	20	RR-3
54	26	13.0	21.3	20	RR-3
60	28	13.5	23.0	20	RR-3

NOTES:
1. The filter fabric shall meet the requirements in material specifications 592 GEOTEXTILE Table 1 or 2, class , or II , III
2. The rock riprap shall meet the IDOT requirements for the following gradations: RR, quality stone dumped riprap.
3. The riprap shall be placed according to construction specification 61 LOOSE ROCK RIPRAP. The rock may be equipment placed.

REFERENCE		STANDARD DWG. NO.
Project		IL-610
Designed	Date	SHEET 1 OF 1
Checked	Date	DATE 4-15-93
Approved	Date	

U.S. DEPARTMENT OF AGRICULTURE SOIL CONSERVATION SERVICE ILLINOIS

Suggested Maintenance
Catch-All Inlet Protector

The frequency and degree of maintenance required is dependent on site conditions and rainfall. Certain types of soil and rain will darken with hydrocarbons, and will saturate and tend to "silt-up" the fabric bags more quickly than others.

Generally, the bags can be emptied, inverted, washed, and re-used throughout an entire project. They may also be vacuumed. The bag must be replaced if it is severely worn or torn.

GUIDELINES FOR CONSTRUCTION SITES

1. Inspect the bag at least every 2 weeks. Clean, if needed.
2. Inspect the bag every time there is rainfall totaling 1 or more inches – Clean, if needed.
3. Replace the bag if it has a hole in it.
4. Replace the bag if it appears clean but won't pass water.

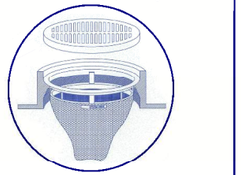
Suggested Maintenance
Catch-All 36S

Typically, the Catch-All 36S is installed in a paved parking, dirt or maintenance yard. The degree and frequency of maintenance required is generally the less than the Catch-All installed at construction sites.

GUIDELINES FOR PARKING LOTS & MAINTENANCE YARDS

1. Inspect the bag at least once per month – Clean, if needed.
2. Inspect the bag every time there is rainfall totaling more than two inches – Clean, if needed.
3. Replace the bag every 6 months. More often for harsh environments.
4. Replace the bag after any oil, coolant, or solvent spill.
5. Replace the bag if it has a hole in it.
6. Replace the bag if it appears clean but won't pass water.

Catch-All
Inlet Protector
Custom fitted to virtually any inlet casting



INSTALLED COMPLETELY BELOW THE GRATE

MMI
Marathon Materials, Inc.
5555 N. Sidney Street
Platteville, IL 60544
(800) 983-9193
Distributed by...

Cascade Separator Project Details

Description
The Cascade Separator® is the latest innovation in hydrodynamic separation from Contech. The Cascade uses advanced sediment capture technology to provide the highest sediment removal efficiency of any Contech HDS product.

Project Information
Project Name 98199 - CB 3
Location Schaumburg, IL
Date November 21, 2025

Design Parameters	
System Type	Cascade Separator
Particle Size D50	110
System Model	CS-4
Sizing Method	Net Annual Removal
Drainage Area	.36 acres
Runoff Coefficient	.9
Time of Concentration	10 min
Peak Conveyance	2.0cfs/sec
100% Trash Capture?	No
Primary Access Casting	Grate Inlet
Target Removal %	80%

Outlet Pipe Information	
# of Pipes	1
Outlet Diameter	12 inches
Outlet Invert Elev	719.5 ft
Outlet Angle	180°
Outlet Material	RCP
Inlet Pipe Information	
# of Pipes	1
Inlet Diameter	12 inches
Inlet Invert Elev	719.5 ft
Inlet Angle	35°
Inlet Material	RCP

Cascade Separator Project Details

Description
The Cascade Separator® is the latest innovation in hydrodynamic separation from Contech. The Cascade uses advanced sediment capture technology to provide the highest sediment removal efficiency of any Contech HDS product.

Project Information
Project Name 98104 - CB19
Location Schaumburg, IL
Date November 21, 2025

Design Parameters	
System Type	Cascade Separator
Particle Size D50	110
System Model	CS-4
Sizing Method	Net Annual Removal
Drainage Area	2.78 acres
Runoff Coefficient	.8
Time of Concentration	10 min
Peak Conveyance	8.52ft³/sec
100% Trash Capture?	No
Primary Access Casting	Grate Inlet
Target Removal %	80%

Outlet Pipe Information	
# of Pipes	1
Outlet Diameter	18 inches
Outlet Invert Elev	719.42 ft
Outlet Angle	180°
Outlet Material	RCP

Inlet Pipe Information	
# of Pipes	2
Inlet 1 Diameter	18 inches
Inlet 1 Invert Elev	719.42 ft
Inlet 1 Angle	-55°
Inlet 1 Material	RCP
Inlet 2 Diameter	15 inches
Inlet 2 Invert Elev	719.42 ft
Inlet 2 Angle	89°
Inlet 2 Material	RCP

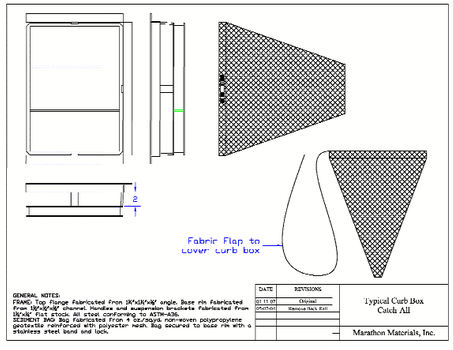
Cascade Separator Project Details

Description
The Cascade Separator® is the latest innovation in hydrodynamic separation from Contech. The Cascade uses advanced sediment capture technology to provide the highest sediment removal efficiency of any Contech HDS product.

Project Information
Project Name 98111 - CB 17
Location Schaumburg, IL
Date November 21, 2025

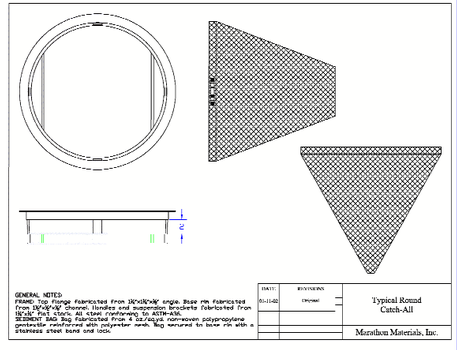
Design Parameters	
System Type	Cascade Separator
Particle Size D50	110
System Model	CS-4
Sizing Method	Net Annual Removal
Drainage Area	1.63 acres
Runoff Coefficient	.8
Time of Concentration	10 min
Peak Conveyance	6.96ft³/sec
100% Trash Capture?	No
Primary Access Casting	Grate Inlet
Target Removal %	80%

Outlet Pipe Information	
# of Pipes	1
Outlet Diameter	21 inches
Outlet Invert Elev	719.37 ft
Outlet Angle	180°
Outlet Material	RCP
Inlet Pipe Information	
# of Pipes	1
Inlet Diameter	21 inches
Inlet Invert Elev	719.37 ft
Inlet Angle	66°
Inlet Material	RCP



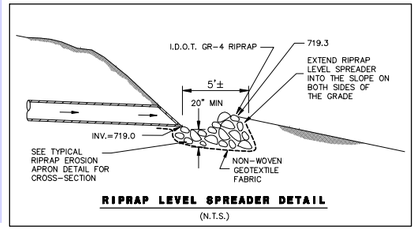
GENERAL NOTES:
FRAME: Top flange fabricated from 3/4"x3/4"x3/4" angle. Base rim fabricated from 12"x3/4" channel. Handles and suspension brackets fabricated from 3/4"x3/4" flat stock. All steel conforming to ASTM-A36.
SEDIMENT BAG Bag fabricated from 4 oz/sqyd nonwoven polypropylene geotextile reinforced with polyester mesh. Bag secured to base rim with a stainless steel band and lock.

DATE	REVISIONS	
01-11-01	Original	Typical Curb Box Catch All
07/17/01	Removed Nuts Bolts	
		Marathon Materials, Inc.



GENERAL NOTES:
FRAME: Top flange fabricated from 3/4"x3/4"x3/4" angle. Base rim fabricated from 12"x3/4" channel. Handles and suspension brackets fabricated from 3/4"x3/4" flat stock. All steel conforming to ASTM-A36.
SEDIMENT BAG Bag fabricated from 4 oz/sqyd nonwoven polypropylene geotextile reinforced with polyester mesh. Bag secured to base rim with a stainless steel band and lock.

DATE	REVISIONS	
01-11-01	Original	Typical Round Catch-All
		Marathon Materials, Inc.



RIPRAP LEVEL SPREADER DETAIL
(N.T.S.)

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PREPARED FOR:
THREE LEAF PARTNERS
504 W. JUNEAU AVENUE
MILWAUKEE, WI 53203
414–775–0857

PREPARED BY:
CEMCON, Ltd.
Consulting Engineers, Land Surveyors & Planners
2280 White Oak Circle, Suite 100
Aurora, Illinois 60502–9675
Ph: 630.862.2100 Fax: 630.862.2199
E–Mail: cadd@cemcon.com Website: www.cemcon.com

REVISIONS					
NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
1	11–21–25/JJC	REVISED PER VILLAGE COMMENTS RECEIVED 11–10–25			

SOIL EROSION AND SEDIMENTATION CONTROL DETAILS
HARBORCHASE OF SCHAUMBURG

FILE NAME: DETAILS	DSGN. BY: KMM	JOB NO.: 904.529	FLD. BK./PG.: ---	SHEET NO. 10 of 25
DIR: 814012	DRN. BY: KMS	DATE: 09–08–2025	SCALE: 1" = N.T.S.	

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306

STORMWATER POLLUTION PREVENTION PLAN

THIS STORMWATER POLLUTION PREVENTION PLAN (SWPPP) HAS BEEN PREPARED TO COMPLY WITH THE PROVISIONS OF THE GENERAL NPDES PERMIT NUMBER ILR10 ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY FOR STORMWATER DISCHARGES FROM CONSTRUCTION SITE ACTIVITIES.

THE PERMITTEE MUST COMPLY WITH ALL CONDITIONS OF THE GENERAL PERMIT. ANY PERMIT NON-COMPLIANCE CONSTITUES A VIOLATION OF THE ILLINOIS ENVIRONMENTAL PROTECTION ACT AND CLEAN WATER ACT AND IS GROUNDS FOR ENFORCEMENT ACTION, FOR PERMIT TERMINATION, REVOCATION AND REISSUANCE OR MODIFICATION, OR FOR DENIAL OF A PERMIT RENEWAL APPLICATION.

ALL EROSION CONTROL MEASURES ARE TO BE IN PLACE PRIOR TO ANY WORK COMMENCING.

NO STOCKPILES ARE ALLOWED WITHIN THE LIMITS OF FLOODPLAIN, WETLANDS AND WETLAND BUFFER AREAS.

1. SITE DESCRIPTION

A. THE FOLLOWING IS A DESCRIPTION OF THE CONSTRUCTION ACTIVITY WHICH IS THE SUBJECT OF THIS PLAN:

THE CONSTRUCTION OF SITE INFRASTRUCTURE IMPROVEMENTS TO SERVE AN ASSISTED LIVING FACILITY, INCLUDING GRADING OF THE SITE, STORM SEWERS AND SERVICES, SANITARY SEWERS AND SERVICES, WATER MAINS AND SERVICES, PARKING LOT PAVEMENTS, SIDEWALKS, LIGHTING, EROSION AND SEDIMENTATION CONTROL MEASURES, AND VEGETATIVE STABILIZATION AND BEST MANAGEMENT PRACTICES.

B. THE FOLLOWING IS A DESCRIPTION OF THE INTENDED SEQUENCE OF MAJOR ACTIVITIES WHICH WILL DISTURB SOILS FOR MAJOR PORTIONS OF THE CONSTRUCTION SITE:

a. SOIL EROSION CONTROL MEASURES INSTALLATION.
b. SITE GRADING AND STOCKPILING OPERATIONS.
c. INSTALLATION OF SITE UTILITIES.
d. TOPSOIL PLACEMENT, FINE GRADING AND VEGETATIVE RESTORATION.

C. THE TOTAL AREA OF THE PROJECT IS ESTIMATED TO BE APPROXIMATELY 6.06+/- ACRES. THE TOTAL AREA OF THE PROJECT ESTIMATED TO BE DISTURBED BY EXCAVATION, GRADING, OR OTHER ACTIVITIES IS APPROXIMATELY 6.06+/- ACRES.

D. THE ESTIMATED RUNOFF CURVE NUMBER OF THE PROJECT SITE AFTER CONSTRUCTION ACTIVITIES ARE COMPLETED IS 82.9. INFORMATION DESCRIBING THE SOILS AT THE SITE IS CONTAINED IN THE SOILS REPORT(S) FOR THE PROJECT ON FILE WITH THE OWNER/DEVELOPER.

E. THESE PLAN DOCUMENTS CONTAIN SITE MAP(S) INDICATING DRAINAGE PATTERNS AND APPROXIMATE SLOPES ANTICIPATED AFTER MAJOR GRADING ACTIVITIES, AREAS OF MAJOR SOIL DISTURBANCE, THE LOCATIONS WHERE VEHICLES ENTER AND EXIT THE SITE AND CONTROLS TO PREVENT OFF-SITE SEDIMENT TRACKING, THE LOCATION OF MAJOR STRUCTURAL AND NON-STRUCTURAL CONTROLS IDENTIFIED IN THE PLAN, THE LOCATION OF AREAS WHERE STABILIZATION PRACTICES ARE EXPECTED TO OCCUR, LOCATION OF ON-SITE OR OFF-SITE SOIL STOCKPILING OR MATERIAL STORAGE, SURFACE WATERS (INCLUDING WETLANDS), AND LOCATIONS WHERE STORMWATER IS DISCHARGED TO A SURFACE WATER.

F. THE IMMEDIATE RECEIVING WATER IS SALT CREEK WHICH IS TRIBUTARY TO THE DES PLAINES RIVER.

2. CONTROLS

THIS SECTION OF THE PLAN ADDRESSES THE VARIOUS CONTROLS THAT WILL BE IMPLEMENTED FOR EACH OF THE MAJOR CONSTRUCTION ACTIVITIES DESCRIBED IN 1.B. ABOVE. FOR EACH MEASURE DISCUSSED, THE CONTRACTORS AND SUB-CONTRACTORS WILL BE RESPONSIBLE FOR ITS IMPLEMENTATION AS INDICATED. EACH SUCH CONTRACTOR OR SUB-CONTRACTOR MUST SIGN THE REQUIRED CERTIFICATION ON THIS PLAN.

A. EROSION AND SEDIMENT CONTROLS

THE PERMITTEE SHALL DESIGN, INSTALL AND MAINTAIN EFFECTIVE EROSION CONTROLS AND SEDIMENT CONTROLS TO MINIMIZE THE DISCHARGE OF POLLUTANTS. AT A MINIMUM, SUCH CONTROLS MUST BE DESIGNED, INSTALLED AND MAINTAINED TO:

a. CONTROL STORMWATER VOLUME AND VELOCITY WITHIN THE SITE TO MINIMIZE SOIL EROSION;

b. CONTROL STORMWATER DISCHARGES, INCLUDING BOTH PEAK FLOWRATES AND TOTAL STORM WATER VOLUME, TO MINIMIZE EROSION AT OUTLETS AND TO MINIMIZE DOWNSTREAM CHANNEL AND STREAMBANK EROSION;

c. MINIMIZE THE AMOUNT OF SOIL EXPOSED DURING CONSTRUCTION ACTIVITY THROUGH THE USE OF PROJECT PHASING OR OTHER APPROPRIATE TECHNIQUES;

d. MINIMIZE THE DISTURBANCE OF STEEP SLOPES;

e. MINIMIZE SEDIMENT DISCHARGES FROM THE SITE. THE DESIGN, INSTALLATION AND MAINTENANCE OF EROSION AND SEDIMENT CONTROLS MUST ADDRESS FACTORS SUCH AS THE AMOUNT, FREQUENCY, INTENSITY AND DURATION OF PRECIPITATION, THE NATURE OF RESULTING STORM WATER RUNOFF AND SOIL CHARACTERISTICS, INCLUDING THE RANGE OF SOIL PARTICLE SIZES EXPECTED TO BE PRESENT ON THE SITE;

f. PROVIDE AND MAINTAIN NATURAL BUFFERS AROUND SURFACE WATERS, DIRECT STORM WATER TO VEGETATED AREAS TO INCREASE SEDIMENT REMOVAL AND MAXIMIZE STORM WATER INFILTRATION, UNLESS INFEASIBLE;

g. MINIMIZE SOIL COMPACTION AND, UNLESS INFEASIBLE, PRESERVE TOPSOIL;

h. MINIMIZE SEDIMENT TRACK-OUT. WHERE SEDIMENT HAS BEEN TRACKED-OUT FROM THE SITE ONTO PAVED ROADS, SIDEWALKS, OR OTHER PAVED AREAS OUTSIDE THE SITE, REMOVE THE DEPOSITED SEDIMENT BY THE END OF THE SAME BUSINESS DAY IN WHICH THE TRACK-OUT OCCURS OR BY THE END OF THE NEXT BUSINESS DAY IF TRACK-OUT OCCURS ON A NON-BUSINESS DAY. REMOVE THE TRACK-OUT BY SWEEPING, SHOVELING, OR VACUUMING THESE SURFACES OR BY USING OTHER SIMILARLY EFFECTIVE MEANS OR SEDIMENT REMOVAL. HOSING OR SWEEPING TRACKED-OUT SEDIMENT INTO ANY STORMWATER CONVEYANCE, STORM DRAIN INLET, OR WATER OF THE U.S. IS PROHIBITED.

i. MINIMIZE DUST. ON AREAS OF EXPOSED SOILS, MINIMIZE THE GENERATION OF DUST THROUGH THE APPROPRIATE APPLICATION OF WATER OR OTHER DUST SUPPRESSION TECHNIQUES.

B. STABILIZATION PRACTICES

THE STORM WATER POLLUTION PREVENTION PLAN SHALL INCLUDE A DESCRIPTION OF INTERIM AND PERMANENT STABILIZATION PRACTICES, INCLUDING SITE-SPECIFIC SCHEDULING OF THE IMPLEMENTATION OF THE PRACTICES. SITE PLANS SHOULD ENSURE THAT EXISTING VEGETATION IS PRESERVED WHERE PRACTICABLE AND THE DISTURBED PORTIONS OF THE SITE ARE STABILIZED. STABILIZATION PRACTICES MAY INCLUDE: TEMPORARY SEEDING, PERMANENT SEEDING, MULCHING, GEOTEXTILES, SOD STABILIZATION, VEGETATIVE BUFFER STRIPS, PROTECTION OF TREES, PRESERVATION OF MATURE VEGETATION, PHASED OR STAGGERED DEVELOPMENT, AND OTHER APPROPRIATE MEASURES. A RECORD OF THE DATES WHEN MAJOR GRADING ACTIVITIES OCCUR, WHEN CONSTRUCTION ACTIVITIES TEMPORARILY OR PERMANENTLY CEASE ON A PORTION OF THE SITE, AND WHEN STABILIZATION MEASURES ARE INITIATED, SHALL BE INCLUDED IN THE PLAN. STABILIZATION OF DISTURBED AREAS MUST, AT A MINIMUM, BE INITIATED IMMEDIATELY WHENEVER ANY CLEARING, GRADING, EXCAVATING OR OTHER EARTH DISTURBING ACTIVITIES HAVE PERMANENTLY CEASED ON ANY PORTION OF THE SITE, OR TEMPORARILY CEASED ON ANY PORTION OF THE SITE AND WILL NOT RESUME FOR A PERIOD EXCEEDING 14 CALENDAR DAYS. STABILIZATION OF DISTURBED AREAS MUST BE INITIATED WITHIN 1 WORKING DAY OF PERMANENT OR TEMPORARY CESSATION OF EARTH DISTURBING ACTIVITIES AND SHALL BE COMPLETED AS SOON AS POSSIBLE BUT NOT LATER THAN 14 DAYS FROM THE INITIATION OF STABILIZATION WORK IN AN AREA. EXCEPTIONS TO THESE TIME FRAMES ARE SPECIFIED AS PROVIDED IN PARAGRAPHS (a) AND (b) BELOW:

a. WHERE THE INITIATION OF STABILIZATION MEASURES IS PRECLUDED BY SNOW COVER, STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE.

b. ON AREAS WHERE CONSTRUCTION ACTIVITY HAS TEMPORARILY CEASED AND WILL RESUME AFTER 14 DAYS, A TEMPORARY STABILIZATION METHOD CAN BE USED. TEMPORARY STABILIZATION TECHNIQUES AND MATERIALS SHALL BE DESCRIBED IN THE SWPPP.

c. STABILIZATION IS NOT REQUIRED FOR EXIT POINTS AT LINEAR UTILITY CONSTRUCTION SITES THAT ARE ONLY EPISODICALLY AND FOR VERY SHORT DURATIONS OVER THE LIFE OF THE PROJECT, PROVIDED OTHER EXIT POINT CONTROLS ARE IMPLEMENTED TO MINIMIZE SEDIMENT TRACK-OUT.

THE FOLLOWING INTERIM AND PERMANENT STABILIZATION PRACTICES, AS A MINIMUM, WILL BE IMPLEMENTED TO STABILIZE THE DISTURBED AREA OF THE SITE:

RIP-RAP
VEGETATIVE STABILIZATION
MULCH
EROSION CONTROL BLANKET-TEMPORARY AND PERMANENT
MINIMIZATION OF SOIL DISTURBANCE
LEVEL SPREADER DISCHARGE

C. STRUCTURAL PRACTICES

A DESCRIPTION OF STRUCTURAL PRACTICES UTILIZED TO DIVERT FLOWS FROM EXPOSED SOILS, STORE FLOWS OR OTHERWISE LIMIT RUNOFF AND THE DISCHARGE OF POLLUTANTS FROM EXPOSED AREAS OF THE SITE. SUCH PRACTICES MAY INCLUDE SILT FENCES, EARTH DIKES, DRAINAGE SWALES, SEDIMENT TRAPS, CHECK DAMS, SUBSURFACE DRAINS, PIPE SLOPE DRAINS, LEVEL SPREADERS, STORM DRAIN INLET PROTECTION, ROCK OUTLET PROTECTION, REINFORCED SOIL RETAINING SYSTEMS, GABIONS, AND TEMPORARY OR PERMANENT SEDIMENT BASINS. STRUCTURAL PRACTICES SHOULD BE PLACED ON UPLAND SOILS TO THE DEGREE PRACTICABLE. THE INSTALLATION OF THESE DEVICES MAY BE SUBJECT TO SECTION 404 OF THE CWA.

THE FOLLOWNG DESIGN REQUIREMENTS APPLY TO SEDIMENT BASINS IF SUCH STRUCTURAL PRACTICES WILL BE INSTALLED TO REDUCE SEDIMENT CONCENTRATIONS IN STORM WATER DISCHARGES:

a. WHEN DISCHARGING FROM THE SEDIMENT BASIN, UTILIZE OUTLET STRUCTURES THAT WITHDRAW WATER FROM THE SURFACE IN ORDER TO MINIMIZE THE DISCHARGE.
b. PREVENT EROSION OF THE SEDIMENT BASIN USING STABILIZATION CONTROLS (E.G. EROSION CONTROL BLANKETS), AT THE INLET AND OUTLET USING EROSION CONTROLS AND VELOCITY DISSIPATION DEVICES.
c. SEDIMENT BASINS SHALL BE DESIGNED TO FACILITATE MAINTENANCE, INCLUDING SEDIMENT REMOVAL FROM THE BASINS, AS NECESSARY.

THE FOLLOWING REQUIREMENTS APPLY TO PROTECTING STORM DRAIN INLETS:

a. INSTALL INLET PROTECTION MEASURES THAT REMOVE SEDIMENT FROM DISCHARGES PRIOR TO ENTRY INTO ANY STORM DRAIN INLET THAT CARRIES STORMWATER FLOW FROM THE SITE TO A WATER OF THE U.S., PROVIDED THAT AUTHORITY HAS BEEN GRANTED TO ACCESS THE STORM DRAIN.

b. CLEAN OR REMOVE AND REPLACE, THE PROTECTION MEASURES AS SEDIMENT ACCUMULATES, THE FILTER BECOMES CLOGGED, AND/OR PERFORMANCE IS COMPROMISED. WHERE THERE IS EVIDENCE OF SEDIMENT ACCUMULATION ADJACENT TO THE INLET PROTECTION MEASURE, REMOVE THE DEPOSITED SEDIMENT BY THE END OF THE SAME BUSINESS DAY IN WHICH IT IS FOUND OR BY THE END OF THE FOLLOWING BUSINESS DAY IF REMOVAL BY THE SAME BUSINESS DAY IS NOT FEASIBLE.

PROVIDED BELOW IS A DESCRIPTION OF STRUCTURAL PRACTICES THAT WILL BE IMPLEMENTED AND MAINTAINED, TO THE DEGREE ATTAINABLE, TO DIVERT FLOWS FROM EXPOSED SOILS, STORE FLOWS OR OTHERWISE LIMIT RUNOFF AND THE DISCHARGE OF POLLUTANTS FROM EXPOSED AREAS OF THE SITE. THE INSTALLATION OF THESE DEVICES MAY BE SUBJECT TO SECTION 404 OF THE CWA:

INLET PROTECTORS ON STORM DRAINS
SILT FENCE
SEDIMENT DIKES AND DITCH CHECKS
STABILIZED CONSTRUCTION ENTRANCE

D. USE OF CHEMICAL TREATMENTS

IDENTIFY THE USE OF ALL POLYMER FLOCCULANTS OR TREATMENT CHEMICALS AT THE SITE. DOSAGE OF TREATMENT CHEMICALS SHALL BE IDENTIFIED ALONG WITH ANY INFORMATION FROM ANY MATERIAL SAFETY DATA SHEET. DESCRIBE THE LOCATION OF ALL STORAGE AREAS FOR CHEMICALS. INCLUDE ANY INFORMATION FROM THE MANUFACTURER'S SPECIFICATIONS. TREATMENT CHEMICALS MUST BE STORED IN AREAS WHERE THEY WILL NOT BE EXPOSED TO PRECIPITATION. THE SWPPP MUST DESCRIBE PROCEDURES FOR USE OF TREATMENT CHEMICALS AND STAFF RESPONSIBLE FOR USE/APPLICATION OF TREATMENT CHEMICALS MUST BE TRAINED ON THE ESTABLISHED PROCEDURES.

USE OF POLYMER FLOCCULANTS IS NOT PROPOSED FOR THE SITE UNDER THIS PERMIT.

E. BEST MANAGEMENT PRACTICES FOR IMPAIRED WATERS

FOR ANY SITE WHICH DISCHARGES DIRECTLY TO AN IMPAIRED WATER IDENTIFIED ON THE AGENCY'S WEBSITE FOR 303(d) LISTING FOR SUSPENDED SOLIDS, TURBIDITY, OR SILTATION, THE STORM WATER POLLUTION PREVENTION PLAN SHALL BE DESIGNED FOR A STORM EVENT EQUAL TO OR GREATER THAN A 25-YEAR 24-HOUR RAINFALL EVENT. IF REQUIRED BY FEDERAL REGULATIONS OR THE ILLINOIS URBAN MANUAL, THE STORM WATER POLLUTION PREVENTION PLAN SHALL ADHERE TO MORE RESTRICTIVE DESIGN CRITERIA. PLEASE REFER TO THE AGENCY'S WEBSITE.

F. POLLUTION PREVENTION

THE PERMITTEE SHALL DESIGN, INSTALL, IMPLEMENT, AND MAINTAIN EFFECTIVE POLLUTION PREVENTION MEASURES TO MINIMIZE THE DISCHARGE OF POLLUTANTS. AT A MINIMUM, SUCH MEASURES MUST BE DESIGNED, INSTALLED, IMPLEMENTED AND MAINTAINED TO:

a. MINIMIZE THE DISCHARGE OF POLLUTANTS FROM EQUIPMENT AND VEHICLE WASHING, WHEEL WASH WATER, AND OTHER WASH WATERS. WASH WATERS MUST BE TREATED IN A SEDIMENT BASIN OR ALTERNATIVE CONTROL THAT PROVIDES EQUIVALENT OR BETTER TREATMENT PRIOR TO DISCHARGE.

b. MINIMIZE THE EXPOSURE OF BUILDING MATERIALS, BUILDING PRODUCTS, CONSTRUCTION WASTES, TRASH, LANDSCAPE MATERIALS, FERTILIZERS, PESTICIDES, HERBICIDES, DETERGENTS, SANITARY WASTE, AND OTHER MATERIALS PRESENT ON THE SITE TO PRECIPITATION AND TO STORM WATER. MINIMIZATION TO EXPOSURE IS NOT REQUIRED FOR ANY PRODUCT OR MATERIALS WHERE THE EXPOSURE TO PRECIPITATION AND TO STORMWATER WILL NOT RESULT IN A DISCHARGE OF POLLUTANTS, OR WHEN EXPOSURE OF A SPECIFIC MATERIAL OR PRODUCT POSES LITTLE RISK OF STORMWATER CONTAMINATION (SUCH AS FINAL PRODUCTS AND MATERIALS INTENDED FOR OUTDOOR USE).

c. MINIMIZE THE EXPOSURE OF FUEL, OIL HYDRAULIC FLUID AND OTHER PETROLEUM PRODUCTS BY STORING IN COVERED AREAS OR CONTAINMENT AREAS.

d. MINIMIZE THE DISCHARGE OF POLLUTANTS FROM SPILLS AND LEAKS AND IMPLEMENT CHEMICAL SPILL AND LEAK PREVENTION AND RESPONSE PROCEDURES.

G. OTHER CONTROLS

a. WASTE DISPOSAL. NO SOLID MATERIALS, INCLUDING BUILDING MATERIALS, SHALL BE DISCHARGED TO WATERS OF THE UNITED STATES, EXCEPT AS AUTHORIZED BY A SECTION 404 PERMIT.

b. THE PLAN SHALL ENSURE AND DEMONSTRATE COMPLIANCE WITH APPLICABLE STATE AND/OR LOCAL WASTE DISPOSAL, SANITARY SEWER OR SEPTIC SYSTEM REGULATIONS.

c. FOR CONSTRUCTION SITES THAT RECEIVE CONCRETE OR ASPHALT FROM OFF-SITE LOCATIONS, THE PLAN MUST IDENTIFY AND INCLUDE APPROPRIATE CONTROLS AND MEASURES TO REDUCE OR ELIMINATE DISCHARGES FROM THESE ACTIVITIES.

d. THE PLAN SHALL INCLUDE SPILL RESPONSE PROCEDURES AND PROVISIONS FOR REPORTING IF THERE ARE RELEASES IN EXCESS OF REPORTABLE QUANTITIES.

e. THE PLAN SHALL ENSURE THE REGULATED HAZARDOUS OR TOXIC WASTE MUST BE STORED AND DISPOSED IN ACCORDANCE WITH ANY APPLICABLE STATE AND FEDERAL REGULATIONS.

H. BEST MANAGEMENT PRACTICES FOR POST-CONSTRUCTION STORM WATER MANAGEMENT

DESCRIBE THE MEASURES THAT WILL BE INSTALLED DURING THE CONSTRUCTION PROCESS TO CONTROL POLLUTANTS IN STORM WATER DISCHARGES THAT WILL OCCUR AFTER CONSTRUCTION OPERATIONS HAVE BEEN COMPLETED. STRUCTURAL MEASURES SHOULD BE PLACED ON UPLAND SOILS TO THE DEGREE ATTAINABLE. THE INSTALLATION OF THESE DEVICES MAY BE SUBJECT TO SECTION 404 OF THE CWA. THIS PERMIT ONLY ADDRESSES THE INSTALLATION OF STORM WATER MANAGEMENT MEASURES, AND NOT THE ULTIMATE OPERATION AND MAINTENANCE OF SUCH STRUCTURES AFTER THE CONSTRUCTION ACTIVITIES HAVE BEEN COMPLETED AND THE SITE HAS UNDERGONE FINAL STABILIZATION. PERMITTEES ARE RESPONSIBLE FOR ONLY THE INSTALLATION AND MAINTENANCE OF STORM WATER MANAGEMENT MEASURES PRIOR TO FINAL STABILIZATION OF THE SITE AND ARE NOT REPONSIBLE FOR MAINTENANCE AFTER STORM WATER DISCHARGES ASSOCIATED WITH INDUSTRIAL ACTIVITY HAVE BEEN ELIMINATED FROM THE SITE.

a. WHILE NOT MANDATORY, IT IS ADVISABLE THAT THE PERMITTEE CONSIDER INCLUDING IN ITS STORM WATER POLLUTION PREVENTION PLAN AND DESIGN AND CONSTRUCTION PLANS METHODS OF POST-CONSTRUCTION STORM WATER MANAGEMENT TO RETAIN THE GREATEST AMOUNT OF POST-DEVELOPMENT STORM WATER RUNOFF PRACTICABLE, GIVEN THE SITE AND PROJECT CONSTRAINTS. SUCH PRACTICES MAY INCLUDE BUT ARE NOT LIMITED TO: STORM WATER DETENTION STRUCTURES (INCLUDING WET PONDS); STORM WATER RETENTION STRUCTURES; FLOW ATTENUATION BY USE OF OPEN VEGETATED SWALES AND NATURAL DEPRESSIONS; INFILTRATION OF RUNOFF ONSITE; AND SEQUENTIAL SYSTEMS (WHICH COMBINE SEVERAL PRATICES). TECHNICAL INFORMATION ON MANY POST-CONSTRUCTION STORM WATER MANAGEMENT PRACTICES IS INCLUDED IN THE ILLINOIS URBAN MANUAL (2017). THE STORM WATER POLLUTION PREVENTION PLAN SHALL INCLUDE AN EXPLANATION OF THE TECHNICAL BASIS USED TO SELECT THE PRACTICES TO CONTROL POLLUTION WHERE POST-CONSTRUCTION FLOWS WILL EXCEED PREDEVELOPMENT LEVELS.

b. VELOCITY DISSIPATION DEVICES SHALL BE PLACED AT DISCHARGE LOCATIONS AND ALONG THE LENGTH OF ANY OUTFALL CHANNEL AS NECESSARY TO PROVIDE A NON-EROSIVE VELOCITY FLOW FROM THE STRUCTURE TO A WATER COURSE SO THAT THE NATURAL PHYSICAL AND BIOLOGICAL CHARACTERISTICS AND FUNCTIONS ARE MAINTAINED AND PROTECTED (E.G. MAINTENANCE OF HYDROLOGIC CONDITIONS, SUCH AS THE HYDROPERIOD AND HYDRODYNAMICS PRESENT PRIOR TO THE INITIATION OF CONSTRUCTION ACTIVITIES).

c. UNLESS OTHERWISE SPECIFIED IN THE ILLINOIS URBAN MANUAL (2017), THE STORM WATER POLLUTION PREVENTION PLAN SHALL BE DESIGNED FOR A STORM EVENT EQUAL TO OR GREATER THAN A 25-YEAR 24-HOUR RAINFALL EVENT.

PROVIDED BELOW IS A DESCRIPTION OF POST-CONSTRUCTION BEST MANAGEMENT PRACTICES (INCLUDING STORMWATER MANAGEMENT) THAT WILL BE IMPLEMENTED DURING CONSTRUCTION TO CONTROL POLLUTANTS IN STORMWATER DISCHARGE:

STORMWATER MANAGEMENT FACILITY(IES) TO ATTENUATE RUNOFF
WETLAND AND NATIVE VEGETATION TO PROMOTE FILTRATION AND INFILTRATION OF RUNOFF
OPEN VEGETATED SWALES
LANDSCAPED BUFFERS
USE OF CATCH BASINS FOR SEDIMENT REMOVAL
NATIVE VEGETATED RAIN GARDEN

I. APPROVED STATE OR LOCAL PLANS

a. THE MANAGEMENT PRACTICES, CONTROLS AND OTHER PROVISIONS CONTAINED IN THE STORM WATER POLLUTION PREVENTION PLAN MUST BE AT LEAST AS PROTECTIVE AS THE REQUIREMENTS CONTAINED IN THE ILLINOIS URBAN MANUAL (2017). CONSTRUCTION ACTIVITES WHICH DISCHARGE STORM WATER MUST INCLUDE IN THEIR STORM WATER POLLUTION PREVENTION PLAN PROCEDURES AND REQUIREMENTS SPECIFIED IN APPLICABLE SEDIMENT AND EROSION CONTROL PLANS OR STORM WATER MANAGEMENT PLANS APPROVED BY LOCAL OFFICIALS. REQUIREMENTS SPECIFIED IN SEDIMENT AND EROSION CONTROL PLANS OR SITE PERMITS OR STORM WATER MANAGEMENT SITE PLANS OR SITE PERMITS APPROVED BY LOCAL OFFICIALS THAT ARE APPLICABLE TO PROTECTING SURFACE WATER RESOURCES ARE, UPON SUBMITTAL OF AN NOI TO BE AUTHORIZED TO DISCHARGE UNDER THIS PERMIT, INCORPORATED BY REFERENCE AND ARE ENFORCEABLE UNDER THIS PERMIT. THE PLANS SHALL INCLUDE ALL REQUIREMENTS OF THIS PERMIT AND INCLUDE MORE STRINGENT STANDARDS REQUIRED BY AN LOCAL APPROVAL. THIS PROVISION DOES NOT APPLY TO PROVISIONS OF MASTER PLANS, COMPREHENSIVE PLANS, NO-ENFORCEABLE GUIDELINES OR TECHNICAL GUIDANCE DOCUMENTS THAT ARE NOT IDENTIFIED IN A SPECIFIC PLAN OR PERMIT THAT IS ISSUED FOR THE CONSTRUCTION SITE.

b. DISCHARGERS SEEKING ALTERNATIVE PERMIT REQUIREMENTS ARE NOT AUTHORIZED BY THIS PERMIT AND SHALL SUBMIT AN INDIVIDUAL PERMIT APPLICATION IN ACCORDANCE WITH 40 CFR 122.26 AT THE ADDRESS INDICATED IN PART II.D (WHERE TO SUBMIT) OF THIS PERMIT, ALONG WITH A DESCRIPTION OF WHY REQUIREMENTS IN APPROVED LOCAL PLANS OR PERMITS SHOULD NOT BE APPLICABLE AS A CONDITION OF AN NPDES PERMIT.

J. NATURAL BUFFERS

FOR ANY STORMWATER DISCHARGES FROM CONSTRUCTION ACTIVITIES WITHIN 50 FEET OF WATER OF THE UNITED STATES, EXCEPT FOR ACTIVITIES FOR WATER-DEPENDENT STRUCTURES AUTHORIZED BY A SECTION 404 PERMIT, THE PERMITTEE SHALL:

a. PROVIDE A 50-FOOT UNDISTURBED NATURAL BUFFER BETWEEN THE CONSTRUCTION ACTIVITY AND THE WATERS OF THE UNITED STATES; OR

b. PROVIDE ADDITIONAL EROSION AND SEDIMENT CONTROLS WITH THAT AREA.

3. MAINTENANCE

A. THE PLAN SHALL INCLUDE A DESCRIPTION OF PROCEDURES TO MAINTAIN IN GOOD AND EFFECTIVE OPERATING CONDITIONS, ALL EROSION AND SEDIMENT CONTROL MEASURES AND OTHER BEST MANAGEMENT PRACTICES, INCLUDING VEGETATION AND OTHER PROTECTIVE MEASURES IDENTIFIED IN THE STORM WATER POLLUTION PREVENTION PLAN.

B. WHERE A BASIN HAS BEEN INSTALLED TO CONTROL SEDIMENT DURING CONSTRUCTION ACTIVITIES, THE PERMITTEES SHALL KEEP THE BASIN(S) IN EFFECTIVE OPERATING CONDITION AND REMOVE ACCUMULATED SEDIMENT AS NECESSARY. SEDIMENT SHALL BE REMOVED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL (2017) OR MORE FREQUENTLY. MAINTENANCE OF ANY SEDIMENT BASIN SHALL INCLUDE A POST CONSTRUCTION CLEAN OUT OF ACCUMULATED SEDIMENT IF THE BASIN IS TO REMAIN IN PLACE.

OTHER EROSION AND SEDIMENT CONTROL STRUCTURES SHALL BE MAINTAINED AND CLEANED AS NECESSARY TO KEEP STRUCTURE(S) IN EFFECTIVE OPERATING CONDITION, INCLUDING REMOVAL OF EXCESS SEDIMENT AS NECESSARY.

FOLLOWING IS A DESCRIPTION OF PROCEDURES THAT WILL BE USED TO MAINTAIN IN GOOD AND EFFECTIVE OPERATING CONDITION, VEGETATION, EROSION AND SEDIMENT CONTROL MEASURES AND OTHER PROTECTIVE MEASURES IDENTIFIED IN THIS PLAN:

a. STABILIZED CONSTRUCTION ENTRANCE: THE ENTRANCES(S) SHALL BE MAINTAINED TO PREVENT TRACKING OF SEDIMENT ONTO PUBLIC STREETS. ANY SEDIMENT TRACKED ONTO A STREET SHALL BE REMOVED IMMEDIATELY.

b. VEGETATIVE EROSION CONTROL MEASURES: THE VEGETATIVE GROWTH OF TEMPORARY AND PERMANENT SEEDING, SODDING, VEGETATIVE CHANNELS, VEGETATIVE FILTERS, ETC. SHALL BE MAINTAINED PERIODICALLY AND SUPPLY ADEQUATE WATERING AND FERTILIZER TO MAINTAIN A HEALTHY STAND OF VEGETATION. THE VEGETATIVE COVER SHALL BE REMOVED AND REESTABLISHED AS NECESSARY.

c. SILT FILTER FENCE: SILT FENCE SHALL BE MAINTAINED IN GOOD CONDITION. DAMAGED SILT FILTER FENCE SHALL BE REPAIRED OR REPLACED TO MEET THE STANDARDS INCLUDED HEREIN.

d. SILT DIKES AND DITCH CHECKS: THESE EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED IN GOOD WORKING CONDITION THROUGHOUT CONSTRUCTION. INSPECT FREQUENTLY TO VERIFY THAT THE TEMPORARY MEASURE IS SECURED TO THE GROUND AND REMOVE SEDIMENT ACCUMULATION TO MAINTAIN PROPER FUNCTION.

e. INLET PROTECTORS: INLET PROTECTORS (SILT FENCE OR SILT BASKET) SHALL BE INSPECTED FREQUENTLY AND SEDIMENT ACCUMULATION SHALL BE REMOVED TO MAINTAIN PROPER FUNCTION. DAMAGED SILT FENCE OR FILTER FABRIC SHALL BE REPLACED AS NECESSARY.

4. INSPECTIONS

QUALIFIED PERSONNEL (PROVIDED BY THE PERMITTEE) SHALL INSPECT DISTURBED AREAS OF THE CONSTRUCTION SITE THAT HAVE NOT BEEN FINALLY STABILIZED, STRUCTURAL CONTROL MEASURES, AND LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM OR BY THE END OF THE FOLLOWING BUSINESS OR WORK DAY THAT IS 0.50 INCHES OR GREATER. QUALIFIED PERSONNEL MEANS A PERSON KNOWLEDGEABLE IN THE PRINCIPLES AND PRACTICES OF EROSION AND SEDIMENT CONTROL MEASURES, SUCH AS A LICENSED PROFESSIONAL ENGINEER (P.E.), A CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL (CPESC), A CERTIFIED EROSION SEDIMENT AND STORM WATER INSPECTOR (CESSWI), A CERTIFIED STORMWATER INSPECTOR (CSI) OR OTHER KNOWLEDGEABLE PERSON WHO POSSESSES THE SKILLS TO ASSESS CONDITIONS AT THE CONSTRUCTION SITE THAT COULD IMPACT STORM WATER QUALITY AND TO ASSESS THE EFFECTIVENESS OF ANY SEDIMENT AND EROSION CONTROL MEASURES SELECTED TO CONTROL THE QUALITY OF STORM WATER DISCHARGES FROM THE CONSTRUCTION ACTIVITIES. AREAS INACCESSIBLE DURING INSPECTIONS DUE TO FLOODING OR OTHER UNSAFE CONDITIONS SHALL BE INSPECTED WITHIN 72 HOURS OF BECOMING ACCESSIBLE.

a. INSPECTIONS MAY BE REDUCED TO ONCE PER MONTH WHEN CONSTRUCTION ACTIVITIES HAVE CEASED DUE TO FROZEN CONDITIONS (WHEN GROUND AND/OR AIR TEMPERATURES ARE AT OR BELOW 32 DEGREES FAHRENHEIT). WEEKLY INSPECTIONS WILL RECOMMENCE WHEN CONSTRUCTION ACTIVITIES ARE CONDUCTED, OR IF THERE IS A 0.50 INCHES OR GREATER RAIN EVENT, OR A DISCHARGE DUE TO SNOWMELT OCCURS.

b. DISTURBED AREAS, AREAS USED FOR STORAGE OF MATERIALS THAT ARE EXPOSED TO PRECIPITATION AND ALL AREAS WHERE STORMWATER TYPICALLY FLOWS WITHIN THE SITE SHALL BE INSPECTED FOR EVIDENCE OF, OR THE POTENTIAL FOR, POLLUTANTS ENTERING THE DRAINAGE SYSTEM. EROSION AND SEDIMENT CONTROL MEASURES IDENTIFIED IN THE PLAN SHALL BE OBSERVED TO ENSURE THAT THEY ARE OPERATING CORRECTLY. ALL LOCATIONS WHERE STABILIZATION MEASURES HAVE BEEN IMPLEMENTED SHALL BE OBSERVED TO ENSURE THAT THEY ARE STILL STABILIZED. WHERE DISCHARGE LOCATIONS OR POINTS ARE ACCESSIBLE, THEY SHALL BE INSPECTED TO ASCERTAIN WHETHER EROSION CONTROL MEASURES ARE EFFECTIVE IN PREVENTING SIGNIFICANT IMPACTS TO RECEIVING WATERS. LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFFSITE SEDIMENT TRACKING.

c. BASED ON THE RESULTS OF THE INSPECTION, THE DESCRIPTION OF POTENTIAL POLLUTANT SOURCES IDENTIFIED IN THE STORM WATER POLLUTION PREVENTION PLAN IN ACCORDANCE WITH PART IV.D.1 (SITE DESCRIPTION) OF THIS PERMIT AND THE POLLUTION PREVENTION CONTROL MEASURES IDENTIFIED IN THE PLAN IN ACCORDANCE WITH PART IV.D.2 (CONTROLS) OF THIS PERMIT SHALL BE REVISED AS APPROPRIATE AS SOON AS PRACTICABLE AFTER SUCH INSPECTION TO MINIMIZE THE POTENTIAL FOR SUCH DISCHARGES. SUCH MODIFICATIONS SHALL PROVIDE FOR TIMELY IMPLEMENTATION OF ANY CHANGES TO THE PLAN AND POLLUTION PREVENTION CONTROL MEASURES WITHIN 7 CALENDAR DAYS FOLLOWING THE INSPECTION.

d. A REPORT SUMMARIZING THE SCOPE OF THE INSPECTION, NAME(S) AND QUALIFICATIONS OF PERSONNEL MAKING THE INSPECTION, THE DATE(S) OF THE INSPECTION, MAJOR OBSERVATIONS RELATING TO THE IMPLEMENTATION OF THE STORM WATER POLLUTION PREVENTION PLAN, AND ACTIONS TAK

N 1968925.66, E 1059650.35
STM. MH. NO.14 4'ø
TY. A w/R-3281-A FR. & GR.
RIM =(T/C) 725.5
INV. = 719.80

49 L.F.–18" R.C.P.
TY. 1 @ 0.31%

N 1968879.49, E 1059632.50
STM. MH. NO.12 4'ø
TY. A w/R-3281-A FR. & GR.
RIM =(T/C) 725.3
INV. = 719.65

85 L.F.–18" R.C.P.
TY. 1 @ 0.27%

N 1968809.75, E 1059585.24
CATCH BASIN NO.10 4'ø
TY. A w/R-3281-A FR. & GR.
RIM =(T/C) 724.2
INV. = 719.42
WITH CASCADE SEPARATOR –
SEE DETAIL SHEET 10

21 L.F.–18" R.C.P.
TY. 1 @ 0.57%

N 1968816.81, 1059568.69
FLARED END SECTION NO. 8
18" R.C.P. w/GRATE
F.L. = 719.30

37 L.F.–15" R.C.P.
TY. 1 @ 1.57%

N 1968795.17, E 1059607.93
STM. MH. NO.42 4'ø
TY. A w/R-3281-A FR. & GR.
RIM =(T/C) 725.0
INV. = 720.00

115 L.F.–15" R.C.P.
TY. 1 @ 0.50%
55 L.F. CL. IV SLEEVE
(EXTEND 2' BEYOND FOUNDATION)

N 1968727.44, E 1059548.81
INLET NO.5 2'ø
TY. A w/R-3281-A FR. & GR.
RIM =(T/C) 724.2
INV. = 720.20

63 L.F.–12" R.C.P.
TY. 1 @ 1.11%

N 1968678.69, E 1059503.33
FLARED END SECTION NO. 1
12" R.C.P. w/GRATE
F.L. = 719.30

23 L.F.–12" R.C.P.
TY. 1 @ 0.87%

N 1968669.61, E 1059523.83
CATCH BASIN NO.3 5'ø
TY. A w/R-3281-A FR. & GR.
RIM =(T/C) 724.0
INV. = 719.50
WITH CASCADE SEPARATOR –
SEE DETAIL SHEET 10

N 1968585.0, E 1059470.3
FLARED END SECTION NO. 29
12" R.C.P. w/GRATE
F.L. = 719.30

15 L.F.–12" R.C.P.
TY. 1 @ 0.00%

N 1968569.8, E 1059473.3
CATCH BASIN NO.31 6'ø
TY. A w/ 5" RESTRICTOR
w/TY. 1 FR. & C.L.
RIM = 722.5
INV. = 719.30 (12" N,S)
(SEE DETAIL SHEET –19)
BACKFLOW PREVENTOR ON UPSTREAM
PIPE OPENING

21 L.F.–12" R.C.P.
TY. 1 @ 1.43%

N 1968549.6, E 1059466.7
FLARED END SECTION NO. 33
12" R.C.P. w/GRATE
F.L. = 719.00

LEVEL SPREADER
(SEE DETAIL SHEET 10)

N 1968575.47.84, E 1059611.80
FLARED END SECTION NO. 55
21" R.C.P. w/GRATE
F.L. = 719.30

LIMITS OF SITE IMPROVEMENT AT RIGHT–OF–WAY.
SEE SEPARATE PLANS FOR "IL 62 (ALGONQUIN ROAD)"
FOR ALL WORK ITEMS WITHIN THE RIGHT–OF–WAY

IL 62 (ALGONQUIN ROAD)

STA: 100+60.40
OFFSET: 25.163 R

Sanitary Manhole 4' Dia.
Ty. A w/Ty. 1 F & C.L.
Rim=(724.93)
Inv.=(709.03 E/W)
Inv.=(710.43 N)

Inlet 2' Dia.
Ty. A w/24"x24" O.L.
Rim (T/L=726.11)
Inv.=(721.86)

Catch Basin 4' Dia.
Ty. A w/Ty. 1 F & C.L.
Rim=(726.30)
Inv.=(720.40)

Catch Basin 4' Dia.
Ty. A w/Ty. 24" x 24"
Rim=(726.24)
Inv.=(722.24)

64 L.F.–18" R.C.P.
TY. 1 @ 0.31%

N 1968900.41, E 1059709.55
STM. MH. NO.16 4'ø
TY. A w/TY. 1 FR. & O.L.
RIM = 725.0
INV. = 720.00

80 L.F.–18" R.C.P.
TY. 1 @ 0.31%

N. 1968809.19, E. 1059722.38
NYLOPLAST DRAIN BASIN
W/ PEDESTRIAN GRATE
NO. 48, 3' DIA.
RIM = 726.0
INV. = 722.32

23 L.F.– 12"
H.D.P.E. @ 0.52%

N. 19687954.97 E. 1059754.52
NYLOPLAST INLINE DRAIN
W/ PEDESTRIAN GRATE
NO. 50, 12" DIA.
RIM = 726.0
INV. = 722.50

35 L.F.– 10"
H.D.P.E. @ 0.51%

N. 1968788.70, E. 1059713.09
NYLOPLAST DRAIN BASIN
W/ PEDESTRIAN GRATE
NO. 46, 2' DIA.
RIM = 726.0
INV. = 722.20

43 L.F.–12" R.C.P.
TY. 1 @ 0.70%

N 1968746.38, E 1059722.28
STM. MH. NO.44 4'ø
TY. A w/TY. 1 FR. & O.L.
RIM =(T/C) 725.8
INV. = 721.12 SW
720.58 W

43 L.F.– 12"
H.D.P.E. @ 1.81%

N. 1968729.35, E.1059682.42
NYLOPLAST DRAIN BASIN
W/ PEDESTRIAN GRATE
NO. 52, 2' DIA.
RIM = 726.0
INV. = 721.90

36 L.F.– 10"
H.D.P.E. @ 1.67%

N.1968709.22, E. 1059712.03
NYLOPLAST INLINE DRAIN
W/ PEDESTRIAN GRATE
NO. 54, 12" DIA.
RIM = 726.0
INV. = 722.50

42 L.F.–12" R.C.P.
TY. 1 @ 1.19%

N 1968633.89, E 1059546.40
STM. MH. NO.7 2'ø
TY. A w/R-3281-A FR. & GR.
RIM =(T/C)(T/C)724.0
INV. = 720.00

N 1968625.35, E 1059724.55
INLET NO.77 2'ø
TY. A w/TY. 1 FR. & O.L.
RIM = 726.2
INV. = 722.20

65 L.F.–12" R.C.P.
TY. 1 @ 2.46%

N 1968596.29, E 1059635.79
CATCH BASIN NO.57 4'ø
TY. A w/R-3281-A FR. & GR.
RIM =(T/C) 724.9
INV. = 719.37
WITH CASCADE SEPARATOR –
SEE DETAIL SHEET 10

70 L.F.–21" R.C.P.
TY. 1 @ 0.20%

N 1968569.59, E 1059700.69
STM. MH. NO.59 4'ø
TY. A w/R-3281-A FR. & GR.
RIM =(T/C) 724.6
INV. = 719.51 E,W
720.60 N

108 L.F.–21" R.C.P.
TY. 1 @ 0.25%

32 L.F.–21" R.C.P.
TY. 1 @ 0.22%

F/F=726.9

Pond

WETLAND BOTTOM
STORMWATER MANAGEMENT
FACILITY
NWL=719.3
w/TAILWATER HWL = 722.6
w/o/TAILWATER HWL = 722.1

Approximate Edge of Water
per Village GIS Image

LOT 3
LOT 6

SEE ARCHITECTURAL
PLANS FOR DUMPSITE
ENCLOSURE DETAIL

Asphalt Surface
w/B-6.24 Curb & Gutter

4" Vertical Curb & Gutter

Temporary Vault
(725.89)
Available to Open'

Existing Parking
Stalls (Typ.)

U.P. w/Drop

48"ø RCP

Basin 4' Dia.
w/Ty. 1 F & G
(727.71)
(720.96)

DRAINAGE & GRADING NOTES

1. ELEVATIONS SHOWN FOR ALL CURB INLETS, CATCH BASINS, AND MANHOLES ARE TOP OF CURB UNLESS OTHERWISE NOTED.
2. ALL CURBS SHALL BE BACKFILLED TO WITHIN 6 INCHES OF THE TOP OF CURB.
3. ALL BACK YARD SWALES SHALL BE CUT OR FILLED 6 INCHES BELOW FINISHED GRADE.
4. EXISTING DRAINAGE TILES ENCOUNTERED DURING CONSTRUCTION SHALL BE PRESERVED OR REPAIRED IN ACCORDANCE WITH SPECIFICATION (SEE SHEET 2).
5. F/F – INDICATES PROPOSED FINISHED FLOOR ELEVATIONS AND THE LOWEST OPENING IN A CONVENTIONAL FOUNDATION WHERE SURFACE RUNOFF CAN ENTER THE FOUNDATION.
6. THE FINISHED TOPSOIL ELEVATION AT THE FOUNDATION SHOULD GENERALLY BE 0.5 FEET BELOW THE FINISHED FLOOR ELEVATION UNLESS INDICATED OTHERWISE.
7. LOT DIMENSIONS SHOWN ON THIS PLAN MAY NOT NECESSARILY CORRESPOND TO THE PLATTED DIMENSIONS. REFER TO THE FINAL RECORDED PLAT OF SUBDIVISION.
8. ▨ – WATERMAIN PROTECTION (SEE SHEETS 2 & 3 FOR DETAILS.)
9. ➡ – INDICATES THE LOCATION AND DIRECTION OF AN OVERLAND FLOOD ROUTE THAT MUST BE RESPECTED IN ALL FINAL GRADING OPERATIONS (SEE DETAIL).
10. ▒ – DENOTES AREA WHERE GRANULAR TRENCH BACKFILL IS REQUIRED.
11. (ELEV.) – INDICATES EXISTING ELEVATION.
12. –×–)(–×– – DENOTES EXISTING UTILITY TO BE REMOVED.
13. T/W – INDICATES THE TOP OF A RETAINING WALL ELEVATION.
14. F/G – INDICATES THE FINISHED GROUND ELEVATION AT THE BASE OF A RETAINING WALL (DOES NOT REPRESENT THE BASE ELEVATION OF THE WALL THAT SHOULD BE BURIED PER THE RETAINING WALL MANUFACTURER'S RECOMMENDATIONS.

N

Q100=13.74 cfs
H.W.L. 724.6
725.1
724.6
724.2
⚠ SECTION E–E
(N.T.S.)

Q100=14.04 cfs
H.W.L. 724.5
725.0
724.8
724.0
⚠ SECTION D–D
(N.T.S.)

T/BERM=723.6
w/TAILWATER H.W.L. = 722.6
w/o/TAILWATER H.W.L. = 722.1
PARKING LOT
4:1 MAX
720.0
N.W.L. = 719.3
VARIES
6:1 MAX
MIN. 12" TOPSOIL DEPTH
1'-12" (SEE PLANS)
VARIES 8:1 MAX
WETLAND PLANT AREA *
NATIVE PLANTINGS ON SLOPES *
* SEE LANDSCAPE PLANS FOR DETAILED PLANTING INFORMATION
⚠ STORMWATER MANAGEMENT FACILITY
SECTION A–A
(N.T.S.)

T/BERM=723.6
10'
5'
5:1
722.6
⚠ EMERGENCY OVERFLOW WEIR
SECTION B–B
(N.T.S.)

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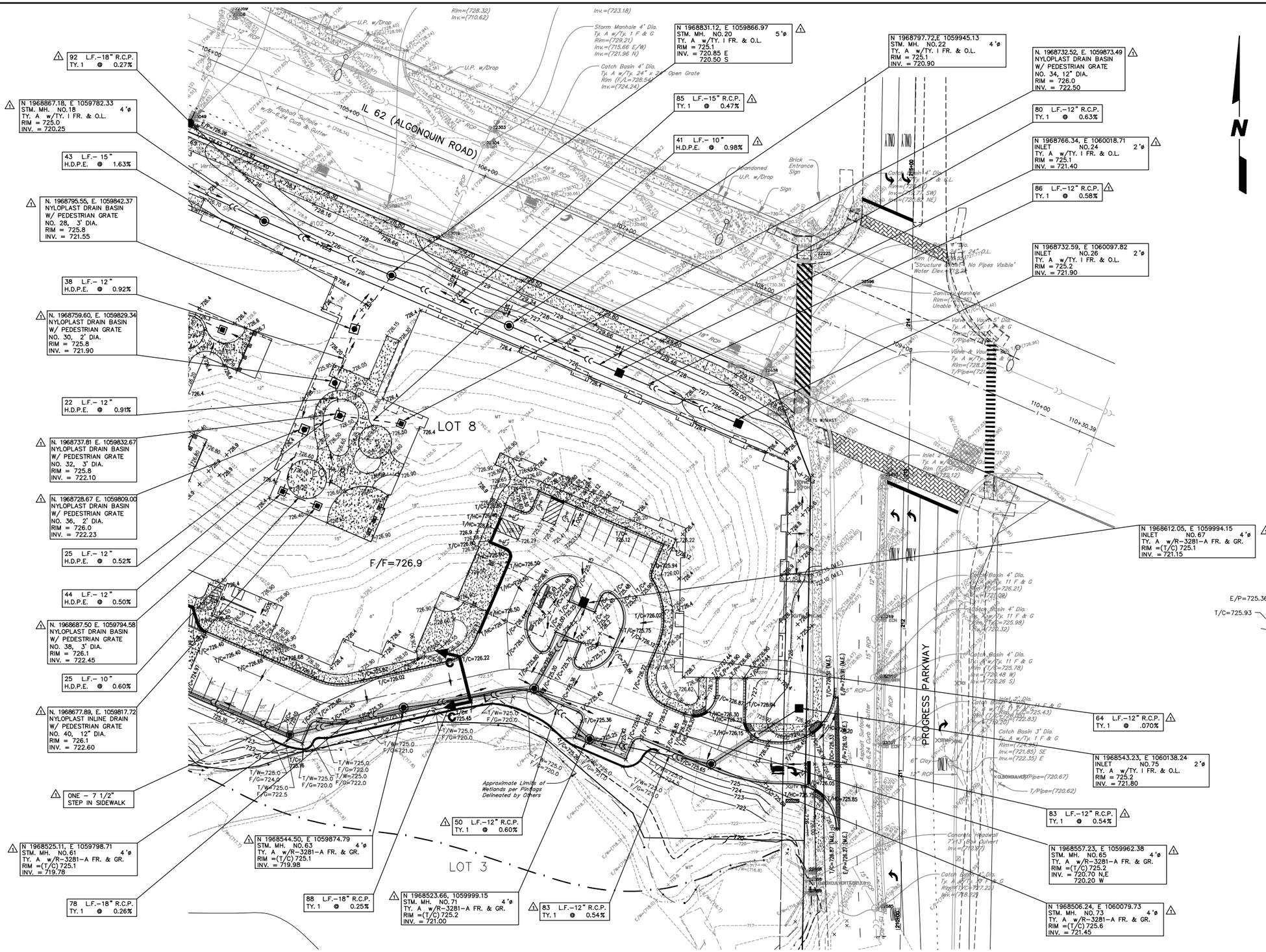
REVISIONS

NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
⚠1	11–21–25/JJC	REVISED PER VILLAGE COMMENTS RECEIVED 11–10–25			

DRAINAGE AND GRADING PLAN
HARBORCHASE OF SCHAUMBURG

FILE NAME: OVER GRADE	DSGN. BY: KMM	JOB NO.: 904.529	FLD. BK./PG.:	SHEET NO.
DIR: 814012	DRN. BY: KMS	DATE: 09–08–2025	SCALE: 1" = 30'	12 of 25

PLOT FILE CREATED: 11/21/2025 3:56 PM BY JEFF CERANIC DRAWING LAST SAVED: 11/21/2025 3:55 PM BY JEFFCERANIC DRAWING PATH: P:\814012\DWG\ENG\DRAWINGS\FINAL DRAFTING\OVER GRADE.DWG



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DRAINAGE AND GRADING PLAN

HARBORCHASE OF SCHAUMBURG

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DIR: 814012	DRN. BY: KMS	DATE: 09–08–2025	SCALE: 1" = 30'	13 of 25

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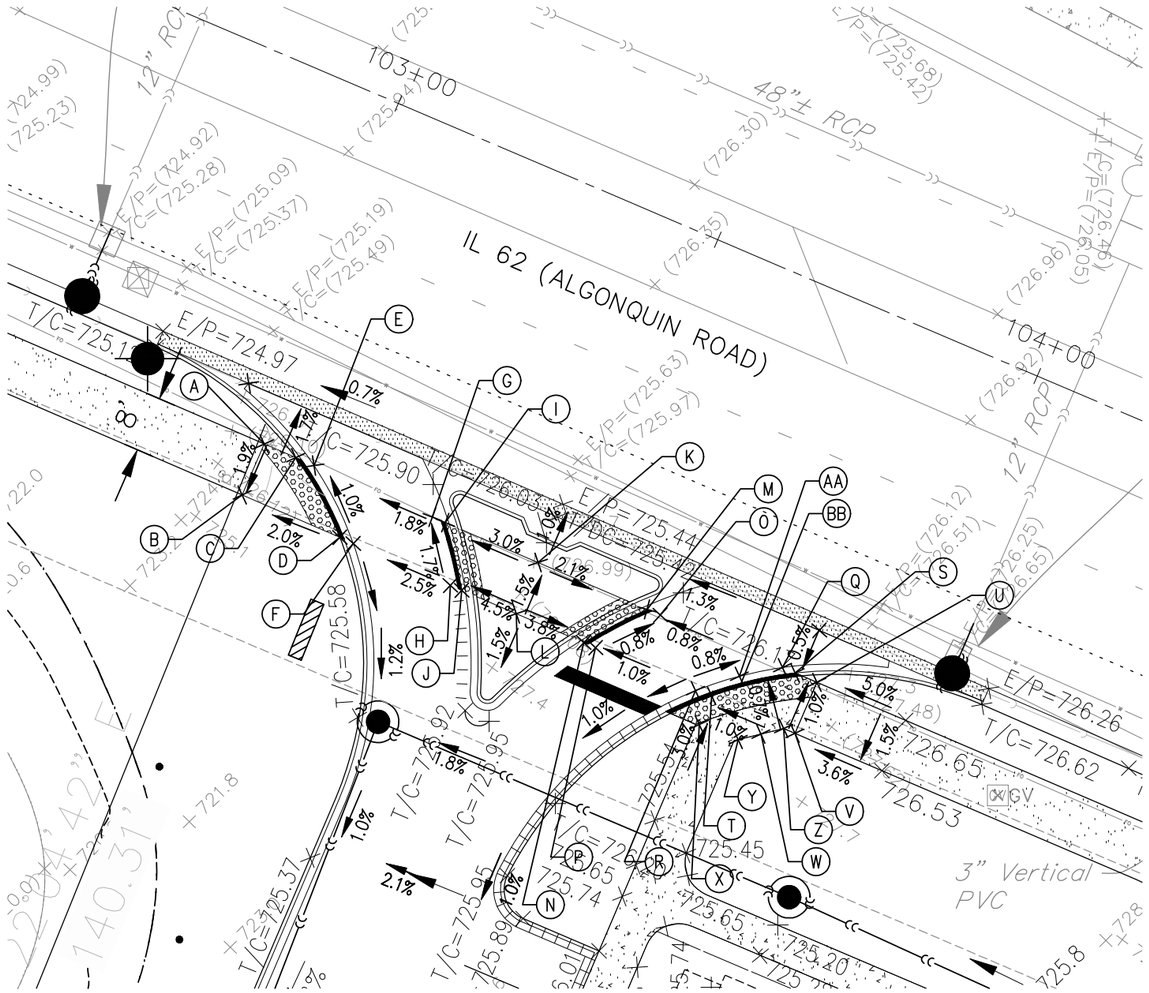
12" RCP
103+00
48"± RCP
104+00
12" RCP
IL 62 (ALGONQUIN ROAD)
E/P=(724.92)
T/C=(725.28)
E/P=(725.09)
T/C=(725.37)
E/P=(725.19)
T/C=(725.49)
E/P=(725.63)
T/C=(725.97)
E/P=(726.12)
T/C=(726.51)
E/P=(725.68)
T/C=(725.42)
E/P=(726.30)
T/C=(726.65)
E/P=(726.92)
T/C=(726.96)
E/P=(726.25)
T/C=(726.65)
T/C=725.37
T/C=725.58
T/C=725.90
E/P=724.97
E/P=725.44
E/P=726.26
T/C=726.62
T/C=726.65
T/C=726.53
T/C=725.95
T/C=725.92
T/C=725.95
T/C=726.65
T/C=725.74
T/C=725.45
T/C=725.65
T/C=725.20
T/C=725.54
3" Vertical PVC
GV
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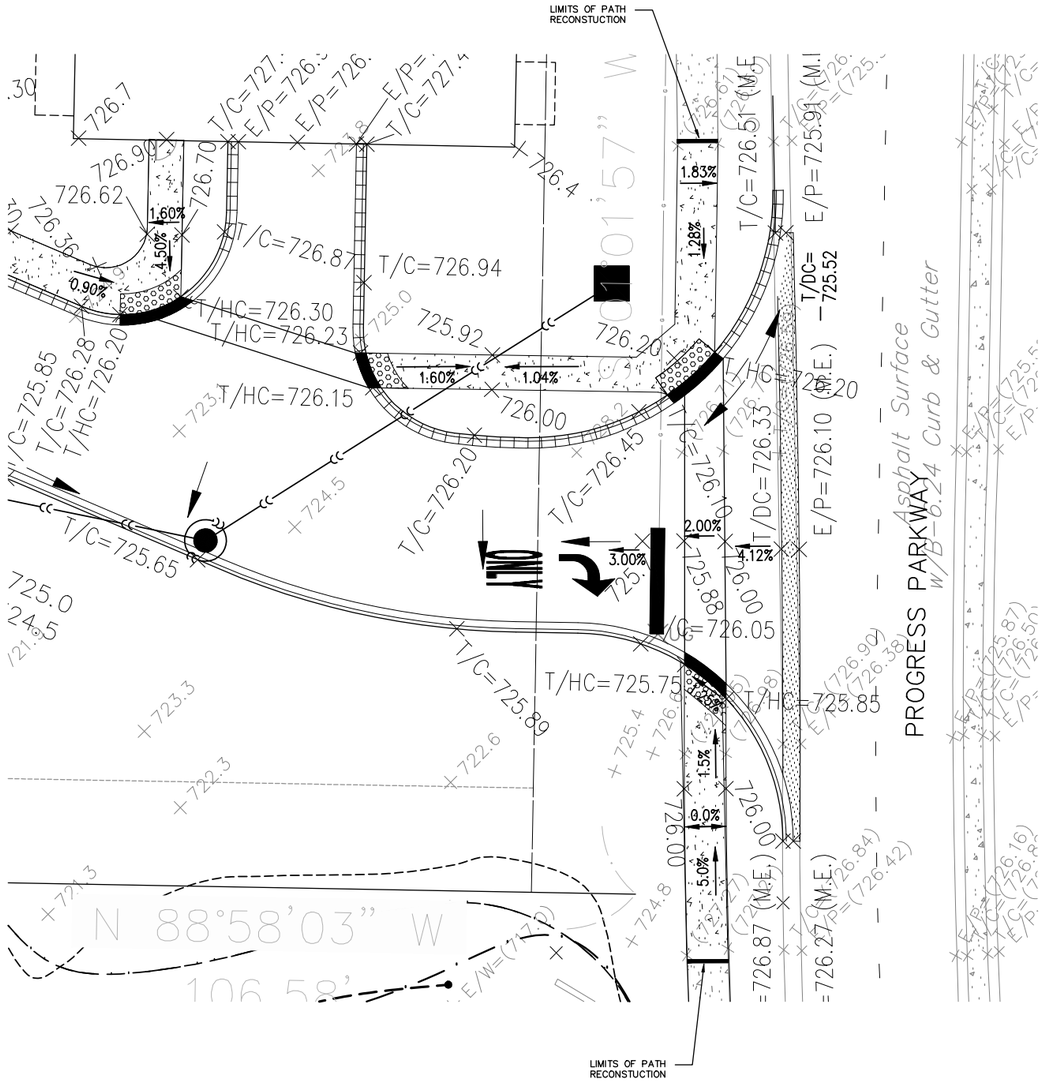

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1	11-21-25/JJC	REVISED PER VILLAGE COMMENTS RECEIVED 11-10-25			

ADA GRADING

HARBORCHASE OF SCHAUMBURG

FILE NAME: ADA DETS	DSGN. BY: KMM	JOB NO.: 904.529	FLD. BK./PG.: ---	SHEET NO.
DIR: 814012	DRN. BY: KMS	DATE: 09-08-2025	SCALE: 1" = 10'	15 of 25

PLOT FILE CREATED: 11/21/2025 3:03 PM BY: JEFF CERANEC DRAWING LAST SAVED: 11/21/2025 8:06 AM BY: JEFFCERANEC DRAWING PATH: P:\814012\DWG\ENG\DRAWINGS\FINAL DRAFTING\ADA DETS.DWG

LIMITS OF SITE IMPROVEMENT AT RIGHT-OF-WAY. SEE SEPARATE PLANS FOR "IL 62 (ALGONQUIN ROAD)" FOR ALL WORK ITEMS WITHIN THE RIGHT-OF-WAY

36 L.F.– 8" D.I.W.M., CL.52

UTILITY X-ING: EX. 18" SAN. SEWER @ 8" WM X-ING
T/P = 712.75 @ EX. 18" SAN. SEWER
INV = 719.25 OF 8" WM

N 1968919.2, E 1059685.9
VALVE NO. 1
8 " – IN 4'ø VAULT
RIM = 725.7
(W/ 8"x12" PRESSURE CONNECTION)

N 1968955.6, E 1059676.4
SAN. MH. NO.4 4 'ø
TY. A w/TY. 1 FR. & SS LID
RIM = 725.4
INV. = 712.31 S
711.33 E,W (EXIST)
(CONNECT TO EXISTING SANITARY SEWER USING A DOG HOUSE MANHOLE, SEE DETAIL SHEET 18)

319 L.F. 8" PVC SDR 26 SANITARY SEWER @ 1.31%

UTILITY X-ING: 18" STM. SEWER @ 8" SAN. X-ING
INV. = 719.84 @ 18" STM. SEWER
T/P = 713.47 OF 8" SAN. SEWER

UTILITY X-ING: 18" STM. SEWER @ 8" WM X-ING
INV. = 719.91 @ 18" STM. SEWER
T/P = 718.4± OF 8" WM
(DIP WM TO PROVIDE MINIMUM 18" SEPARATION FROM STM. SEWER)

UTILITY X-ING: 15" STM. SEWER @ 8" WM X-ING
INV. = 720.07 @ 15" STM. SEWER
T/P = 718.5± OF 8" WM
(DIP WM TO PROVIDE MINIMUM 18" SEPARATION FROM STM. SEWER)

UTILITY X-ING: 15" STM. SEWER @ 8' SAN. X-ING
B/P = 719.83 @ 15" STM. SEWER
T/P = 715.22 OF 8" SAN. SEWER

227 L.F.– 8" D.I.W.M., CL.52

N 1968690.5, E 1059588.3
VALVE NO. 4
8 " – IN 4'ø VAULT
RIM = 725.8

24 L.F.– 8" D.I.W.M., CL.52

N 1968698.1, E 1059591.6
FIRE HYDRANT NO. 2
FIN. GR. @ HYD.= 726.0

9 L.F.– 8" D.I.W.M., CL.52

N 1968660.4, E 1059550.4
SAN. MH. NO.3 4 'ø
TY. A w/TY. 1 FR. & SS LID
RIM = 724.5
INV. = 716.49

13 L.F. 8" PVC SDR 26 SANITARY SEWER @ 1.00%

20 L.F.– 8" P.V.C. SDR 26 @ 1.00%
(ASTM 2241 PIPE w/ ASTM D-3139 JOINTS)

9 L.F.– 8" D.I.W.M., CL.52

281 L.F.– 8" D.I.W.M., CL.52

147 L.F. 8" PVC SDR 26 SANITARY SEWER @ 1.00%

N 1968626.2, E 1059732.28
SAN. MH. NO.1 4 'ø
TY. A w/TY. 1 FR. & SS LID
RIM = 726.3
INV. = 718.65
(MWRD INSPECTION MANHOLE)

40 L.F. 8" PVC SDR 26 SANITARY SEWER @ 1.00%

UTILITY X-ING: 12" STM. SEWER @ 8" WM X-ING
INV. = 720.44 @ 12" STM. SEWER
T/P = 718.9± OF 8" WM
(DIP WM TO PROVIDE MINIMUM 18" SEPARATION FROM STM. SEWER)

UTILITY X-ING: 12" STM. SEWER @ 8" SAN. X-ING
T/P = 718.54 OF 8" SAN. SEWER
INV. = 720.15 @ 12" STM. SEWER

N 1968606.9, E 1059684.9
SAN. MH. NO.2 4 'ø
TY. A w/TY. 1 FR. & SS LID
RIM = 725.2
INV. = 717.93

UTILITY X-ING: 8" SAN. SEWER @ 8" WM X-ING
INV. = 718.05 @ 8" SAN. SEWER
T/P = 716.5± OF 8" WM
(DIP WM TO PROVIDE MINIMUM 18" SEPARATION FROM SANITARY SEWER)

5 L.F.– 8" D.I.W.M., CL.52

N 1968550.7, E 1059836.7
VALVE NO. 3
8 " – IN 4'ø VAULT
RIM = 725.4

20 L.F.– 8" D.I.W.M., CL.52 ⚠

N 1968578.5, E 1059882.0
FIRE HYDRANT NO. 3
FIN. GR. @ HYD.= 726.8 ⚠

116 L.F.– 6" D.I.W.M., CL.52

22 L.F.– 8" D.I.W.M., CL.52

N 1968901.3, E 1059672.2
FIRE HYDRANT NO. 1
FIN. GR. @ HYD.= 726.0

GREASE TRAP
RIM = 726.5
INV. = 718.70

5 L.F.– 6" PVC SDR 26 SANITARY SERVICE @ 1.00%
(DOMESTIC SERVICE)

INV. = 718.76

5 L.F.– 6" PVC SDR 26 SANITARY SERVICE @ 1.00%
(GREASE SERVICE)

INV. = 718.75

10 L.F.– 8" D.I.W.S., CL.52

N 1968603.6, E 1059787.1
VALVE NO. 2
8 " – IN 4'ø VAULT
RIM = 726.9

45 L.F.– 8" D.I.W.S., CL.52
COMBINED FIRE/DOMESTIC WATER SERVICE

FIRE DEPARTMENT CONNECTION

CONFLICT FIBER OPTIC & ELECTRIC

IL 62 (ALGONQUIN ROAD)

18" R.C.P. Sanitary (Schaumburg)

LOT 8

CP #102

Catch Basin 4' Dia. Ty. A w/Ty. 24" x 24" Open Grate Rim=(726.24) Inv.=(722.24)

Sanitary Manhole 4' Dia. Ty. A w/Ty. 1 F & G Rim=(728.32) Inv.=(710.62)

Inlet 2' Dia. Ty. A w/24"x24" O.L. Rim (T/L=728.63) Inv.=(723.18)

Storm Manhole 4' Dia. Ty. A w/Ty. 1 F & G Rim=(729.21) Inv.=(715.66 E/W) Inv.=(721.96 N)

Catch Basin 4' Dia. Ty. A w/Ty. 24" x 24" Open Grate Rim (F/L=728.54) Inv.=(724.24)

Abandoned U.P. w/Drop

Brick Entrance Sign

Sign

Gate Test Station

Asphalt Surface w/B-6.24 Curb & Gutter

Comed Vault

Catch Basin 4' Dia. Ty. A w/Ty. 1 F & G.L. Rim=(728.69) Inv.=(715.71 SW) Inv.=(720.84 NE)

Sanitary Manhole Rim=(728.69) Unable "Structure Water Elev.=(7

CONNECT TO EXIST. WATERMAIN @ EXISTING VALVE VAULT

UTILITY X-ING: 12" STM. SEWER @ 8" WM X-ING
INV. = 720.58 @ 12" STM. SEWER
T/P = 719.0± OF 8" WM
(DIP WM TO PROVIDE MINIMUM 18" SEPARATION FROM STM. SEWER)

UTILITY X-ING: 8" WM @ EXIST. ELECTRIC
T/P = 723.0± OF 8" WM
(DIP WM TO PROVIDE MINIMUM 18" SEPARATION FROM ELECTRIC LINE – IF NECESSARY)

58 L.F.– 8" D.I.W.M., CL.52

115 L.F.– 6" D.I.W.M., CL.52

16 L.F.– 8" D.I.W.M., CL.52

25 L.F.– 8" D.I.W.M., CL.52

100 L.F.– 8" D.I.W.M., CL.52

N 1968602.9, E 1060156.3
FIRE HYDRANT NO. 6
FIN. GR. @ HYD.= 725.3

17 L.F.– 6" D.I.W.M., CL.52

39 L.F.– 8" D.I.W.M., CL.52

16 L.F.– 8" D.I.W.M., CL.52

PROGRESS PARKWAY

ONLY

Street Light Base

Inlet 2' Dia. Ty. A w/Ty. Rim (T/L=722.1, Inv.=(722.1

Asphalt Surface w/B-6.24 Curb & Gutter

Clay

NOTE: ALL SANITARY SEWER SHALL BE 8 INCH DIA. UNLESS OTHERWISE NOTED.

ALL WATERMAIN SHALL BE 8 INCH DIA. UNLESS OTHERWISE NOTED.

ALL WASTE CONTAINING GREASE SHALL BE DISCHARGED TO A GREASE SEPARATOR BEFORE DISCHARGING INTO THE SANITARY SEWER, WITH EXCEPTION OF RESTAURANT DISHWASHERS WHICH SHALL HAVE THEIR DISCHARGE BYPASS THE GREASE SEPARATOR AND DISCHARGE DIRECTLY OR INDIRECTLY INTO THE SANITARY SEWER.

GREASE TRAP MAINTENANCE REQUIRES INSPECTION AND CLEAN OUT MONTHLY.

LEGEND

EXISTING	PROPOSED	DESCRIPTION
		SANITARY SEWER
		SANITARY MANHOLE
		WATERMAIN
		VALVE & BOX
		WATER VALVE IN VAULT
		FIRE HYDRANT
		FIRE DEPARTMENT CONNECTION
	(H No.)	NUMBERING SYSTEM USED ON PLANS FOR FIRE HYDRANT IDENTIFICATION
	(V No.)	NUMBERING SYSTEM USED ON PLANS FOR VALVE VAULT IDENTIFICATION
	(S No.)	NUMBERING SYSTEM USED ON PLANS FOR SANITARY MANHOLE IDENTIFICATION
	(C W)	COPPER WHIP LOCATION
	XXX'	LENGTHS OF W.M. BETWEEN VALVES
		TRENCH BACKFILL
		INDICATES WATERMAIN PROTECTION (RUBBER GASKET JOINTS SHALL BE USED 10 FEET ON EACH SIDE OF THE WATERMAIN CROSSING).

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SANITARY SEWER AND WATERMAIN PLAN
HARBORCHASE OF SCHAUMBURG

FILE NAME: OVER UTIL	DSGN. BY: KMM	JOB NO.: 904.529	FLD. BK./PG.: ---	SHEET NO.
DIR: 814012	DRN. BY: KMS	DATE: 09-08-2025	SCALE: 1" = 30'	16 of 25

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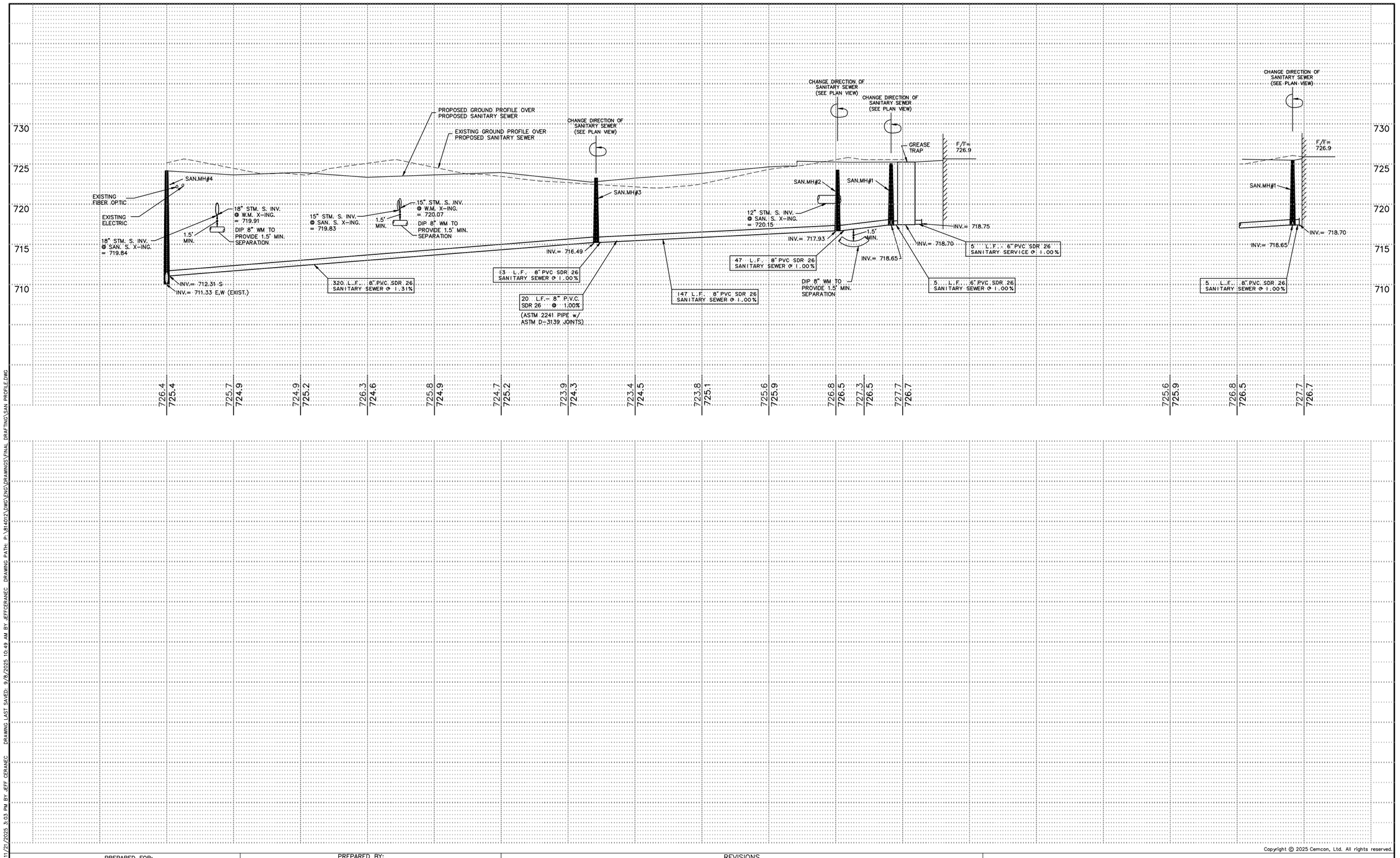

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SANITARY SEWER PROFILE

HARBORCHASE OF SCHAUMBURG

FILE NAME: SAN PROFILE	DSGN. BY: KMM	JOB NO.: 904.529	FLD. BK./PG.: ---
DIR: 814012	DRN. BY: KMS	DATE: 09-08-2025	SCALE: 1" = 30'H; 5'V

SHEET NO. 17 of 25

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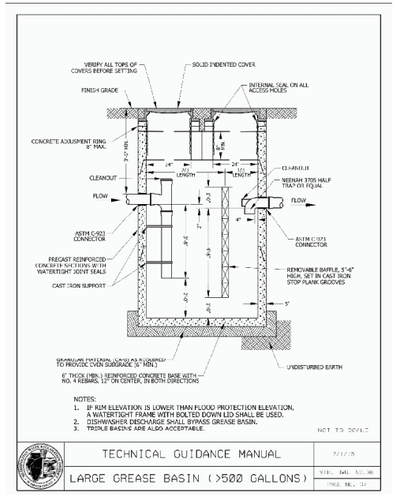

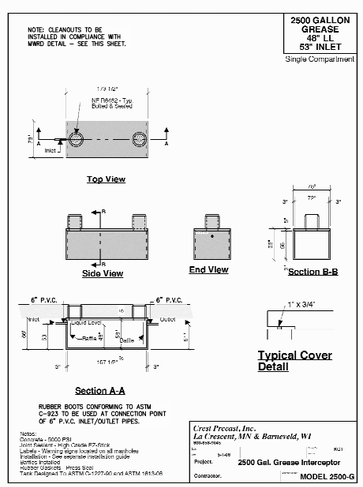

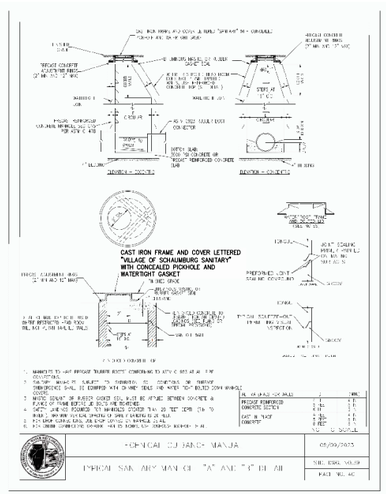

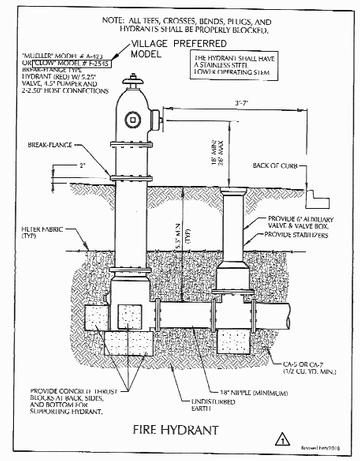

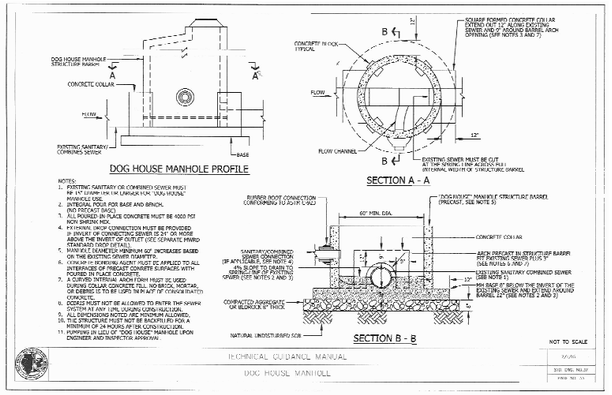

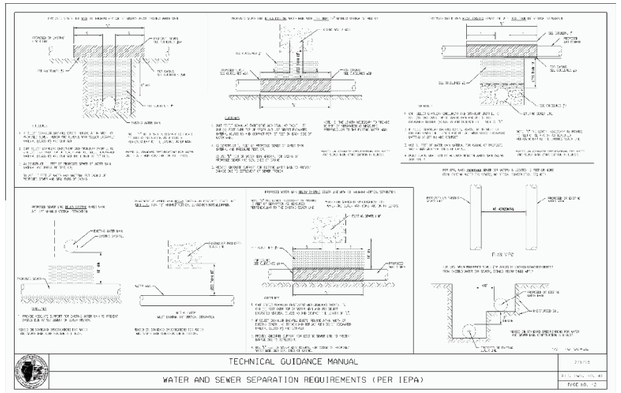

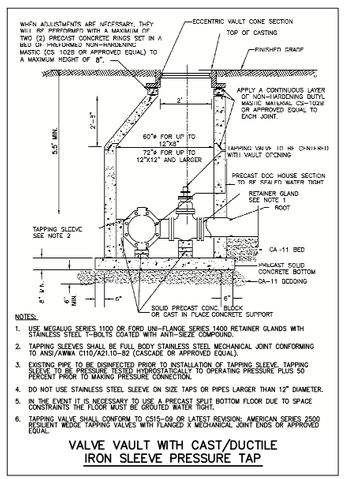

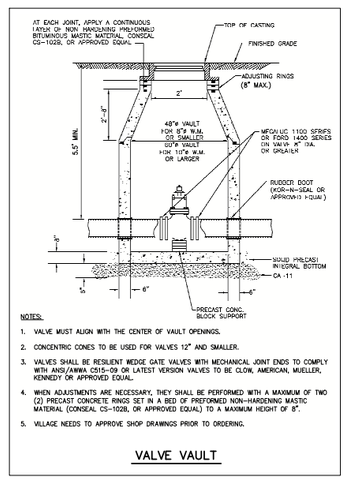

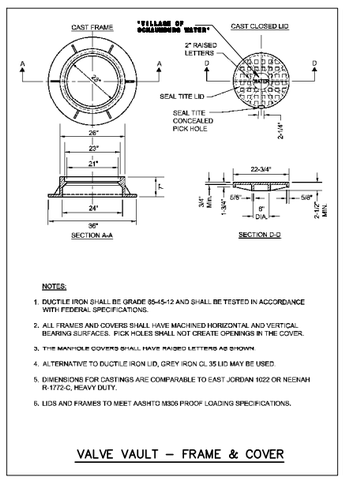

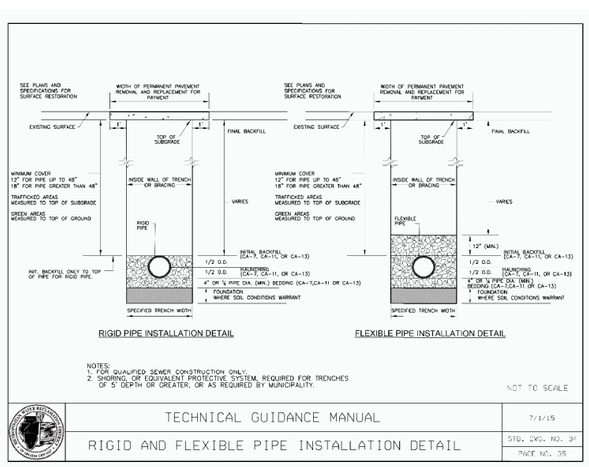

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THREE LEAF PARTNERS
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414-775-0857

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REVISIONS

NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
1	11-21-25/JJC	REVISED PER VILLAGE COMMENTS RECEIVED 11-10-25			

SANITARY SEWER AND WATERMAIN DETAILS
HARBORCHASE OF SCHAUMBURG

FILE NAME: DETAILS	DSGN. BY: KMM	JOB NO.: 904.529	FLD. BK./PG.: ---	SHEET NO.
DIR: 814012	DRN. BY: KMS	DATE: 09-08-2025	SCALE: 1" = N.T.S.	18 of 25

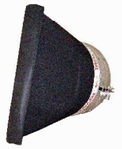
PLOT FILE CREATED: 11/21/2025 3:03 PM BY: JEFF CERANIC DRAWING LAST SAVED: 11/21/2025 2:58 PM BY: JEFFCERANIC DRAWING PATH: P:\814012\DWG\ENG\DRAWINGS\FINAL DRAFTING\DETAILS.DWG

Series TF-2

- 100% elastomer construction
- Will not rust or corrode
- Will not warp at freeze open or shut
- Custom built to customer specifications
- Low cracking pressure, low headloss
- Eliminates backflow

Materials of Construction
Neoprene, Hypalon®, Buna-N, EPDM, Viton®

Mounting Hands
304 or 316 Stainless steel.



The TideTec® Check Valve is an evolutionary design for backflow prevention. It did not allow erosion pressures to eliminate standing water and very low headloss that is not affected by rust, corrosion or ash of other valves. TideTec® Check Valves are cost effective because they require no maintenance or repairs and have a long operational life span. TideTec® resists rusting like previous attempts at improvement and is one of the few to handle energy stores that is recycled.

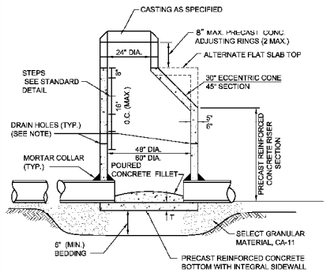
TideTec® valves are excellent top accessories for offshore metal flapgate valves because they will not warp or freeze at low altitudes and temperatures.

The inside diameter of the TF-2S cuff is constructed to exactly match the outside diameter of the pipe.

The valve is slid onto the pipe and held in place with steel or stainless steel band clamps, eliminating flanging costs. TideTec® TF-2 valves are constructed with a raised bead standard.

Pipe O.D.	Length	Bill Weight	Cut Length
1/2	3	1 1/2	1/2
3/4	3	2	1
1	3	3	1
1 1/2	7	4	1
2	7	5	1
2 1/2	8	6	1
3	9	6	1 1/2
4	12	7	1 1/2
5	14	9	2
6	16	11	2
8	17	13	2
10	20	15	3
12	23	21	4
14	24	22	4
15	25	23	5
16	26	25	5
20	34	31	6 1/2
24	42	35	8
25	42	35	8
28	42	35	8
30	45	50	9
32	46	52	10
36	50	55	10
38	50	55	10
42	52	65	10
45	53	71	10
48	53	71	10
48	60	75	12
54	62	93	12
60	72	97	12
66	73	97	12
69	75	97	15
72	85	118	17
84	92	111	18
90	192	119	17
92	192	119	17
96	192	119	17

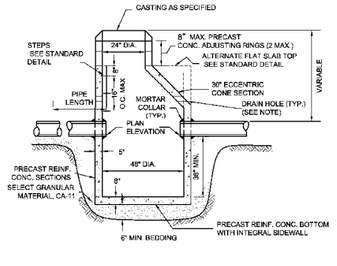
WHEN MANHOLE DEPTH IS 12 FT OR LESS T = 8 INCHES
WHEN MANHOLE DEPTH IS OVER 12 FT. T = 10 INCHES



NOTE:

A MINIMUM OF 4 PRECAST OR DRILLED 1" DIAMETER HOLES SHALL BE PROVIDED WITHIN 1' OF THE LOWEST PIPE INVERT. THE HOLES SHALL BE DISTRIBUTED EQUIDISTANT AROUND THE PERIMETER OF THE STRUCTURE. A 1' BY 1' SQUARE OF UNDERDRAIN FILTER CLOTH MATERIAL SHALL BE FIXED OVER EACH DRAIN HOLE ON THE OUTSIDE OF THE STRUCTURE WITH MASTIC MATERIAL TO PREVENT SUPPAGE DURING BACKFILLING.

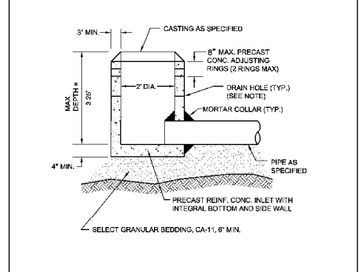
STORM MANHOLE – TYPE A



NOTE:

A MINIMUM OF 4 PRECAST OR DRILLED 1" DIAMETER HOLES SHALL BE PROVIDED WITHIN 1' OF THE LOWEST PIPE INVERT. THE HOLES SHALL BE DISTRIBUTED EQUIDISTANT AROUND THE PERIMETER OF THE STRUCTURE. A 1' BY 1' SQUARE OF UNDERDRAIN FILTER CLOTH MATERIAL SHALL BE FIXED OVER EACH DRAIN HOLE ON THE OUTSIDE OF THE STRUCTURE WITH MASTIC MATERIAL TO PREVENT SUPPAGE DURING BACKFILLING.

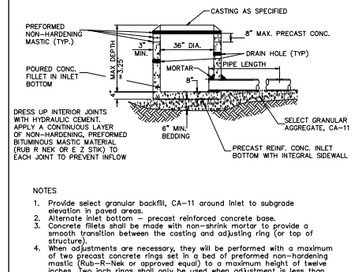
CATCH BASIN – TYPE A



NOTE:

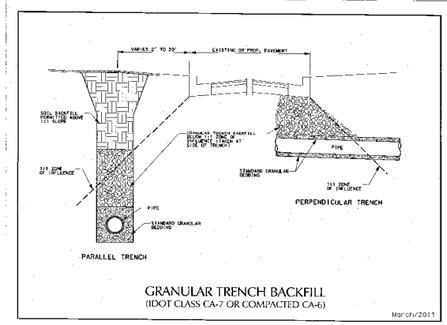
IN AREAS AHEAD A MINIMUM OF 4 PRECAST OR DRILLED 1" DIAMETER HOLES SHALL BE PROVIDED WITHIN 1' OF THE LOWEST PIPE INVERT. THE HOLES SHALL BE DISTRIBUTED EQUIDISTANT AROUND THE PERIMETER OF THE STRUCTURE. A 1' BY 1' SQUARE OF UNDERDRAIN FILTER CLOTH MATERIAL SHALL BE FIXED OVER EACH DRAIN HOLE ON THE OUTSIDE OF THE STRUCTURE WITH MASTIC MATERIAL TO PREVENT SLIPPAGE DURING BACKFILLING.

INLET – TYPE A



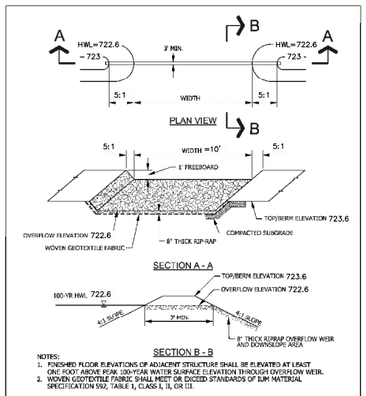
NOTES

1. Provide select granular backfill, CA-11 around inlet to subgrade elevation in paved areas.
2. Alternate inlet bottom – precast reinforced concrete base.
3. Concrete fillets shall be made with non-shrink mortar to provide a smooth transition between the casting and adjusting ring (or top of structure).
4. When adjustments are necessary, they will be performed with a maximum of two precast concrete rings set in a bed of preformed non-hardening mastic (Rub-R-Nek or approved equal) to a maximum height of twelve inches. Two inch rings shall only be used when adjustment is less than three inches.
5. No mortar shall be used to dress up inside adjusting rings.
6. A minimum of four (4), two (2) inch diameter holes shall be provided within one (1) foot above the lowest pipe invert. The holes shall be distributed equidistant around the perimeter of the structure. A one (1) foot by one (1) foot section of underdrain filter cloth material shall be sufficiently fixed to the outside of the manhole with mastic materials to prevent slippage during backfilling. The holes shall be either precast or drilled. Drain holes are required for all inlets in paved areas.



GRANULAR TRENCH BACKFILL
(IDOT CLASS CA-7 OR COMPACTED CA-6)

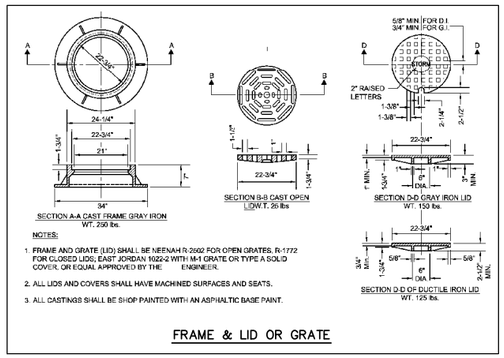
March/2011



NOTES:
1. FINISHED FLOOR ELEVATIONS OF ADJACENT STRUCTURE SHALL BE ELEVATED AT LEAST ONE FOOT ABOVE H.W. 100-YEAR WATER SURFACE ELEVATION THROUGH OVERFLOW WEIR.
2. WOVEN GEOTEXTILE FABRIC SHALL MEET OR EXCEED STANDARDS OF IDM MATERIAL SPECIFICATION 592, TABLE 1, CLASS I, II, OR III.

⚠ NOT TO SCALE

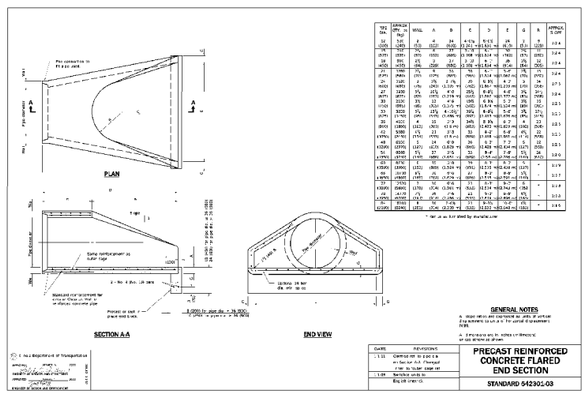
TECHNICAL GUIDANCE MANUAL	9/1/15
TYPICAL EMERGENCY OVERFLOW WEIR	1/4L DWG. 12-22
	PAGE NO. 23

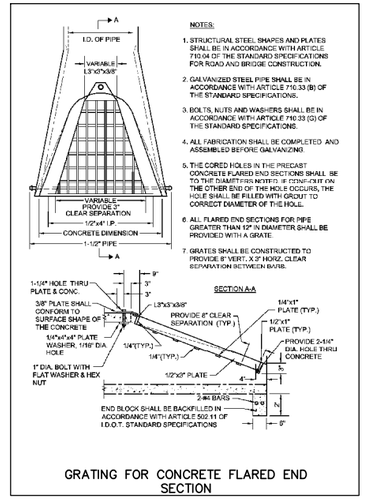


NOTES:

1. FRAME AND GRATE (LID) SHALL BE NEENAH R-2602 FOR OPEN GRATES, R-1772 FOR CLOSED LIDS; EAST JORDAN 1022-2 WITH M-1 GRATE OR TYPE A SOLID COVER, OR EQUAL APPROVED BY THE ENGINEER.
2. ALL LIDS AND COVERS SHALL HAVE MACHINED SURFACES AND SEATS.
3. ALL CASTINGS SHALL BE SHOP PAINTED WITH AN ASPHALTIC BASE PAINT.

FRAME & LID OR GRATE

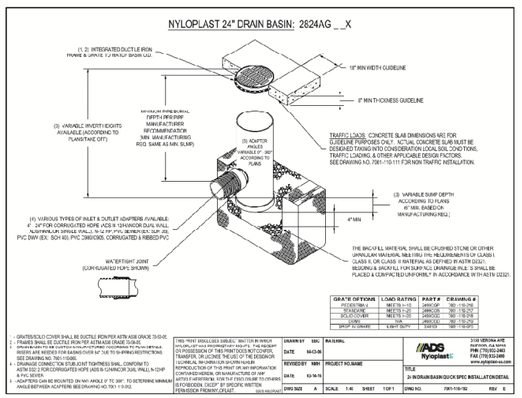


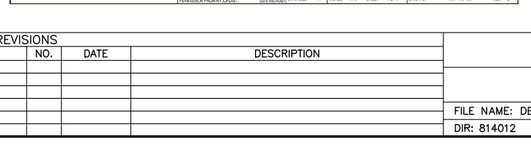


NOTES:

1. STRUCTURAL STEEL SHAPES AND PLATES SHALL BE IN ACCORDANCE WITH ARTICLE 710.04 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
2. GALVANIZED STEEL PIPE SHALL BE IN ACCORDANCE WITH ARTICLE 710.33 (B) OF THE STANDARD SPECIFICATIONS.
3. BOLTS, NUTS AND WASHERS SHALL BE IN ACCORDANCE WITH ARTICLE 710.33 (G) OF THE STANDARD SPECIFICATIONS.
4. ALL FABRICATION SHALL BE COMPLETED AND ASSEMBLED BEFORE GALVANIZING.
5. THE CORED HOLES IN THE PRECAST CONCRETE FLARED END SECTIONS SHALL BE TO THE DIAMETERS NOTED. IF STRAIGHT ON THE OTHER END OF THE HOLE OCCURS, THE HOLE SHALL BE FILLED WITH GROUT TO CORRECT DIAMETER OF THE HOLE.
6. ALL FLARED END SECTIONS FOR PIPE GREATER THAN 12" IN DIAMETER SHALL BE PROVIDED WITH A GRATE.
7. GRATES SHALL BE CONSTRUCTED TO PROVIDE 8" VERT., X 2" HORZ. CLEAR SEPARATION BETWEEN BARS.

GRATING FOR CONCRETE FLARED END SECTION



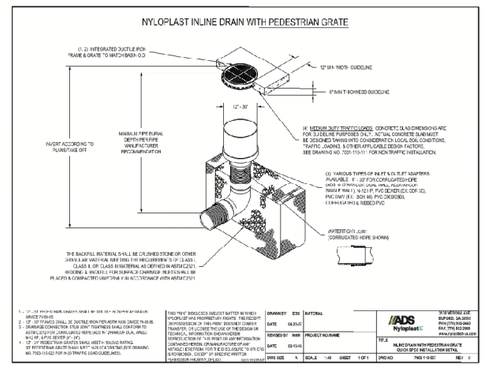


NOTES:
1. CATCH BASINS MUST CONFORM TO ASTM C-478.
2. CATCH BASIN SECTIONS TO BE TONGUE AND GROOVED.
3. NON-SHRINKGROUT OR CEMENT TO BE USED ON ALL PENETRATIONS INSIDE AND OUTSIDE OF STRUCTURE.
4. ALL PIPE PENETRATIONS TO BE CORED, RUBBER BOOTED AND INTERIOR GROUTED (NON-SHRINK) OR CEMENTED, ASTM C923 CONNECTORS IN COMBINED SEWER AREAS.

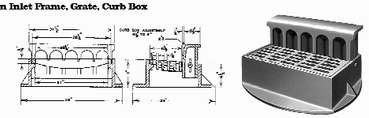
* ANCHORS SHALL BE TACK WELDED TO THE PLATE. ANCHOR EMBEDMENT SHALL BE 3" MIN.

NOT TO SCALE

TECHNICAL GUIDANCE MANUAL	10/17/2018
PLATE RESTRICTOR DETAIL (INSTALLED IN MANHOLE/CATCH BASIN)-CATCH BASIN 30	STD. DWG. NO.24
	PAGE NO. 25



R-3281-A
Combination Inlet Frame, Grate, Curb Box
Heavy Duty



Available with 3" radius curb box, open curb box, or flat curb grate.
Enviro-Curb Boxes available, see page 121.

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PREPARED FOR:
THREE LEAF PARTNERS
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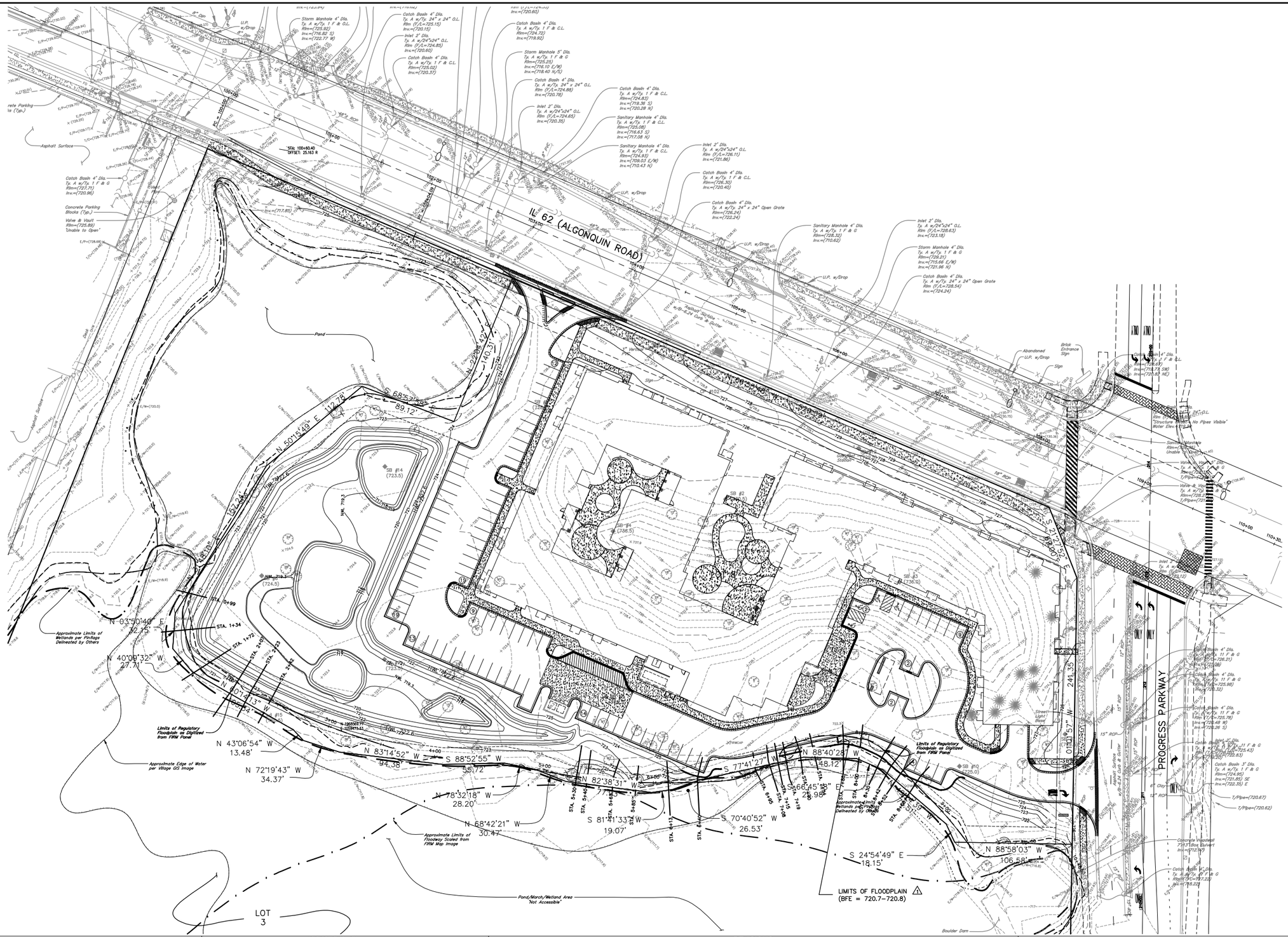
REVISIONS

NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
1	11-21-25/JJC	REVISED PER VILLAGE COMMENTS RECEIVED 11-10-25			

DRAINAGE STRUCTURE DETAILS
HARBORCHASE OF SCHAUMBURG

FILE NAME: DETAILS	DSGN. BY: KMM	JOB NO.: 904.529	FLD. BK./PG.: ---	SHEET NO. 19 of 25
DIR: 814012	DRN. BY: KMS	DATE: 09-08-2025	SCALE: 1" = N.T.S.	

PLOT FILE CREATED: 11/21/2025 3:03 PM BY: JEFF CERANIC DRAWING LAST SAVED: 11/21/2025 2:58 PM BY: JEFFCERANIC DRAWING PATH: P:\814012\DWG\ENG\DRAWINGS\FINAL DRAFTING\DETAILS.DWG


IL 62 (ALGONQUIN ROAD)
PROGRESS PARKWAY
Pond
Pond/Marsh/Wetland Area 'Not Accessible'
LOT 3
LIMITS OF FLOODPLAIN (BFE = 720.7–720.8)
Approximate Limits of Wetlands per Pinflags Delineated by Others
Approximate Edge of Water per Village GIS Image
Approximate Limits of Floodway Scaled from FIRM Map Image
Limits of Regulatory Floodplain as Digitized from FIRM Panel
Asphalt Surface
Concrete Parking Blocks (Typ.)
Valve & Vault Rim=(725.89) 'Unable to Open'
Catch Basin 4' Dia. Tp. A w/Tp. 1 F & G Rim=(727.71) Inv.=(720.86)
Storm Manhole 4' Dia. Tp. A w/Tp. 1 F & G.L. Rim (F/L=725.15) Inv.=(720.15)
Storm Manhole 4' Dia. Rim=(725.92) Inv.=(716.82 S) Inv.=(722.77 W)
Inlet 2' Dia. Tp. A w/24"x24" G.L. Rim (F/L=724.85) Inv.=(720.60)
Catch Basin 4' Dia. Tp. A w/Tp. 1 F & G.L. Rim=(725.02) Inv.=(720.37)
Catch Basin 4' Dia. Tp. A w/Tp. 24" x 24" G.L. Rim (F/L=724.72) Inv.=(719.92)
Storm Manhole 5' Dia. Tp. A w/Tp. 1 F & G Rim=(725.25) Inv.=(716.10 E/W) Inv.=(718.40 N/S)
Catch Basin 4' Dia. Tp. A w/Tp. 24" x 24" G.L. Rim (F/L=724.66) Inv.=(720.76)
Inlet 2' Dia. Tp. A w/24"x24" G.L. Rim (F/L=724.65) Inv.=(720.35)
Catch Basin 4' Dia. Tp. A w/Tp. 1 F & G.L. Rim=(724.83) Inv.=(718.36 S) Inv.=(720.28 N)
Sanitary Manhole 4' Dia. Tp. A w/Tp. 1 F & G.L. Rim=(725.08) Inv.=(716.63 S) Inv.=(717.08 N)
Sanitary Manhole 4' Dia. Tp. A w/Tp. 1 F & G.L. Rim=(724.93) Inv.=(709.03 E/W) Inv.=(710.43 N)
Inlet 2' Dia. Tp. A w/24"x24" G.L. Rim (F/L=726.11) Inv.=(721.86)
Catch Basin 4' Dia. Tp. A w/Tp. 1 F & G.L. Rim=(726.30) Inv.=(720.40)
Catch Basin 4' Dia. Tp. A w/Tp. 24" x 24" Open Grate Rim=(726.24) Inv.=(722.24)
Sanitary Manhole 4' Dia. Tp. A w/Tp. 1 F & G Rim=(728.32) Inv.=(710.62)
Inlet 2' Dia. Tp. A w/24"x24" G.L. Rim (F/L=728.63) Inv.=(723.18)
Storm Manhole 4' Dia. Tp. A w/Tp. 1 F & G Rim=(724.31) Inv.=(715.66 E/W) Inv.=(721.96 N)
Catch Basin 4' Dia. Tp. A w/Tp. 24" x 24" Open Grate Rim (F/L=728.54) Inv.=(724.24)
Brick Entrance Sign
Abandoned U.P. w/Drop
Sign
Catch Basin 4' Dia. Tp. A w/Tp. 1 F & G.L. Rim (F/L=728.57) Inv.=(718.73 SW) Inv.=(720.63 NE)
Sanitary Manhole Rim=(724.40) Unable to Open
Inlet 2' Dia. Tp. A w/24"x24" G.L. Rim (F/L=728.40) Inv.=(723.20)
Valve & Vault Tp. A w/Tp. 1 F & G Rim=(728.66) (Type Unknown)
Catch Basin 4' Dia. Tp. A w/Tp. 11 F & G Rim=(728.21) Inv.=(723.00)
Catch Basin 4' Dia. Tp. A w/Tp. 11 F & G Rim=(725.98) Inv.=(720.32)
Catch Basin 4' Dia. Tp. A w/Tp. 11 F & G Rim=(725.78) Inv.=(720.58 W) Inv.=(720.36 S)
Catch Basin 4' Dia. Tp. A w/Tp. 11 F & G Rim=(725.43) Inv.=(720.20)
Catch Basin 3' Dia. Tp. A w/Tp. 1 F & G Rim=(724.95) Inv.=(721.85) SE Inv.=(722.35) E
Concrete Headwall 7.5'x7.5'Box Culvert Inv.=(712.97)
Catch Basin W. Inc. Tp. A w/Tp. 1 F & G Rim=(725.22) Inv.=(719.22)
Sanitary Manhole Rim=(725.00) 'Unable to Open'
Valve & Vault Tp. A w/Tp. 1 F & G Rim=(726.22) (Type Unknown)
T/Pipe=(720.67)
T/Pipe=(720.62)
Boulder Dam
STA: 100+60.40 OFFSET: 25.163 R
N 03°50'40" E 32.15'
N 40°09'32" W 27.71'
N 01°41'13" W 30.22'
N 43°06'54" W 13.48'
N 72°19'43" W 34.37'
N 83°14'52" W 94.38'
S 88°52'55" W 55.72'
N 82°38'31" W 73.06'
N 78°32'18" W 28.20'
N 68°42'21" W 30.47'
S 81°41'33" W 19.07'
S 70°40'52" W 26.53'
S 77°41'27" W 48.12'
N 88°40'28" W 48.12'
S 66°45'51" E 25.98'
S 24°54'49" E 18.15'
N 88°58'03" W 106.58'
N 01°01'57" W 241.35'
S 21°35'52" E 90.00'
N 50°15'49" E 112.78'
S 68°57'58" E 89.12'
N 22°04'40" E 140.31'
152.24'
SB #14 (723.5)
SB #2 (736.0)
SB #4 (736.5)
SB #10 (725.0)
MH 719.3 (724.5)
MH 719.3 (723.9)
MH 719.3
STA. 0+99
STA. 1+34
STA. 1+72
STA. 2+00
STA. 2+23
STA. 2+62
STA. 3+00
STA. 3+30
STA. 4+00
STA. 4+50
STA. 5+00
STA. 5+30
STA. 5+45
STA. 5+63
STA. 6+00
STA. 6+13
STA. 6+40
STA. 6+50
STA. 7+00
STA. 7+19
STA. 7+58
STA. 8+00
STA. 8+42
STA. 8+52
STA. 9+00
STA. 9+30
STA. 9+50
STA. 9+70
STA. 9+85
STA. 10+00
STA. 10+30
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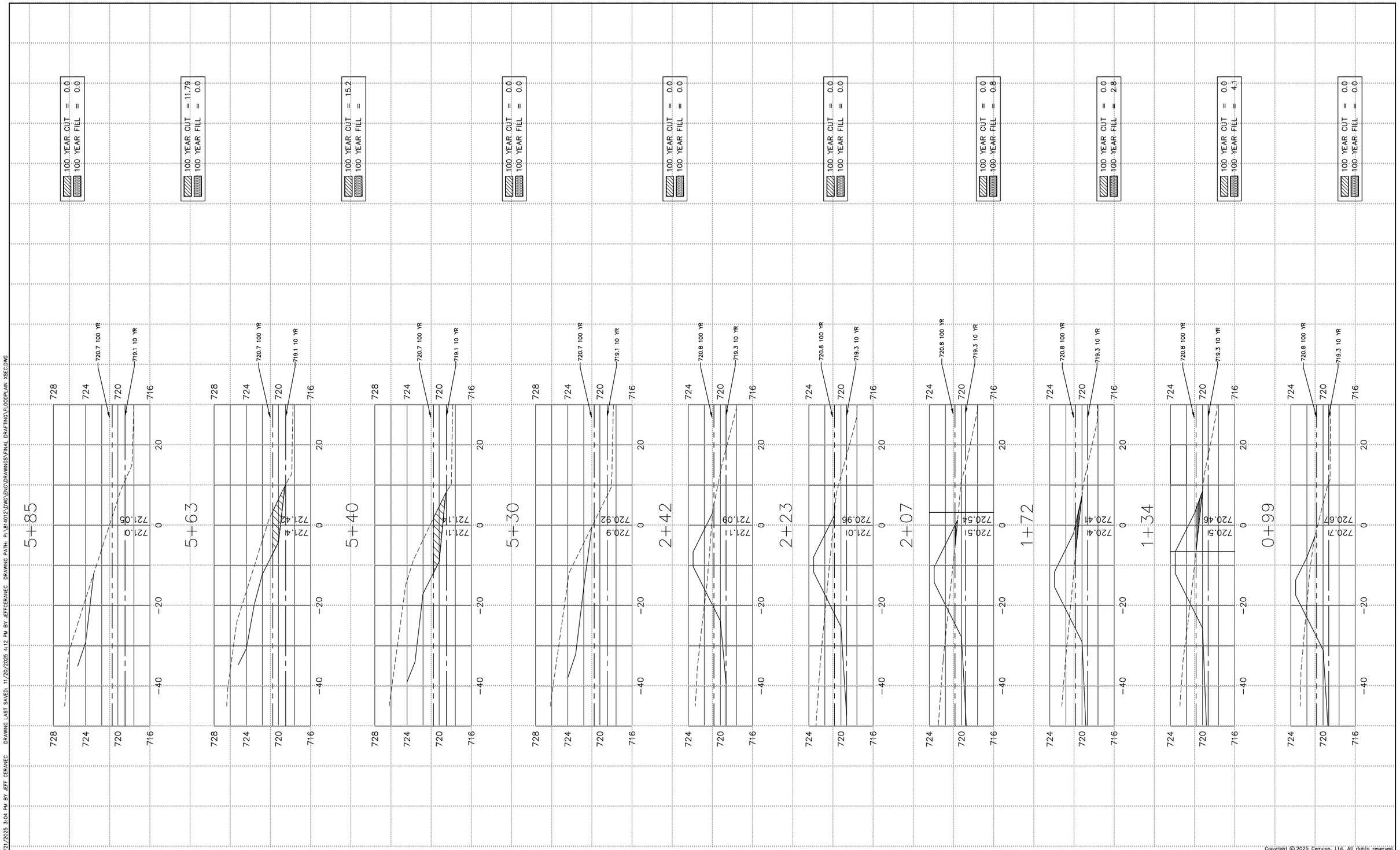
STA.



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REVISIONS

NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
1	11-21-25/JJC	REVISED PER VILLAGE COMMENTS RECEIVED 11-10-25			

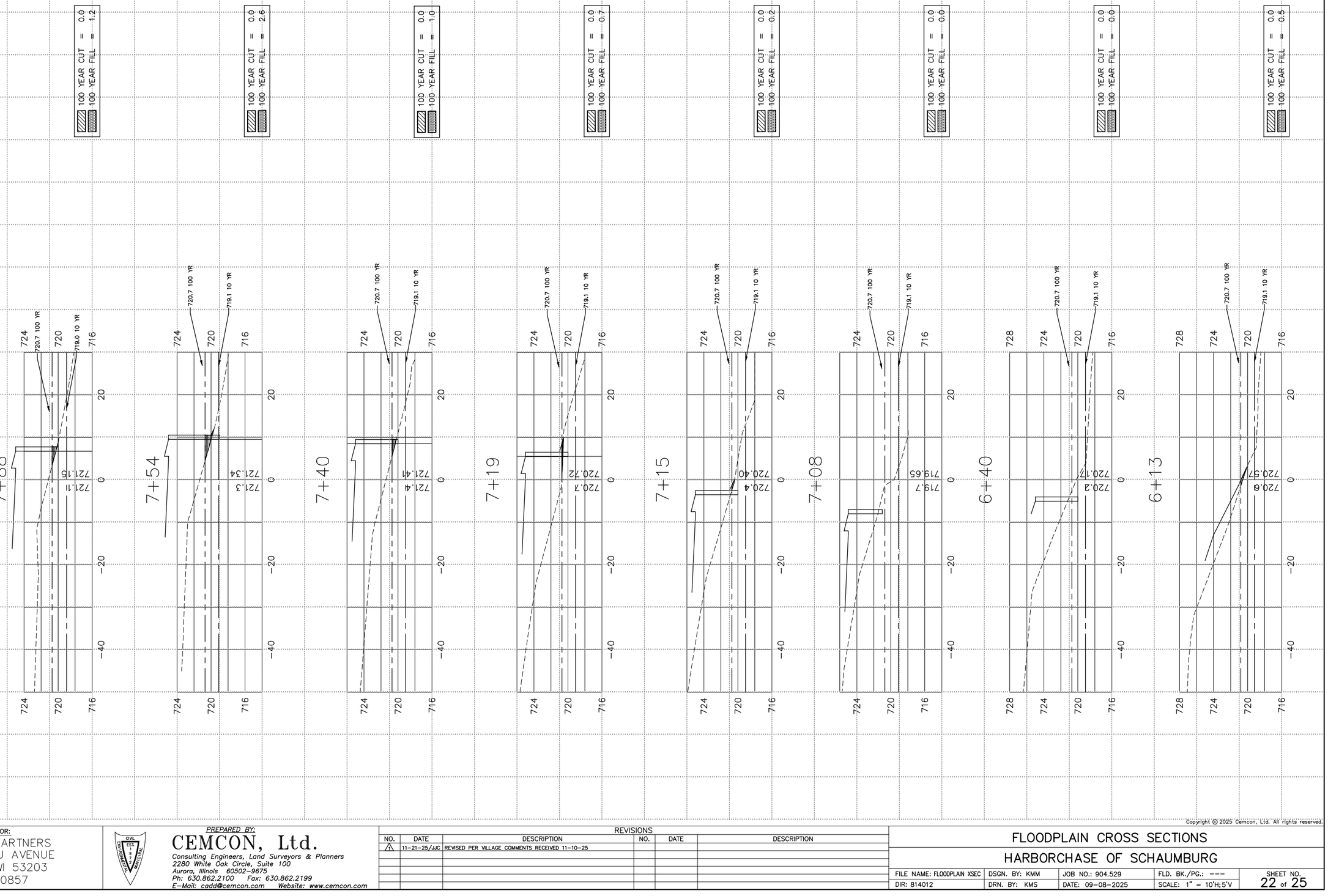
FLOODPLAIN CROSS SECTIONS

HARBORCHASE OF SCHAUMBURG

FILE NAME: FLOODPLAIN XSEC	DSGN. BY: KMM	JOB NO.: 904.529	FLD. BK./PG.: ---
DIR: 814012	DRN. BY: KMS	DATE: 09-08-2025	SCALE: 1" = 10'H.,5'V.

SHEET NO. 21 of 25

PLOT FILE CREATED: 11/21/2025 3:04 PM BY: JEFF CERANEC DRAWING LAST SAVED: 11/20/2025 4:12 PM BY: JEFFCERANEC DRAWING PATH: P:\814012\DWG\ENG\DRAWINGS\FINAL DRAFTING\FLOODPLAIN XSEC.DWG



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FLOODPLAIN CROSS SECTIONS

HARBORCHASE OF SCHAUMBURG

FILE NAME: FLOODPLAIN XSEC	DSGN. BY: KMM	JOB NO.: 904.529	FLD. BK./PG.: ---
DIR: 814012	DRN. BY: KMS	DATE: 09-08-2025	SCALE: 1" = 10'H; 5'V

SHEET NO. 22 of 25

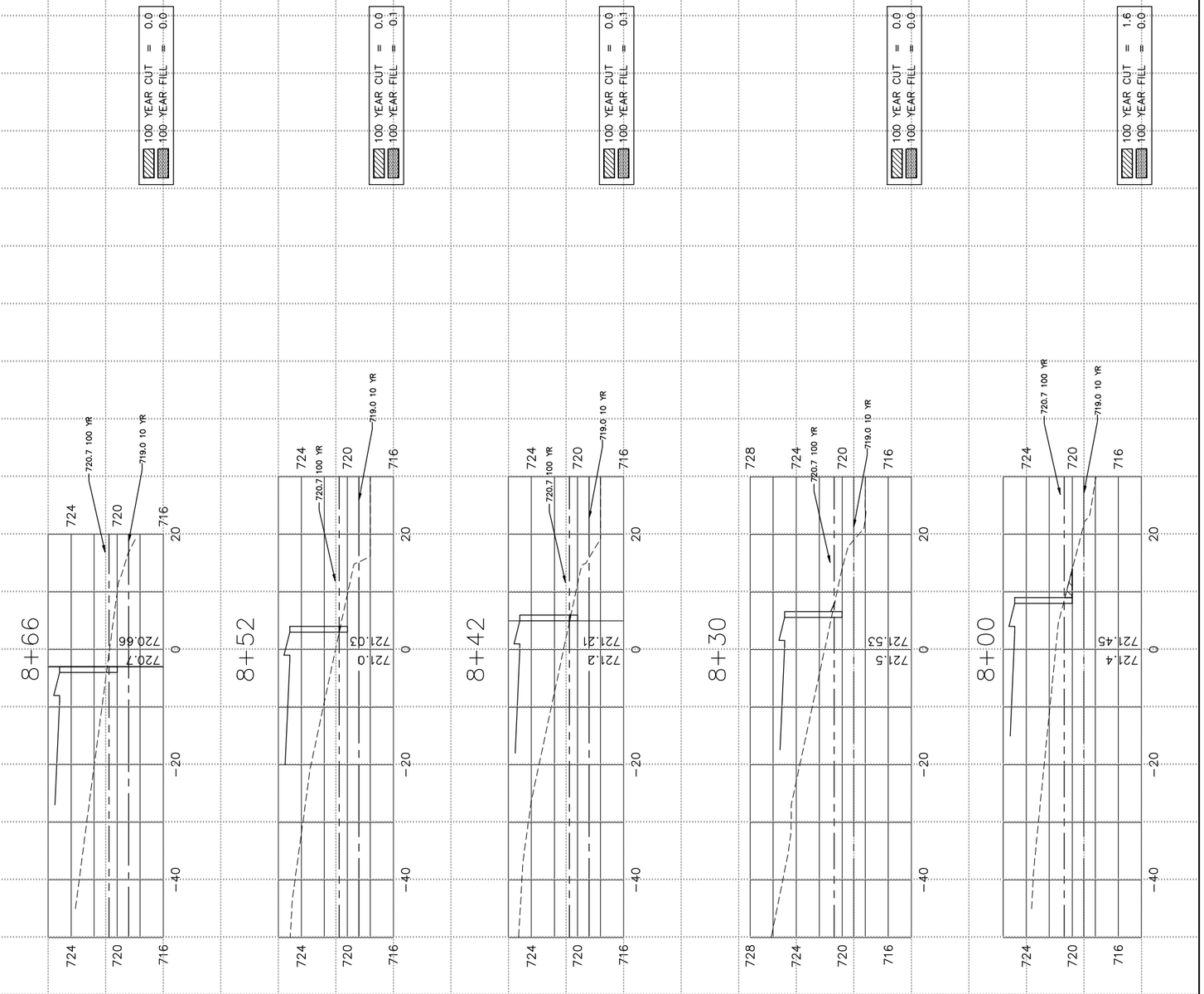
PLOT DATE CREATED: 11/21/2025 3:04 PM BY: JEFF GERANEC DRAWING LAST SAVED: 11/20/2025 4:12 PM BY: JEFFGERANEC DRAWING PATH: P:\814012\DWG\ENG\DRAWINGS\FINAL DRAFTING\FLOODPLAIN XSEC.DWG

PLOT FILE CREATED: 11/21/2025 3:04 PM BY: JEFF CERANEC DRAWING LAST SAVED: 11/20/2025 4:12 PM BY: JEFFCERANEC DRAWING PATH: P:\814012\ENG\DRAWINGS\FINAL DRAFTING\FLOODPLAIN XSEC.DWG

FLOODPLAIN CUT AND FILL CALCULATIONS

STATION	LENGTH (FT.)	CROSS-SECTIONAL FILL (S.F.)		CROSS-SECTIONAL CUT (S.F.)		CROSS-SECTIONAL FILL VOLUME (C.F.)		CROSS-SECTIONAL CUT VOLUME (C.F.)	
		100 YR		100 YR		100 YR		100 YR	
0+92		0.0		0.0					
1+34	35	0.0		0.0		0.0		71.8	0.0
1+72	38	2.8		0.0		71.8		131.1	0.0
2+07	35	0.8		0.0		131.1		63.0	0.0
2+23	16	0.2		0.0		63.0		6.4	0.0
2+42	21	0.0		0.0		6.4		0.0	
5+30		0.0		0.0		0.0			76.0
5+40	10	0.0		15.2		0.0		0.0	309.4
5+63	23	0.0		11.7		0.0		0.0	128.7
5+85	22	0.0		0.0		0.0		7.0	0.0
6+13	28	0.5		0.0		7.0		6.8	0.0
6+40	27	0.0		0.0		6.8		0.0	0.0
6+65	25	0.0		0.0		0.0		0.0	0.0
7+08	13	0.0		0.0		0.0		0.0	0.0
7+15	7	0.2		0.0		0.7		0.0	
7+19	4	0.7		0.0		1.8		0.0	
7+40	21	1.0		0.0		12.9		0.0	
7+54	14	2.6		0.1		64.2		0.0	
7+88	34	1.6		1.6		72.0		9.6	
8+00	12	0.0		0.0		7.2		24.0	
8+30	30	0.0		0.0		0.0		0.0	
8+42	12	0.1		0.0		0.6		0.0	
8+52	10	0.1		0.0		1.0		0.0	
8+66	14	0.0		0.0		0.7		0.0	
TOTAL (C.F.)						306.4		514.1	
TOTAL (C.Y.)						11		19	
TOTAL REQ'D COMPENSATORY STORAGE (C.Y.) @ 1.25:1						14			

Total Floodplain Fill:	11	C.Y.	0.01 Acre-Feet
Req'd Compensatory Storage:	14	C.Y.	
Total Cut:	19	C.Y.	0.012 Acre-Feet
Ratio Cut/Fill (x:1):	1.68	C.Y.	(>1.25:1)



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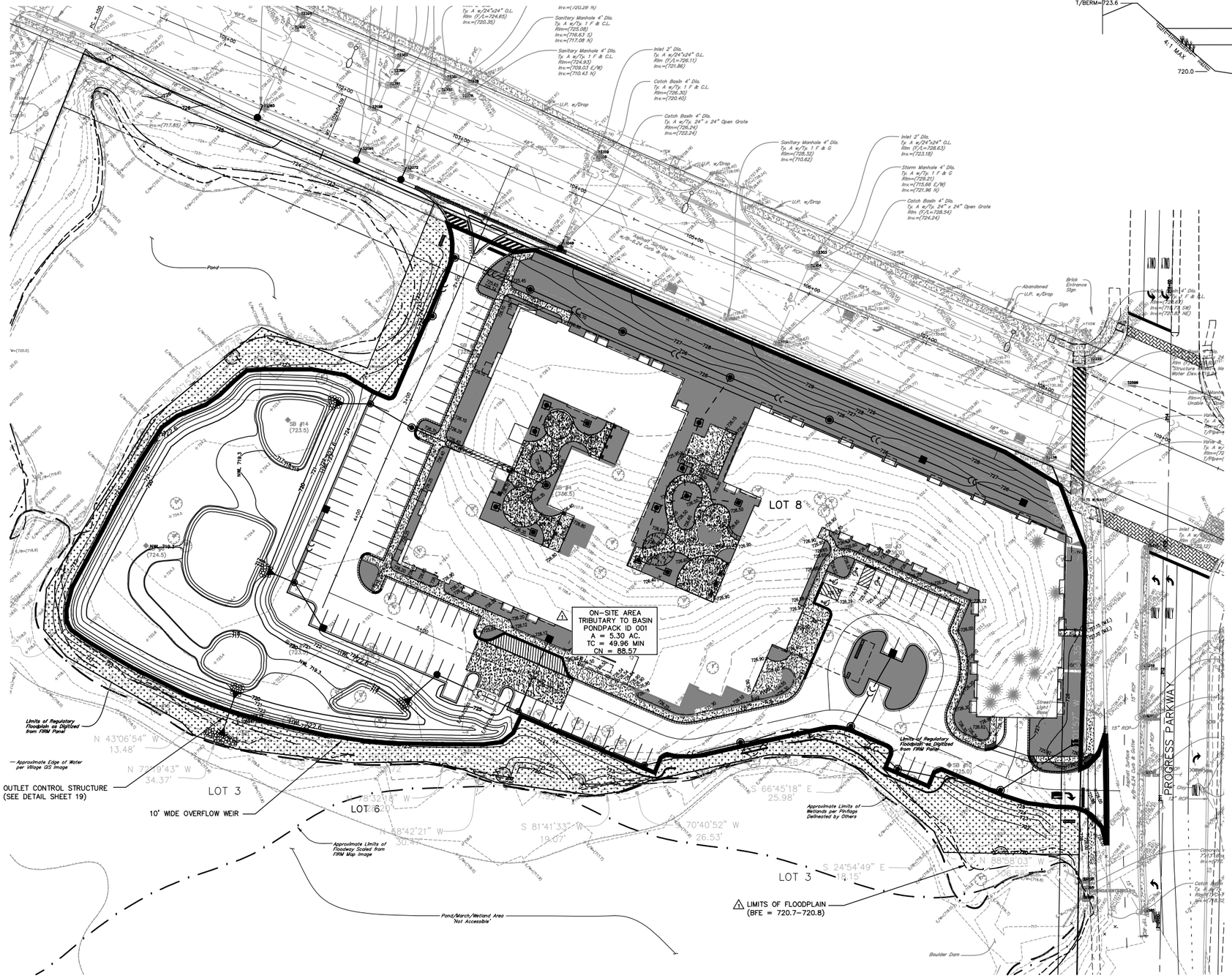
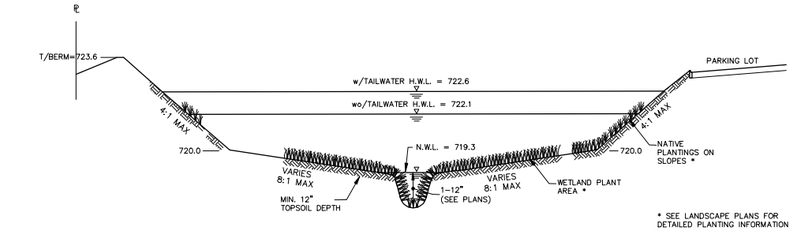
FLOODPLAIN CROSS SECTIONS
HARBORCHASE OF SCHAUMBURG

FILE NAME: FLOODPLAIN XSEC	DSGN. BY: KMM	JOB NO.: 904.529	FLD. BK./PG.: ---	SHEET NO. 23 of 25
DIR: 814012	DRN. BY: KMS	DATE: 09-08-2025	SCALE: 1" = 10'H;5'V	





* SEE LANDSCAPE PLANS FOR DETAILED PLANTING INFORMATION

⚠ STORMWATER MANAGEMENT FACILITY
SECTION A–A
(N.T.S.)

N

⚠ DETENTION AND RETENTION SUMMARY

BASIN:
BASIN BOTTOM = 717.0
NWL = 719.3
w/TAILWATER HWL = 722.6
wo/TAILWATER HWL = 722.1

TAILWATER ELEVATION = 720.7–720.8

FLOODPLAIN FILL (10–100) = 11 C.Y.
COMP. STORAGE REQUIRED = 14 C.Y.
COMP. STORAGE PROVIDED = 19 C.Y.
(PROVIDE IN AREAS OUTSIDE PROPOSED SWMF)

DETENTION VOLUME PROVIDED = 2.50 AC–FT
(@ EMERGENCY OVERFLOW = 722.6)

DETENTION VOLUME REQUIRED = 2.08 AC–FT
(FROM PONDPACK MODEL W/O TAILWATER)

RETENTION VOLUME PROVIDED = 0.0 AC–FT
(SITE CONSTRAINTS PREVENT USE OF INFILTRATION BASED VOLUME CONTROL METHODS)

RETENTION VOLUME REQUIRED = 0.26 AC–FT

SUMMARY

TOTAL PROPERTY OWNERSHIP = 6.06 AC.
TOTAL DEVELOPMENT AREA = 6.06 AC.
AREA TRIBUTARY TO BASIN = 5.30 AC.
PROPOSED PERVIOUS AREA = 2.24 AC.
PROPOSED IMPERVIOUS AREA = 3.06 AC.
UPSTREAM ROADWAY = 0.0 AC.
NWL AREA = 0.31 AC.

LEGEND

- IMPERVIOUS (BUILDING, ASPHALT)
- PERVIOUS
- PERIMETER SEEDING - SEE LANDSCAPE PLAN (NATIVE PLANTING AREA / PERIMETER AREA = 0.76 Ac.)
- CONCRETE PAVEMENT

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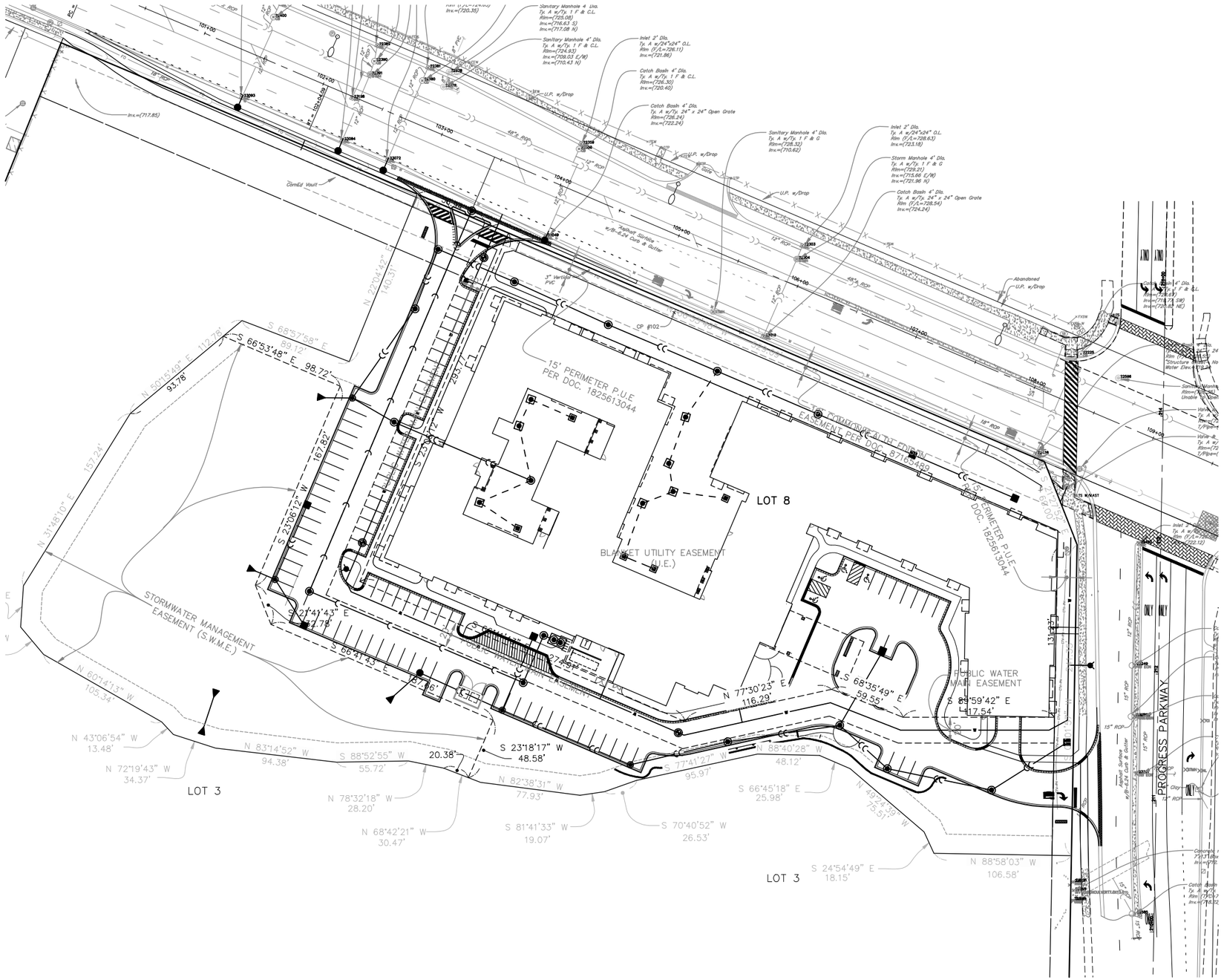
MWRD DRAINAGE EXHIBIT
HARBORCHASE OF SCHAUMBURG

FILE NAME: MWRD EXHIBIT	DSGN. BY: KMM	JOB NO.: 904.529	FLD. BK./PG.:	SHEET NO.
DIR: 814012	DRN. BY: KMS	DATE: 09–08–2025	SCALE: 1" = 40'	24 of 25

PLOT FILE CREATED: 11/21/2025 3:04 PM BY: JEFF CERANEC DRAWING LAST SAVED: 11/21/2025 2:46 PM BY: JEFFCERANEC DRAWING PATH: P:\814012\DWG\ENG\DRAWINGS\EXHIBITS\MWRD EXHIBIT.DWG


LOT 8
LOT 3
LOT 3
15' PERIMETER P.U.E. PER DOC. 1823613044
BLANKET UTILITY EASEMENT (B.U.E.)
STORMWATER MANAGEMENT EASEMENT (S.W.M.E.)
PUBLIC WATER MAIN EASEMENT
PROGRESS PARKWAY
Asphalt Surface w/8-6.24 Curb & Gutter
Concrete Vault
Abandoned U.P. w/Drop
Sanitary Manhole 4' Dia. Tp. A w/Tp. 1 F & C.L. Rim=(725.08) Inv.=(716.63 S) Inv.=(717.08 N)
Sanitary Manhole 4' Dia. Tp. A w/Tp. 1 F & C.L. Rim=(724.63) Inv.=(709.03 E/W) Inv.=(710.43 N)
Inlet 2' Dia. Tp. A w/24"x24" G.L. Rim (T/L=726.11) Inv.=(721.86)
Catch Basin 4' Dia. Tp. A w/Tp. 1 F & C.L. Rim=(726.30) Inv.=(720.40)
Catch Basin 4' Dia. Tp. A w/Tp. 24" x 24" Open Grate Rim=(726.24) Inv.=(722.24)
Sanitary Manhole 4' Dia. Tp. A w/Tp. 1 F & G Rim=(728.32) Inv.=(710.62)
Inlet 2' Dia. Tp. A w/24"x24" G.L. Rim (T/L=728.63) Inv.=(723.18)
Storm Manhole 4' Dia. Tp. A w/Tp. 1 F & G Rim=(729.21) Inv.=(715.66 E/N) Inv.=(721.96 N)
Catch Basin 4' Dia. Tp. A w/Tp. 24" x 24" Open Grate Rim (T/L=728.54) Inv.=(724.24)
Catch Basin 4' Dia. Tp. A w/ S.L. Rim=(718.61) Inv.=(713.23 SW) Inv.=(713.53 NE)
Inv.=(717.85)
Inv.=(720.35)
CP #102
3" Vertical PVC
18" RCP
15" RCP
12" RCP
48"x 76" RCP
U.P. w/Drop
N 22°54'42" E 140.31'
S 68°57'58" E 50.12'
S 66°53'48" E 98.72'
N 50°15'40" E 112.78'
93.78'
57.24'
N 31°38'10" E
S 23°06'12" W 167.82'
S 23°06'12" W 285.77'
S 21°41'43" E 87.78'
S 66°41'43" E 87.78'
N 60°14'13" W 105.34'
N 43°06'54" W 13.48'
N 72°19'43" W 34.37'
N 83°14'52" W 94.38'
S 88°52'55" W 55.72'
20.38'
S 23°18'17" W 48.58'
N 78°32'18" W 28.20'
N 82°38'31" W 77.93'
N 68°42'21" W 30.47'
S 81°41'33" W 19.07'
S 77°41'27" W 95.97'
S 70°40'52" W 26.53'
N 88°40'28" W 48.12'
S 66°45'18" E 25.98'
N 49°24'39" W 73.51'
S 24°54'49" E 18.15'
N 88°58'03" W 106.58'
N 77°30'23" E 116.29'
S 68°35'49" E 59.55'
S 89°59'42" E 117.54'
131.03'
101+00
102+00
103+00
104+00
105+00
106+00
107+00
108+00
109+00
TS W/MAST
Inlet 2' Dia. Tp. A w/24"x24" G.L. Rim (T/L=727.12)
Catch Basin 4' Dia. Tp. A w/Tp. 24" x 24" Open Grate