

Public participation is invited on each agenda item prior to the Board's deliberation. **When called upon, please approach the microphone and state your name and the address where you live. Kindly limit your remarks to three (3) minutes.**

VILLAGE OF VILLA PARK
Village Hall, Board Room Chambers
20 S. Ardmore Avenue
Villa Park, IL 60181

Planning and Zoning Commission

December 9, 2021

7:30 PM

Chairman Jason Jarrett

Commissioners: Larry Calvert, Edward Hofstra, Kenneth Jackson, Eric Luedtke, Michael Orlowski, Dominick Romano, Justin Shlensky and Louis LeMieux

1. Call to Order - Roll Call

2. Approval of Minutes

2.a General Minutes of Planning & Zoning Commission hearing held on November 11, 2021

2.b Minutes of PZ-21-0008 / 257-277 E. North Avenue / Plat of subdivision to create one lot of record including utility and drainage easement provisions / CAT Villa Park, LLC

2.c Minutes of PZ-21-0007 / 707 N. Addison Road / Special Use - Assembly and Entertainment & Variation – Parking / Dianna Hall

2.d Minutes PZ-21-0009 / Text Amendments to Article 2, Sections 2.3, 2.6., 2.6.5 / Village of Villa Park

Minutes

[Minutes General 11-11-2021.pdf](#)

[Minutes Public Comment Meeting 11-11-2021.pdf](#)

[Minutes Petition No. 21-0007 11-11-2021.pdf](#)

[Minutes Petition No. PZ 21-0008 11-11-2021.pdf](#)

[Minutes Petition No. 21-0009 11-11-2021.pdf](#)

3. Public Hearing - Old Business

3.a PZ-21-0007 / 707 N. Addison Road / Special Use - Assembly and Entertainment & Variation – Parking / Dianna Hall

Public Hearing - Old Business

[PZ-21-0007 12-09-21 PZ Commission Meeting Supplemental Memo 717 N. Addison Road. SU- Assembly and Entertainment VAR - Parking.pdf](#)

[12-2-21 Letter - Dianna Hall 717 N. Addison.pdf](#)

4. Public Hearing - New Business

4.a PZ-21-0010 / 1033 N. Villa Avenue / Zoning Map Amendment from P.U.D - C, Planned Unit Development Commercial, to M-1, Light Industrial District / APK Holding LLC

Please note that no further testimony on a matter can be considered after the close of the public hearing.

- a. Staff Input
- b. Presentation of Petitioner
- c. Public Participation and Questions
- d. Questions from the Commission
- e. Closing Comments of Petitioner
- f. Close Public Hearing
- g. Discussion by Commission Members
- h. Motion

Public Hearing - New Business

[PZ-21-0010 P&Z Commission Memo 1033 N. Villa Ave.\(ZMA\).pdf](#)

[Traffic Study 1033 N Villa 12-7-2021.pdf](#)

5. Other Business (Public Comments on Non-Agenda Items)

6. Adjournment

The Villa Park Village Hall is subject to the requirements of the Americans with Disabilities Act of 1990. An elevator is operational at the north side entrance to the Village Hall during normal work hours and also during evenings. Individuals with special needs are requested to contact the Village's Compliance Officer at (630) 834-8500 so that reasonable accommodations can be made for those persons.

Planning and Zoning Commission Agenda Item Report

Meeting Date: December 9, 2021

Submitted by: Pat Boksha

Submitting Department: Planning and Zoning Commission

Item Type: Minutes

Agenda Section: Approval of Minutes

Subject:

Minutes

Suggested Action:

Attachments:

[Minutes General 11-11-2021.pdf](#)

[Minutes Public Comment Meeting 11-11-2021.pdf](#)

[Minutes Petition No. 21-0007 11-11-2021.pdf](#)

[Minutes Petition No. PZ 21-0008 11-11-2021.pdf](#)

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VILLAGE OF VILLA PARK
PLANNING AND ZONING COMMISSION

In Re the Matter of:)
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REGULAR MEETING MINUTES)
_____)

MEETING MINUTES
November 11, 2021
7:30 p.m.

REPORT OF PROCEEDINGS had of the Regular
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Village Hall, 20 South Ardmore Avenue, Villa Park,
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Meeting Minutes
November 11, 2021

2

1 A P P E A R A N C E S:

2 BOARD MEMBERS PRESENT:

3 MR. JASON JARRETT, Chairman

MR. EDWARD HOFSTRA

4 MR. LARRY CALVERT

MR. DON KASE

5 MR. ERIC LUEDTKE

MR. MIKE ORLOWSKI

6 MR. DOMINICK ROMANO

MR. JUSTIN SHLENSKY

7

8

ALSO PRESENT:

9

MS. CONSUELO ARGUILLES,
Director of Community Development

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11 MR. JACK KOZAR,
Village Liaison

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MR. NICK CUZZONE,
Village President

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Meeting Minutes
November 11, 2021

3

1 CHAIRMAN JARRETT: I call this regular meeting of
2 the Village of Villa Park Planning & Zoning Commission
3 to order. Let's start with roll call.
4 Calvert?

5 COMMISSIONER CALVERT: Here.

6 CHAIRMAN JARRETT: Hofstra?

7 COMMISSIONER HOFSTRA: Here.

8 CHAIRMAN JARRETT: Jackson?

9 (No response.)

10 CHAIRMAN JARRETT: Kase?

11 COMMISSIONER KASE: Here.

12 CHAIRMAN JARRETT: Luedtke?

13 COMMISSIONER LUEDTKE: Here.

14 CHAIRMAN JARRETT: Orłowski?

15 COMMISSIONER ORŁOWSKI: Here.

16 CHAIRMAN JARRETT: Romano?

17 COMMISSIONER ROMANO: Here.

18 CHAIRMAN JARRETT: Shlensky?

19 COMMISSIONER SHLENSKY: Here.

20 CHAIRMAN JARRETT: I, too, present.

21 With that we have a quorum.

22 I'd just like to start this meeting by saying

Meeting Minutes
November 11, 2021

4

1 we are being recorded on video for the first time in a
2 few years. Some folks up here have done it before;
3 somebody will be new. So when we're speaking in the
4 audience, you're going to want to make sure to have
5 people come up to the microphone, and that's about it.

6 So the first item of business will be
7 approval of minutes.

8 Can I have a motion to approve the minutes of
9 September 9, 2021?

10 COMMISSIONER HOFSTRA: So moved.

11 CHAIRMAN JARRETT: Second?

12 COMMISSIONER CALVERT: Second.

13 CHAIRMAN JARRETT: Motion and second. Questions,
14 comments on the motion?

15 COMMISSIONER SHLENSKY: I have a question and
16 possibly an amendment.

17 These are the minutes for PZ-21-0006.

18 CHAIRMAN JARRETT: Okay.

19 COMMISSIONER SHLENSKY: I'm looking on Pages 32 to
20 33, and while Commissioner Jackson seconded the motion
21 to approve, I do not see his vote categorized or called
22 between Pages 32 to 33. So at this point I think it

Meeting Minutes
November 11, 2021

5

1 would be proper to make an amendment to -- I believe he
2 was a "yea" vote for the cannabis dispensary approval.
3 I don't know if we can take a look back at anything
4 else. I just don't see his vote on there.

5 CHAIRMAN JARRETT: It's possible I did not call his
6 name because he was not present when we started.

7 COMMISSIONER SHLENSKY: Okay.

8 CHAIRMAN JARRETT: I may have crossed his name off
9 on my list and not called it. I don't recall.

10 COMMISSIONER ORLOWSKI: I know he showed up late to
11 the meeting.

12 CHAIRMAN JARRETT: I'm going to take the court
13 reporter's word on that that his vote was not cast.

14 COMMISSIONER SHLENSKY: Okay. I'll withdraw.

15 CHAIRMAN JARRETT: Yeah. But that's gone to the
16 board and been voted on. Okay. I appreciate that
17 though.

18 Any other questions or comments?

19 All in favor of the motion to approve?

20 BOARD MEMBERS: (In unison) Aye.

21 CHAIRMAN JARRETT: Any opposed?

22 All right. The minutes are approved.

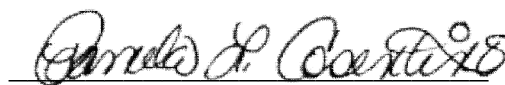
1 (Whereupon, the public hearing
2 was held.)

3 STATE OF ILLINOIS)
4) SS:
5 COUNTY OF C O O K)

6 I, PAMELA L. COSENTINO, being first duly
7 sworn on oath says that she is a court reporter doing
8 business in the City of Chicago; that she reported in
9 shorthand the proceedings given at the taking of said
10 Minutes and that the foregoing is a true and correct
11 transcript of her shorthand notes so taken as
12 aforesaid and contains all the proceedings given at
13 said Minutes.

14 IN TESTIMONY WHEREOF: I have hereunto set my
15 verified digital signature this 30th day of November,
16 2021.

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PAMELA L. COSENTINO, CSR



Meeting Minutes
November 11, 2021

7

A aforesaid 6:12 amendment 4:16 5:1 appreciate 5:16 approval 4:7 5:2 approve 4:8,21 5:19 approved 5:22 Ardmore 1:13 ARGUILLES 2:9 audience 4:4 Avenue 1:13 Aye 5:20 B back 5:3 believe 5:1 board 2:2 5:16 5:20 business 4:6 6:8 C C 2:1 6:4 call 3:1,3 5:5 called 4:21 5:9 Calvert 2:4 3:4,5 4:12 cannabis 5:2 cast 5:13 categorized 4:21 Certified 1:15 Chairman 2:3 3:1,6,8,10,12 3:14,16,18,20 4:11,13,18 5:5 5:8,12,15,21 Chicago 6:8 City 6:8 come 4:5 comments 4:14 5:18 Commission 1:1	1:12 3:2 Commissioner 3:5,7,11,13,15 3:17,19 4:10 4:12,15,19,20 5:7,10,14 Community 2:10 CONSUELO 2:9 contains 6:12 correct 6:10 Cosentino 1:15 6:6,19 COUNTY 6:4 court 5:12 6:7 crossed 5:8 CSR 6:19 CUZZONE 2:12 D date 1:14 day 6:15 Development 2:10 digital 6:15 Director 2:10 dispensary 5:2 doing 6:7 DOMINICK 2:6 DON 2:4 duly 6:6 E E 2:1,1 EDWARD 2:3 ERIC 2:5 F favor 5:19 first 4:1,6 6:6 folks 4:2 foregoing 6:10 G	given 6:9,12 going 4:4 5:12 H Hall 1:13 hearing 6:1 held 1:12 6:2 hereunto 6:14 Hofstra 2:3 3:6,7 4:10 I Illinois 1:14,16 6:3 item 4:6 J JACK 2:11 Jackson 3:8 4:20 JARRETT 2:3 3:1,6,8,10,12 3:14,16,18,20 4:11,13,18 5:5 5:8,12,15,21 JASON 2:3 JUSTIN 2:6 K K 6:4 Kase 2:4 3:10,11 know 5:3,10 KOZAR 2:11 L L 1:15 6:6,19 LARRY 2:4 late 5:10 Let's 3:3 Liaison 2:11 list 5:9 look 5:3 looking 4:19 Luedtke 2:5 3:12 3:13	M Matter 1:3 meeting 1:4,6,11 3:1,22 5:11 MEMBERS 2:2 5:20 microphone 4:5 MIKE 2:5 minutes 1:4,6,11 4:7,8,17 5:22 6:10,13 motion 4:8,13,14 4:20 5:19 moved 4:10 N N 2:1 name 5:6,8 new 4:3 NICK 2:12 notes 6:11 November 1:6 6:15 O O 6:4,4 oath 6:7 Okay 4:18 5:7 5:14,16 opposed 5:21 order 3:3 Orlowski 2:5 3:14,15 5:10 P P 2:1,1 p.m 1:7 Pages 4:19,22 Pamela 1:15 6:6 6:19 Park 1:1,11,12 1:13 3:2 people 4:5 Planning 1:1,12	3:2 point 4:22 possible 5:5 possibly 4:16 present 2:2,8 3:20 5:6 President 2:13 proceedings 1:10 6:9,12 proper 5:1 public 6:1 PZ-21-0006 4:17 Q question 4:15 questions 4:13 5:18 quorum 3:21 R R 2:1 recall 5:9 recorded 4:1 regular 1:4,10 3:1 REPORT 1:10 reported 1:14 6:8 reporter 1:15 6:7 reporter's 5:13 response 3:9 right 5:22 roll 3:3 Romano 2:6 3:16 3:17 S S 2:1 saying 3:22 says 6:7 second 4:11,12 4:13 seconded 4:20
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Meeting Minutes
November 11, 2021

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somebody 4:3	Yeah 5:15			
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vote 4:21 5:2,4				
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voted 5:16				

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VILLAGE OF VILLA PARK
PLANNING & ZONING COMMISSION

In Re the Matter of:)
)
Other Business (Public Comment)
on Non-Agenda Items))
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OTHER BUSINESS
November 11, 2021
7:30 p.m.

REPORT OF PROCEEDINGS had and testimony at
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COMMISSION, held at the Villa Park Village Hall,
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Other Business (Public Comment on Non-Agenda Items)
November 11, 2021

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A P P E A R A N C E S:

BOARD MEMBERS PRESENT:

MR. JASON JARRETT, Chairman

MR. EDWARD HOFSTRA

MR. LARRY CALVERT

MR. DON KASE

MR. ERIC LUEDTKE

MR. MIKE ORLOWSKI

MR. DOMINICK ROMANO

MR. JUSTIN SHLENSKY

ALSO PRESENT:

MS. CONSUELO ARGUILLES,

Director of Community Development

MR. JACK KOZAR,

Village Liaison

MR. NICK CUZZONE,

Village President

1 CHAIRMAN JARRETT: Other Business, any Public
2 Comments on Non-Agenda Items?

3 Yes? You don't need to be sworn in because
4 we're not in the public hearing, but you do need to
5 come up and state your name and address for the record,
6 please. Thank you.

7 MS. NOXON: Donna Noxon.

8 I brought this up to the attention of
9 Consuelo, and I don't know exactly where to start. I
10 was at the pool this summer and talking to a girl who
11 lived in Lombard. She had a neighbor that was renting
12 her property on a weekend basis, Airbnb. Is that a
13 planning issue? Is it a zoning issue? Is it an
14 ordinance issue? Where do we start to not have that in
15 our village?

16 CHAIRMAN JARRETT: That's a good question. To not
17 allow Airbnb's?

18 MS. NOXON: So we had talked about it, and she
19 thought when the agendas lighten up that perhaps we
20 start entertaining looking into this.

21 Can you talk, based more on that, Consuelo?
22 I'm not really sure how to present it.

1 MS. ARGUILLES: Sure. So we briefly discussed
2 before the meeting started and we talked about how our
3 current code, I believe, is silent with regard to
4 short-term rentals. That's what Airbnb is.

5 MS. NOXON: BRB, all the same thing?

6 MS. ARGUILLES: Yes. Those are similar situations
7 where it allows for very short-term rentals, and most
8 of the time we're not even aware of it. But our code
9 is silent in regards to that. It's not uncommon for
10 codes to be silent with that.

11 But that's something that in future Planning
12 & Zoning Commission meetings, not only take a look at
13 that, but also take a look at other items that we need
14 to revisit that we talk about in general, items that
15 our code doesn't address. Right?

16 It could be in the zoning code, it could be
17 in the village code. I don't know at this point where
18 it would fit best. But I just -- I'm familiar with the
19 zoning code more than other codes of the village code,
20 and I don't believe we addressed short-term rentals.

21 CHAIRMAN JARRETT: Yeah. And I know that's one of
22 those uses that most codes are silent on.

1 MS. NOXON: I would just hate for us to start
2 seeing a lot of action and then we're chasing the
3 situation of having constant transient people in
4 residential neighborhoods.

5 And that was the concern of my friend at the
6 pool, that every weekend someone else -- someone is
7 renting a bedroom or part of the house right next door.
8 She doesn't know who's coming and going or what was
9 being transpired behind closed doors.

10 CHAIRMAN JARRETT: So, I mean, generally speaking,
11 text amendments, we certainly can discuss them. They
12 need to be initiated by the Village Board, staff via
13 the Village Board.

14 So one thing I would say that, if that's a
15 feeling that you have, the Village Board will be
16 someplace to express that concern to. It's certainly
17 something that we could discuss and potentially hold a
18 public hearing over if there's enough concern about
19 that.

20 We certainly have, as certain uses have
21 either begun to -- there are some uses, like payday
22 loans, just things that kind of come up out of nowhere,

1 weren't really a use at one point -- I'm trying to
2 remember -- well, cannabis dispensaries were kind of
3 the prime example that was something we had to wrestle
4 with as --

5 MS. NOXON: Because it was something so new.

6 CHAIRMAN JARRETT: Right.

7 MS. NOXON: And that's kind of where I'm at. I
8 don't know -- I can talk at the next board meeting
9 about it or I can e-mail all my trustees. But it's
10 something that's on my radar because if it were to all
11 of a sudden take over in Villa Park, we don't know
12 who's staying in our neighbor's properties at all times
13 and you have transients on property, that, to me, just
14 invites nonsense.

15 CHAIRMAN JARRETT: Yeah. And those are the kinds
16 of things that --

17 MS. NOXON: So I'd rather get ahead of it than
18 chasing it afterwards.

19 CHAIRMAN JARRETT: Yeah. I think that might be
20 something worthy of conversating. Sure.

21 MS. NOXON: So should I start with the trustees or?

22 CHAIRMAN JARRETT: I would talk to your trustees.

1 And to the degree that staff can help, I'm not going to
2 ask everybody up here for consensus on whether or not
3 that topic should be discussed, but --

4 MS. NOXON: No. I'm just kind of putting it on the
5 radar. Because I talked to Consuelo. I'm like, I
6 don't know if this is a planning issue, is it an
7 ordinance issue, is it a zoning issue, because you have
8 someone that is renting something that is not rental
9 property.

10 CHAIRMAN JARRETT: Right. I appreciate your
11 concerns for bringing that to our attention.

12 MS. NOXON: Okay. And I will bring it to the
13 attention of the trustees at one of the meetings or via
14 e-mail.

15 CHAIRMAN JARRETT: Thank you.

16 Any other comments on non-agenda items?

17 Seeing none, any comments from commissioners
18 this evening?

19 COMMISSIONER ROMANO: No.

20 CHAIRMAN JARRETT: Consuelo, any new business or
21 discussion that needs to be had?

22 MS. ARGUILLES: If you could provide some guidance

1 in terms of text amendments going back to -- are you
2 comfortable with the schedule proposed before
3 considering new changes or deferring to the Village
4 Board on that?

5 We do have one item going to you in December.
6 That's an application, a new application for rezoning
7 to industrial, commercial PUD to industrial. So just
8 be on the radar for that. That will be definitely an
9 item on the December agenda.

10 COMMISSIONER SHLENSKY: That one in addition to the
11 one that we continued to a date certain at the
12 following meeting?

13 MS. ARGUILLES: Exactly. So two along with
14 tonight's.

15 CHAIRMAN JARRETT: Yeah. So I think one question
16 that I would clarify is the schedule that we have is --
17 what did I do with it? So these are for the specific
18 items that the Village Board asked to be broken up into
19 smaller pieces. I know typically that some comments
20 have arisen on some of these, and I guess my question
21 is, does it make more sense to collect the comments on
22 these in advance of each hearing and then we can

1 discuss those comments here, they go to the Village
2 Board, and there's not a need for comments to come back
3 to us when discussion inevitably ensues at the -- or
4 potentially ensues at the Board level?

5 MS. ARGUILLES: I would say it's what you prefer.
6 The goal of the schedule is really to take back what
7 you made a recommendation to of the recommended
8 approval of items you already vetted and it's been
9 discussed at the public meetings.

10 For any new items definitely require new
11 notice, which we are doing anyway, to be more clear as
12 to what zoning code updates we're doing. But for any
13 changes beyond what you originally reviewed, this would
14 be the format to discuss those before they get to the
15 board.

16 So the Planning & Zoning Commission is a
17 format for discussing those new changes that have not
18 been discussed. So that would be very helpful to
19 between the two.

20 CHAIRMAN JARRETT: I guess my point is so we're
21 re-noticing all of these. It makes sense to have any
22 board feedback to go along with any potential

1 additional feedback from the public on these items so
2 that we can kind of vet those changes at once instead
3 of simply having a hearing to vote on something that we
4 already voted on to go to the board to potentially have
5 changes to come back to us for a second public hearing?

6 MS. ARGUILLES: Yes. I would agree with you that's
7 the best format to approach it instead of having to --

8 CHAIRMAN JARRETT: As far as the specific schedule,
9 it doesn't really matter to me, we're going to hear
10 them all. I think the one related to shipping
11 containers and outdoor seating and that stuff, I know
12 that's probably the most complicated in terms of the
13 amount of discussion likely to come about. Most of the
14 other ones I don't see having a ton of discussion or
15 changes. I don't know.

16 But what I'd like to see is to get comments,
17 whatever discussion, whatever comments we're going to
18 get on each one, at that one public hearing, hopefully
19 wrap it up in one hearing, and if we need to continue,
20 we need to continue. But hopefully wrap it up in one
21 hearing, pass it on to the board, and they can do with
22 that what they decide to do with it, rather than having

1 it sent up, get the changes, and then have the changes
2 come back to us to see the comments in advance.

3 MS. ARGUILLES: Sure. And I would be definitely
4 comfortable with that. Obviously it's within your
5 purview if that's how you would like to -- I would be
6 supportive of that.

7 Based on the comments at this meeting, I
8 would push for the shipping containers to be the next
9 item before any of the other items.

10 CHAIRMAN JARRETT: That's fine. And I'm available
11 to speak with you, the president, whatever trustees as
12 far as the schedule.

13 But, like I said, we're going to hear them
14 all. If that's one that -- I would take them in
15 priority as far as if that's an important one that's
16 had a vote at the board level, which it has, lets get
17 that one out of the way. Then I would prioritize them
18 based on, rather than just numerically, what you think
19 the likely impact is on you as staff, unless obviously
20 the Village Board has other guidance. Because I know
21 some of these are somewhat pressing -- I don't want to
22 say pressing, but... Like the ones related to lot

1 coverage and the one to accessory structures, those are
2 things that, by not passing, that the residents can't
3 take advantage of the advantages of those ordinances,
4 whereas, some of the other ones might not be as
5 critical.

6 COMMISSIONER SHLENSKY: I got a question, if I may?

7 CHAIRMAN JARRETT: Yes.

8 COMMISSIONER SHLENSKY: Consuelo, if we were to put
9 the outdoor seating accessories or anything with
10 regards to 6.11.2 or 6.12, prior to the deadline for
11 publication for the December meeting, do you think that
12 you would have the opportunity to gather all of the
13 board comments and then have the staff comments as well
14 for our petition packet?

15 MS. ARGUILLES: We could definitely try. We could
16 definitely try.

17 COMMISSIONER SHLENSKY: I just don't want to
18 handcuff all of our village departments to have to
19 expedite if they're not available to do so.

20 MS. ARGUILLES: November and December, in general,
21 are with vacations and holidays and time off. But I
22 would definitely commit myself to making sure to stay

1 on schedule to possibly solicit comments, additional
2 comments, if any, from the board. It will get
3 forwarded to President Cuzzone or the manager, and they
4 could forward those over to me and the commission. But
5 to continue that conversation so that it comes back
6 here and hopefully have the discussion at the December
7 meeting versus prolonging it to January.

8 CHAIRMAN JARRETT: And personally for me, like I
9 said, I think getting comments in writing that we could
10 review in advance to the degree possible from --
11 especially from board members, because if we have four
12 or five board members wanting to comment potentially on
13 some of them, that makes running the meeting somewhat
14 complicated.

15 Having the chance for you to review those
16 comments is critical because you're the one that has to
17 implement them and you're the one who's most -- you and
18 your staff are the ones that are most familiar with the
19 code, even more so than us.

20 So I want to make sure that you're getting
21 comments from the Village Board; if they have input on
22 any of these, that you have time to review these,

1 not -- to the degree possible.

2 I know we have discussion up here and that's
3 fine. But I would expect that it's in the Village's
4 best interest for the enforcer of the village code to
5 have a chance to review the codes that are being put
6 before us.

7 Any other questions, comments, discussion on
8 that?

9 MS. ARGUILLES: I don't have any.

10 CHAIRMAN JARRETT: Okay. Then if there are no
11 comments, I would move to adjourn.

12 COMMISSIONER HOFSTRA: So moved.

13 CHAIRMAN JARRETT: Second?

14 COMMISSIONER CALVERT: Second.

15 CHAIRMAN JARRETT: All in favor?

16 BOARD MEMBERS: (In unison) Aye.

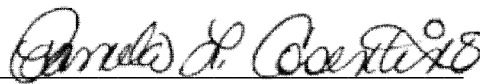
17 CHAIRMAN JARRETT: We are adjourned.

18 (Which were all the proceedings
19 had in the above-entitled cause
20 on this date.)
21
22

1 STATE OF ILLINOIS)
) SS:
2 COUNTY OF COOK)
3

4 I, PAMELA L. COSENTINO, being first duly
5 sworn on oath says that she is a court reporter doing
6 business in the City of Chicago; that she reported in
7 shorthand the proceedings given at the taking of said
8 meeting and that the foregoing is a true and correct
9 transcript of her shorthand notes so taken as
10 aforesaid and contains all the proceedings given at
11 said meeting.

12 IN TESTIMONY WHEREOF: I have hereunto set my
13 verified digital signature this 3rd day of December,
14 2021.

15
16
17 

PAMELA L. COSENTINO, CSR



Other Business (Public Comment on Non-Agenda Items)
November 11, 2021

16

A above-entitled 1:11 14:19 accessories 12:9 accessory 12:1 action 5:2 addition 8:10 additional 10:1 13:1 address 3:5 4:15 addressed 4:20 adjourn 14:11 adjourned 14:17 advance 8:22 11:2 13:10 advantage 12:3 advantages 12:3 aforesaid 15:10 agenda 8:9 agendas 3:19 agree 10:6 ahead 6:17 Airbnb 3:12 4:4 Airbnb's 3:17 allow 3:17 allows 4:7 amendments 5:11 8:1 amount 10:13 anyway 9:11 application 8:6,6 appreciate 7:10 approach 10:7 approval 9:8 Ardmore 1:14 ARGUILLES 2:9 4:1,6 7:22 8:13 9:5 10:6 11:3 12:15,20 14:9 arisen 8:20 asked 8:18 attention 3:8	7:11,13 available 11:10 12:19 Avenue 1:14 aware 4:8 Aye 14:16 B back 8:1 9:2,6 10:5 11:2 13:5 based 3:21 11:7 11:18 basis 3:12 bedroom 5:7 begun 5:21 believe 4:3,20 best 4:18 10:7 14:4 beyond 9:13 board 2:2 5:12 5:13,15 6:8 8:4 8:18 9:2,4,15 9:22 10:4,21 11:16,20 12:13 13:2,11,12,21 14:16 BRB 4:5 briefly 4:1 bring 7:12 bringing 7:11 broken 8:18 brought 3:8 business 1:4,7 3:1 7:20 15:6 C C 2:1 15:2 CALVERT 2:4 14:14 cannabis 6:2 cause 1:11 14:19 certain 5:20 8:11 certainly 5:11 5:16,20	Certified 1:16 Chairman 2:3 3:1,16 4:21 5:10 6:6,15,19 6:22 7:10,15 7:20 8:15 9:20 10:8 11:10 12:7 13:8 14:10,13,15,17 chance 13:15 14:5 changes 8:3 9:13 9:17 10:2,5,15 11:1,1 chasing 5:2 6:18 Chicago 15:6 City 15:6 clarify 8:16 clear 9:11 closed 5:9 code 4:3,8,15,16 4:17,19,19 9:12 13:19 14:4 codes 4:10,19,22 14:5 collect 8:21 come 3:5 5:22 9:2 10:5,13 11:2 comes 13:5 comfortable 8:2 11:4 coming 5:8 comment 1:4 13:12 comments 3:2 7:16,17 8:19 8:21 9:1,2 10:16,17 11:2 11:7 12:13,13 13:1,2,9,16,21 14:7,11 commercial 8:7	commission 1:1 1:13 4:12 9:16 13:4 COMMISSIO... 7:19 8:10 12:6 12:8,17 14:12 14:14 commissioners 7:17 commit 12:22 Community 2:10 complicated 10:12 13:14 concern 5:5,16 5:18 concerns 7:11 consensus 7:2 considering 8:3 constant 5:3 Consuelo 2:9 3:9 3:21 7:5,20 12:8 containers 10:11 11:8 contains 15:10 continue 10:19 10:20 13:5 continued 8:11 conversating 6:20 conversation 13:5 correct 15:8 Cosentino 1:16 15:4,17 COUNTY 15:2 court 15:5 coverage 12:1 critical 12:5 13:16 CSR 15:17 current 4:3 Cuzzone 2:12 13:3	D date 1:15 8:11 14:20 day 15:13 deadline 12:10 December 8:5,9 12:11,20 13:6 15:13 decide 10:22 deferring 8:3 definitely 8:8 9:10 11:3 12:15,16,22 degree 7:1 13:10 14:1 departments 12:18 Development 2:10 digital 15:13 Director 2:10 discuss 5:11,17 9:1,14 discussed 4:1 7:3 9:9,18 discussing 9:17 discussion 7:21 9:3 10:13,14 10:17 13:6 14:2,7 dispensaries 6:2 doing 9:11,12 15:5 DOMINICK 2:6 DON 2:4 Donna 3:7 door 5:7 doors 5:9 duly 15:4 E E 2:1,1 e-mail 6:9 7:14 EDWARD 2:3
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Other Business (Public Comment on Non-Agenda Items)
November 11, 2021

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Other Business (Public Comment on Non-Agenda Items)
November 11, 2021

19

9:12,20 10:9 10:17 11:13 weekend 3:12 5:6 weren't 6:1 WHEREOF 15:12 worthy 6:20 wrap 10:19,20 wrestle 6:3 writing 13:9				
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VILLAGE OF VILLA PARK
PLANNING & ZONING COMMISSION

In Re the Matter of:)
)
707 N. Addison Road / Special Use) No. PZ-21-0007
Assembly and Entertainment and)
Variation regarding parking /)
Dianna Hall.)
_____)

PUBLIC HEARING
November 11, 2021
7:30 p.m.

REPORT OF PROCEEDINGS had and testimony at the public hearing of the above-entitled cause, before the VILLAGE OF VILLA PARK PLANNING & ZONING COMMISSION, held at the Villa Park Village Hall, 20 South Ardmore Avenue, Villa Park, Illinois, at the above date and time, and reported by Pamela L. Cosentino, Certified Shorthand Reporter for the State of Illinois.

A P P E A R A N C E S:

BOARD MEMBERS PRESENT:

MR. JASON JARRETT, Chairman

MR. EDWARD HOFSTRA

MR. LARRY CALVERT

MR. DON KASE

MR. ERIC LUEDTKE

MR. MIKE ORLOWSKI

MR. DOMINICK ROMANO

MR. JUSTIN SHLENSKY

ALSO PRESENT:

MS. CONSUELO ARGUILLES,

Director of Community Development

MR. JACK KOZAR,

Village Liaison

MR. NICK CUZZONE,

Village President

1 CHAIRMAN JARRETT: The next item of business will
2 be PZ-21-0007 for property 707 North Addison Road,
3 Special Use - Assembly and Entertainment and Variation
4 regarding parking as Dianna Hall.

5 Whenever you're ready, Consuelo?

6 MS. ARGUILLES: Sure. It's a Special Use request
7 and a variation request for parking, just to clarify.

8 The petitioner here tonight is requesting a
9 Special Use for an assembly and entertainment type of
10 use and the variation to the parking requirements. For
11 the space known at 717 North Addison, the space is
12 within a shopping center known as 707 to 721 North
13 Addison Road. So the shopping center has multiple
14 tenants at multiple addresses, but the space the
15 Petitioner is interested in leasing is known as
16 717 North Addison.

17 This property is within a C-2 Neighborhood
18 Business District and it's surrounded by commercial
19 multi-tenant property.

20 Surrounding zoning districts vary from C-1 to
21 the west and south and M-1 to the north and east, and
22 commercial use is light industrial uses surrounding the

1 property.

2 The surrounding zoning is C-1, Convenience
3 Business District to the west and south, M-1 light
4 industrial to the north and east, and commercial uses
5 and light industrial uses surrounding the subject
6 property.

7 The Petitioner, Dianna Hall, is seeking the
8 Special Use to allow for an assembly and entertainment
9 use and a variation to the parking to operate an event
10 hall that would provide a multiple of special events,
11 private events, such as training classes, private
12 parties, hands-on painting, birthday celebrations, food
13 and toy drives.

14 The Petitioner has indicated that the
15 capacity would be up to 50 people in the space.

16 The hours of operation will vary, but
17 generally will be from 10:00 a.m. to 12:00 a.m. Monday
18 through Sunday. The plat of survey indicates this
19 property does include a gravel parking area in the back
20 and parking spaces located in the public right-of-way
21 along Addison Road.

22 The Petitioner indicates parking will be

1 available on a first-come, first-served basis in the
2 public right-of-way area and that patrons will use Uber
3 or Lyft services as other sources of transportation to
4 access the space.

5 The Petitioner is not seeking to make any
6 structural modifications to the existing building or
7 the space proposed and did provide some examples of
8 floor plans for the private events.

9 The parking requirement for this type of use
10 is based on the number of people and is .25 per person.
11 Based on the occupancy of up to 50 people,
12 13 parking spaces will be provided.

13 The Petitioner did provide responses to the
14 Special Use standards that were forwarded over in your
15 but did not provide responses to the variation
16 standards.

17 Village staff did review the Petitioner's
18 request and did comment that a fire sprinkler and fire
19 alarm will be required because of the use of the
20 proposed business. It would be changing from business
21 to assembly.

22 However, should an architect classify this

1 occupancy as a business, then a fire sprinkler and fire
2 alarm would not be required.

3 Village staff continued reviewing the request
4 and is not supportive of the request because of the
5 lack of parking. Site visits of the property found
6 little to none available parking spaces on the property
7 or in the public street.

8 It is expected that the proposed use will
9 increase the traffic and parking demand in the area.

10 If the Planning & Zoning Commission finds in
11 support of this application, the following motions
12 could be entertained:

13 To recommend approval of the Special Use for
14 an assembly and entertainment use and a variation to
15 allow no designated off-street parking for the subject
16 property.

17 Should this request be approved, staff is
18 recommending the following conditions for approval: To
19 obtain permits separately for interior model and
20 signage; and compliance with current building and fire
21 codes.

22 CHAIRMAN JARRETT: Just one point of clarification.

1 You mentioned that, you said,
2 13 parking spaces will be provided. I think you mean
3 required.

4 MS. ARGUILLES: Are required.

5 CHAIRMAN JARRETT: To clarify, they're providing --

6 MS. ARGUILLES: Required.

7 CHAIRMAN JARRETT: -- they're providing no parking,
8 correct?

9 MS. ARGUILLES: No off-street parking, no.

10 CHAIRMAN JARRETT: The petitioner is present. And
11 if you have anything to say, you're welcome to come up.
12 If not, state your name and address for the record,
13 please.

14 THE PETITIONER: Dianna Hall, 717 North Addison
15 Road.

16 Just wanted to say that after hours of the
17 building, the parking spaces are open because all the
18 other vehicles on the premises are closed. So from the
19 hours of 5:30 until... there's more parking spaces
20 available on that area of the strip mall, so.

21 CHAIRMAN JARRETT: Okay. I appreciate that.

22 Any other comments you want to make before we

1 move ahead? We have questions. We'll definitely come
2 back.

3 THE PETITIONER: That's it.

4 CHAIRMAN JARRETT: You'll have another chance to
5 speak for sure. Thank you.

6 Any public comments on this agenda item?
7 Anybody wishing to speak?

8 Seeing no one, we'll move to questions from
9 the Commission. Does anyone have any questions for the
10 applicant or for staff?

11 COMMISSIONER ROMANO: Consuelo, can you explain the
12 sprinkler requirements one more time, please?

13 MS. ARGUILLES: Because it's going from a business
14 retail office space to an assembly type of use, it
15 kicks in building and fire codes, because the space has
16 not been utilized as that. And the assembly type of
17 use allows for an additional level of people, and the
18 space needs to comply with the current building and
19 fire codes, the fire sprinkler is one of them, to allow
20 for a safe use of that space for the number of people
21 that's expected.

22 COMMISSIONER ROMANO: So what are you saying? If

1 they find it to be a business --

2 MS. ARGUILLES: Yeah. So for this space to be the
3 proposed assembly type of use, we'll need some
4 architectural plans. If the architect feels that it
5 does not require that, then we would defer to the
6 architectural analysis of the space and the use
7 depending on what the specifics are.

8 But from what we could see, it's our
9 determination that this would require fire and alarm
10 sprinklers for this type of use.

11 CHAIRMAN JARRETT: I have a quick question. What
12 is the square footage of this space being occupied?

13 MS. ARGUILLES: It's noted 750 square feet.

14 CHAIRMAN JARRETT: Okay. I wasn't sure from the
15 report if that was -- okay. So the entire -- that's
16 the space that the applicant will be leasing, not the
17 entire building?

18 MS. ARGUILLES: Correct. Correct.

19 COMMISSIONER SHLENSKY: Consuelo, based upon the
20 square footage of the unit itself within the strip, are
21 there different occupancy allowances based on the
22 different type of business that would be a possibility

1 for that space?

2 MS. ARGUILLES: Yes. So the occupancy from a
3 fireproof perspective does vary, and depending on the
4 type of use that it is, the occupancy is going to be
5 based on that.

6 So, for example, a 750-square foot retail
7 use, retail business, could have up to 25 occupants,
8 and that's 30 square feet per person. A repair shop,
9 for example, in a 750-square foot space could be
10 allowed to have up to seven occupants, which is
11 100 square feet per person in that space.

12 So it does vary depending on the type of use
13 that's within the space.

14 COMMISSIONER SHLENSKY: Do we have standards for
15 the assembly style -- I don't want to call it a
16 business because I think that might refer to -- or
17 might entail reference more retail-type businesses.

18 But for the assembly use, are there occupancy
19 standards for a space with 750 square feet?

20 MS. ARGUILLES: Yes, there are. And based on the
21 up to 50 people that's being proposed for the
22 750-square foot space, that's what's triggering the

1 fire alarm and fire sprinkler to kick in. So there are
2 definitely -- so that could go up and down depending
3 obviously on the number of people that you're proposing
4 for the space.

5 COMMISSIONER SHLENSKY: So let me ask that a
6 different way then. Is it allowable for an assembly --
7 is 50 people -- is an occupancy of 50 people allowable
8 under our current fire and zoning codes and building
9 codes for an assembly use occupancy?

10 MS. ARGUILLES: It is as long as it's fire
11 sprinklered and a fire alarm is provided.

12 COMMISSIONER SHLENSKY: Okay.

13 And if the Petitioner supplied an architect's
14 recommendation or authority indicating that he or she
15 would find it to be more akin to a business and not an
16 assembly use, would the architect's finding that it is
17 a business trigger business occupancy standards versus
18 assembly occupancy standards? Meaning, I think you
19 referenced 25 people for a business with retail would
20 be the occupancy maximum.

21 So would that cause an issue with the
22 architect's recommendation or consideration of a

1 business trigger anything else?

2 MS. ARGUILLES: I mean, we would defer to the
3 architecture analysis of the proposed use. I don't
4 know that 25 occupants would comply with what the
5 Petitioner is looking to do in the space. So that
6 would be a good question for her to respond to if that
7 number could be limited based on the application and
8 the type of events. I'm not familiar that 25 would be
9 something that she's open to.

10 COMMISSIONER LUEDTKE: So regarding the fire
11 sprinkler and fire alarm issue at hand here, this is a
12 tenant space within a larger sort of building?

13 MS. ARGUILLES: Yes.

14 COMMISSIONER LUEDTKE: So, by right, I mean, you
15 can't sprinkle just a single space? Is that going to
16 happen? I mean, are you going to have a conversation
17 with the building owner to sort of serve the entire
18 building, right? I mean, that would sort of be --

19 MS. ARGUILLES: That would be the ideal scenario,
20 but you can certainly just sprinkle a specific space.
21 That's not out of the question. But ideally it would
22 be the entire building.

1 Typically that's why you see, especially
2 during construction, it's easier to retrofit some of
3 these spaces to something other than what it was
4 originally constructed for.

5 COMMISSIONER ROMANO: Is this parking on Addison,
6 is this considered public parking, or does it belong to
7 the different businesses?

8 MS. ARGUILLES: It's public parking. It's
9 right-of-way.

10 COMMISSIONER LUEDTKE: And the parking in the rear
11 or the gravel area in the rear is not -- that's not --
12 I'm sure people park there, but it doesn't meet the
13 requirement of parking spaces per our code, correct?

14 MS. ARGUILLES: It does not, not for the building.
15 And the applicant could go more into the lack of use of
16 those parking spaces. My understanding is those spaces
17 are not intended to accommodate the proposed business.

18 COMMISSIONER ROMANO: Technically, none of the
19 businesses, for that public parking, none of the
20 businesses in this same attached strip mall
21 have parking?

22 MS. ARGUILLES: I wouldn't be able to tell you if

1 any of those businesses have designated parking spaces
2 without having that information provided to us. The
3 property does have parking spaces in the rear; it's the
4 gravel area that's nonconforming; but that is on
5 private property.

6 Commissioner Kase, I think you have a
7 question?

8 COMMISSIONER KASE: Is there a square footage on
9 sprinkler on fire for a build-out?

10 MS. ARGUILLES: It's based on the type of use, and
11 also obviously the occupancy kicks in. So we would
12 defer to the building code and the fire requirements
13 based on the specifics of the use.

14 For an assembly type of use, the 50 is going
15 to kick in that requirement to have the place
16 sprinklered and an alarm provided.

17 CHAIRMAN JARRETT: Just to be clear, that comment
18 came from the fire department and not Village staff.
19 So they've reviewed that and made that determination.

20 COMMISSIONER SHLENSKY: I've got a question for --
21 actually, more of a point of clarification. In the
22 Commission memo, Page 3 of the Requested Action,

1 towards the bottom, it currently lists for the property
2 located at, and I believe that's the full strip of
3 707-721, whereas, Petitioner is asking specifically for
4 the unit at 717.

5 So the way that the recommended action is
6 currently drafted, if we were to entertain a motion as
7 such for the requested action, would the special use
8 for an assembly and entertainment and then the
9 variation for parking not merely apply only to
10 Unit 717 but for the entire strip?

11 MS. ARGUILLES: We could definitely make that
12 modification to the motion specific to the 717 space.
13 I know that was a question that was not very clear when
14 the petition came in until we received thereafter more
15 details on what uses were in the building, what space
16 she wanted to go in.

17 So 717 is a space that she's interested in.
18 She has clarified that. So that's something that I do
19 recommend you modify in your motion, that it's specific
20 to the space known as 717 North Addison.

21 CHAIRMAN JARRETT: Any other questions?

22 Any questions for staff or for the

1 Petitioner?

2 COMMISSIONER SHLENSKY: If I could ask a question
3 to the Petitioner?

4 CHAIRMAN JARRETT: Yes.

5 If you could just come up to the mic and
6 answer because we're being videotaped this evening.
7 Thank you.

8 COMMISSIONER SHLENSKY: Good evening. Thank you
9 for coming today.

10 THE PETITIONER: No problem.

11 COMMISSIONER SHLENSKY: Given the comments based
12 upon the issues, potential issues of occupancy and
13 sprinkler systems, would potentially another month give
14 you an adequate amount of time to run these concerns by
15 the owner/landlord to be able to supplement your
16 petition to get back to us as to any conversations or
17 proposals from an architect as to the conditions for a
18 sprinkler system or possibly reducing the occupancy to
19 avoid any other potential conditions for your space?

20 THE PETITIONER: That would be fine, and we already
21 discussed as well to lower it if need be. So we were
22 okay with that.

1 COMMISSIONER SHLENSKY: Okay.

2 Would that extra month possibly also give you
3 time to discuss the parking plans, parking
4 requirements, with the other business owners in that
5 area to maybe attempt to find business-to-business
6 accommodations for your business proposal?

7 THE PETITIONER: I think that would be a sufficient
8 amount of time. That should be okay.

9 COMMISSIONER SHLENSKY: Thank you.

10 THE PETITIONER: Thank you.

11 CHAIRMAN JARRETT: Any other questions?

12 MS. ARGUILLES: I just wanted to make a point, if I
13 may, just for clarification?

14 CHAIRMAN JARRETT: Go ahead.

15 MS. ARGUILLES: So the motion could be to recommend
16 for it to be continued or to proceed with the
17 recommendation that gets forwarded to the Village
18 Board.

19 I believe you're already leasing the space?

20 THE PETITIONER: Yes.

21 MS. ARGUILLES: So just keep that in mind. I just
22 want to make sure you understand what that means.

1 THE PETITIONER: Right.

2 COMMISSIONER LUEDTKE: So you're already leasing
3 the space?

4 THE PETITIONER: Yes, I am.

5 COMMISSIONER LUEDTKE: Okay. Thank you.

6 MS. ARGUILLES: But not operating the business.

7 COMMISSIONER LUEDTKE: Of course.

8 THE PETITIONER: If I can add to that? When I got
9 the space -- so when I got the space and I went over
10 the application and everything with the owner, they had
11 already got approval, and I explained what I was coming
12 in there for because I already have a business at 707,
13 which is a hair salon, so we're only like a couple
14 doors down. So I got the okay first before I did this.
15 So it was already like, hey, that will be a great idea.

16 Because I am into cosmetology. And my main
17 focus was to initially have that as a one-on-one
18 location to do classes for hair. But then my other
19 thoughts came to that, add to my other business into
20 one versus having all these different locations. So
21 that's initially what I wanted to do.

22 COMMISSIONER HOFSTRA: So your hair salon is in the

1 same building, the same strip mall?

2 THE PETITIONER: Yes, it is.

3 COMMISSIONER HOFSTRA: Which one is that?

4 THE PETITIONER: 707.

5 COMMISSIONER SHLENSKY: Can I just ask you to
6 clarify your comment on something had already been
7 approved when you were talking to the landlord?

8 THE PETITIONER: Yes. They said that what I wanted
9 to do as far as the classes and -- well, we didn't know
10 that it was a special use. We just knew that it was an
11 existing place already, and I was just going to come
12 and start the second location for connection to the
13 hair salon.

14 So I was told that that was okay for me to do
15 the business. So at that point then I signed the
16 lease.

17 Then further down the road is when we
18 stumbled across that we need an actual special use. So
19 I wasn't aware of that.

20 COMMISSIONER SHLENSKY: Thank you.

21 COMMISSIONER ROMANO: Just for clarification, so
22 it's a meeting space, but there's no catering or

1 cooking or anything. I mean, they might bring food in.

2 THE PETITIONER: They will bring food in, correct?

3 COMMISSIONER ROMANO: But you're not cooking on
4 premises.

5 THE PETITIONER: No, I am not.

6 COMMISSIONER CALVERT: What about alcohol?

7 THE PETITIONER: Alcohol, that's not in the plan as
8 of now. No, no alcohol.

9 CHAIRMAN JARRETT: So if you want to add anything,
10 I'm going to move to discussion among -- it sounds like
11 we may be continuing this to give you some more time to
12 get things together.

13 Is there anything you want to add before --

14 THE PETITIONER: I don't have anything else to add.

15 CHAIRMAN JARRETT: Okay. Thank you.

16 Discussion by Commission Members. So one
17 thing that I would like to point out that staff also
18 pointed out in the report is that, when an applicant
19 comes seeking a special use or variation, we're
20 supposed to judge that application based on standards
21 that are specific to the special use and standards that
22 are specific to a variation. That's what we're

1 supposed to base our votes on.

2 And currently the application in terms of the
3 special use itself is -- it's the applicant's burden to
4 provide evidence. In their responses to the special
5 use, they have provided essentially no evidence. I
6 understand it's complicated. On the variations there
7 were no responses. I don't know if that was something
8 that wasn't provided to the applicant or the applicant
9 didn't allow.

10 If we continue this, I would like to see you
11 work with staff or hire an outside source, an attorney,
12 to help flesh out those answers with some evidence
13 because there is ample concern from staff regarding
14 parking. I think that's the primary concern here.

15 THE PETITIONER: Okay.

16 CHAIRMAN JARRETT: The fire code issue, that's not
17 really our purview. That's going to be for the fire
18 department and building department. So that's what I
19 -- if we continue this, that's where I would like to
20 see your focus, on providing evidence that your parking
21 situation will not create a situation that's worse than
22 what's already there.

1 I know just from driving around there during
2 the day, which is probably not your prime time, but
3 during the day, the residential streets and the streets
4 south of you that runs east-west, those streets get
5 parked pretty heavily by uses that are already around
6 there that didn't have enough parking to start with.
7 So that's what I would like to see you focus on.

8 Consuelo, can you make sure she gets a copy
9 of your report and the application, if she hasn't
10 already. I don't know what's been supplied. And to
11 the degree that you can, that we have responses to
12 those standards.

13 MS. ARGUILLES: Sure. I can definitely do that.
14 She already has a copy of the report, but I can
15 definitely provide another set of the standards that
16 was part of the packet.

17 CHAIRMAN JARRETT: Okay.

18 Any other specific guidance or comments that
19 we would like to offer the applicant?

20 COMMISSIONER ROMANO: I'd like to just throw out,
21 regardless of the answers, I mean, the topic before us
22 on parking, rather than string the applicant along for

1 another month if we're going to come back on parking,
2 looking at the building, best guess from Google Maps,
3 it looks like there's about ten spots in front of that.
4 I understand it's all public parking.

5 Also what I'm considering is that 13 parking
6 spot number that was thrown out there is based off the
7 maximum occupancy of 50, which doesn't necessarily mean
8 that's what they need every time.

9 So I think we need to figure out, if the
10 parking is going to be the hang-up, let's not string
11 the applicant along on redesigns and hiring lawyers.
12 How do we lean on parking, because it is all public
13 there, and all of those businesses for customers are
14 dependent upon that anyway. So there's no business
15 with a parking lot other than the little gravel lot in
16 back.

17 So what are thoughts on the parking issue
18 specifically? I'd just like to kind of get a consensus
19 on that.

20 CHAIRMAN JARRETT: I'd like to have a better
21 rundown on the uses currently in the building. I mean,
22 we got that here. But how many employees? What is the

1 parking situation really like?

2 As anybody who's been up here when we were
3 talking about businesses on Villa Avenue, I think large
4 portions of our village are either over-parked or just
5 right parked. This may not be one of them though.

6 COMMISSIONER CALVERT: On the way over here tonight
7 there was six open, six parking spots.

8 CHAIRMAN JARRETT: I guess my concern would be that
9 this is -- it's not a hair salon with six chairs or an
10 auto repair shop with a half dozen employees and two or
11 three customers there at a time who they may also be
12 parking cars in those spots that they're not supposed
13 to. But we're talking about 50 -- potentially 50 uses
14 -- I mean 50 users of the space.

15 Yeah, and it sounds like there's potential to
16 continue, but if people think that there's not enough
17 parking, then we can vote. That's why --

18 COMMISSIONER ROMANO: I will add to that the am
19 plant said primary business will be done after business
20 hours that may open it up.

21 With that being said, your hours are going to
22 be, I saw somewhere, 10:00 a.m. to midnight, right? So

1 you're open during those hours, too. So that's
2 something we should consider.

3 CHAIRMAN JARRETT: Right.

4 COMMISSIONER KASE: What's the gravel lot in back?
5 Who owns that?

6 CHAIRMAN JARRETT: That's what's unclear. It's
7 part of the building, but nobody presented, like, who
8 those parking spaces belong to.

9 I guess my question would be, what we don't
10 know is, there could be an applicant -- there could be
11 a tenant in that building who has in their lease that
12 that's their parking area.

13 Before we say that that's okay for them to
14 park, we kind of need some evidence that it is. That's
15 a problem with multi-use buildings.

16 COMMISSIONER KASE: How many spots ballpark would
17 be back there? Anybody know?

18 CHAIRMAN JARRETT: It looked like maybe six or
19 eight. I mean, it's like gravel parking area that's
20 not very deep between dumpsters basically with doors
21 off the back of the building.

22 COMMISSIONER ROMANO: It may be a loading zone. We

1 don't really know. I guess the petitioner might know.

2 That back spot, is that where all the loading
3 doors are?

4 THE PETITIONER: There's only one business at 707
5 behind me that is a loading zone. So just that one.
6 Not the rest of them.

7 COMMISSIONER HOFSTRA: Is there access to your
8 building from the back?

9 THE PETITIONER: There is access from the back of
10 the building.

11 COMMISSIONER HOFSTRA: At 717 as well?

12 THE PETITIONER: Yes.

13 COMMISSIONER LUEDTKE: Question: Were you aware of
14 the potential for fire sprinklers and fire alarm based
15 on sort of the conversation with staff?

16 THE PETITIONER: I was not aware of any sprinkler
17 system that I needed. So since I have a hair salon,
18 none of the businesses on the whole entire strip have
19 sprinkler systems at all.

20 COMMISSIONER LUEDTKE: Correct.

21 THE PETITIONER: So they always told me that the
22 sprinkler system was not required for any of the

1 businesses.

2 COMMISSIONER LUEDTKE: And so the issue from
3 staff's analysis on the front end here during this is
4 that the switch to an "assembly use" puts you into a
5 different category, we're changing the use of the space
6 which then triggers that requirement.

7 I mean, it seems like it would be sort of --
8 if you're going to do that to get 50, that's a problem,
9 right, from the code standpoint.

10 Going back to the landlord, because the
11 landlord could just say, I'm not putting a fire
12 sprinkler in, then it becomes a different analysis that
13 she's referring to relative to the architect saying,
14 okay, well, we're only going to be looking at this as
15 continuing a business use.

16 Is that how you're --

17 MS. ARGUILLES: Yes. We would defer to the
18 architect's analysis of the space based on what it is
19 proposed.

20 COMMISSIONER LUEDTKE: Because those types of
21 buildings are not designated as mixed use assemblies.
22 It's also a single usage in terms of how the code looks

1 at it.

2 COMMISSIONER HOFSTRA: Consuelo, was there any
3 indication as to -- her request was for up to 50 people
4 as an event. That drove the sprinklers. If it was 25,
5 would that still drive the need for sprinklers and so
6 forth?

7 MS. ARGUILLES: That might change the requirement
8 from a fire code standpoint. The occupancy definitely
9 is going to dictate what, from a code standpoint, this
10 case has to comply with.

11 COMMISSIONER ROMANO: And parking standpoint.

12 MS. ARGUILLES: And the parking as well. Correct.

13 COMMISSIONER HOFSTRA: It's the 50 that drives me
14 to have heartburn over the parking because I'm -- you
15 know, saying that people are going to come by Uber and
16 Lyft and that --

17 COMMISSIONER ROMANO: You can't count on that.

18 COMMISSIONER HOFSTRA: You can't count on that.

19 THE PETITIONER: Now, if there was a number that I
20 knew of --

21 COMMISSIONER HOFSTRA: I know you probably don't.
22 That's something the fire department knows.

1 THE PETITIONER: If I knew of 40 or 35, then I can
2 rotate those hours and those people around those times.

3 COMMISSIONER HOFSTRA: But then you're dividing --
4 if it's 40, you only need 10 spaces.

5 And now if you're going to operate it after
6 5:30, let's say from 5:30 to midnight or 5:00 to
7 midnight, most of the other businesses are probably
8 closed, and it looks like the auto repair place and
9 print shop and that, those are probably really ramping
10 down.

11 THE PETITIONER: Yes. They're closed at 5:30.

12 COMMISSIONER HOFSTRA: I mean, that's what would
13 influence my approval towards parking. But 50 people,
14 all they're going to do is park in the neighborhood.

15 CHAIRMAN JARRETT: My concern with 50 is -- I mean,
16 50 requires 13 parking spaces. But for an assembly
17 use, that's basically four people per car. That's not
18 really the way the use would probably operate. And
19 also our code is that's all that she would be required
20 to provide. So I'm not saying that --

21 COMMISSIONER ORLOWSKI: It's reality.

22 CHAIRMAN JARRETT: Yeah.

1 COMMISSIONER SHLENSKY: By no means do I want to
2 string the petitioner along with regards to the
3 parking, but I just think at this juncture I'm not in a
4 position to say yes. I think if we gave you another
5 month and you came back with additional and
6 supplemental information and possibly talk with your
7 landlord and possibly an architect and revisit of the
8 total number of people that you're seeking to occupy at
9 once, meaning your occupancy maximum, I would hope that
10 at the -- I think it's the December 9th meeting we
11 would have a more flushed-out application to possibly
12 relook at the parking situation.

13 THE PETITIONER: Okay.

14 COMMISSIONER ROMANO: I would agree with that. As
15 it stands right now, a variance for
16 13 parking spots is a lot.

17 CHAIRMAN JARRETT: Yeah. And for me personally,
18 I've got two issues. I've got -- well, three. Some
19 concerns about the 13 parking spaces, that's a big
20 variation. But there might not even be 13 parking
21 spaces on the property.

22 I have issues with the fact that staff has

1 the same concerns and they're more familiar with this
2 area than I am. I don't think I could vote on it just
3 based on the completeness of the application.

4 This is not -- these things are kind of
5 complicated, so I understand that completing the
6 application is not something you do on a daily basis,
7 and that's why it's usually in your best interest to
8 find somebody to help that has the knowledge. Because
9 this is an application that I feel realistically staff
10 could have said wasn't complete enough to come to us at
11 all. That would have been a possibility, and we might
12 not be talking about it at all, or she might have
13 fleshed it out and it be before us in another month or
14 two.

15 But I would lean towards giving the applicant
16 another month to put together more complete
17 application, to talk to the landlord. I don't want to
18 string anyone on, but I couldn't vote on this
19 application in favor of it at the moment.

20 COMMISSIONER KASE: Are we to help direct the
21 landlord, like, for extra parking in the back, which I
22 don't know if she would know that?

1 Are we supposed to tell her, give her some
2 questions to ask the landlord, just to help her?

3 CHAIRMAN JARRETT: If you think there are ways that
4 you can help her, yeah, definitely. Or, I mean,
5 alternately, you can provide things to stop to provide
6 to her. But if you want it on the record here, we
7 certainly could because --

8 COMMISSIONER KASE: One other quick question.
9 Would that have to be a paved lot in the back for them
10 to park, or are they able to park on gravel?

11 CHAIRMAN JARRETT: If it's legally nonconforming,
12 then they could park on it, correct?

13 MS. ARGUILLES: Correct.

14 CHAIRMAN JARRETT: As long as they're not altering
15 it that would trigger needing the pavement and stuff.
16 But, yes, they could continue to park there as-is.

17 If they were adding to the building or
18 something like that, I mean, I think in that case I
19 would want to condition something to be repaved, but
20 that's not what's being proposed here. This is the
21 continued use of an existing building that's been there
22 longer than most of us have been alive.

1 COMMISSIONER LUEDTKE: But that's not actually
2 what's happening. It's a special use to change --

3 CHAIRMAN JARRETT: Yes. That's what I'm saying.

4 COMMISSIONER LUEDTKE: Question for you, Consuelo:
5 If this is a business that comes into the spot and it's
6 a business unit, why are we even having this
7 conversation? Is this even a proposal that comes
8 through if this is just a new business that's filling
9 in to a retail slot?

10 MS. ARGUILLES: If it's a retail business taking up
11 an existing retail, no, this would not be before you
12 tonight.

13 COMMISSIONER LUEDTKE: Right.

14 MS. ARGUILLES: It's the fact that it's a change of
15 use for that space.

16 COMMISSIONER LUEDTKE: That's what's triggering all
17 of this?

18 MS. ARGUILLES: The special use and the parking
19 variation.

20 COMMISSIONER LUEDTKE: And that's why when she has
21 the conversation with the landlord on the front end,
22 yeah, we don't need sprinklers, yeah, we don't --

1 there's sort of that feedback at least coming from them
2 because of the understanding of --

3 CHAIRMAN JARRETT: Unfortunately for the tenants,
4 that happens a lot to applicants.

5 COMMISSIONER LUEDTKE: Sure.

6 CHAIRMAN JARRETT: They leased that used car lot,
7 that was a used car lot, a year and a half ago, to find
8 out the special use is no longer valid, and they've got
9 to come before us unfortunately.

10 COMMISSIONER HOFSTRA: I see none of those spaces
11 in front being a handicap spot. As we go to an event
12 at the thing, does any of the ADA stuff kick in?

13 MS. ARGUILLES: Yeah, definitely ADA applies to
14 private lots for new construction. On public
15 right-of-way, if they're existing spaces, we have to
16 defer to what the State requirement for that would be.

17 I believe the State will fall back on local
18 ordinances that govern the use of the public parking
19 spaces. But it's not uncommon for public parking
20 spaces existing especially not to have designated
21 handicap spaces.

22 CHAIRMAN JARRETT: But that's public parking,

1 that's not private parking.

2 COMMISSIONER HOFSTRA: I understand.

3 COMMISSIONER ORLOWSKI: So what I would recommend
4 is I would say first figure out whether you're going to
5 need sprinklers or not and then some kind of a parking
6 plan on paper as far as front and back ratio, because
7 if you're not going to be able to do it unless there's
8 sprinklers, I don't see the building owner putting in a
9 sprinkler system.

10 THE PETITIONER: Okay.

11 CHAIRMAN JARRETT: Yeah, I would agree that the
12 sprinkler is probably the first factor because if the
13 cost of that -- first of all, the landlord obviously is
14 going to have to agree to do that if that's deemed to
15 be necessary, and then you are going to have to
16 determine if that cost, either the landlord is going
17 to -- either you're going to have to pay for it or the
18 landlord is going to pass it on to you one way or
19 another. You'll have to decide if that cost is there.
20 That is not something -- that's not in our control,
21 unfortunately. We're just here for the special use and
22 the variation.

1 But that would probably be the first thing to
2 sort out. Would you agree, Consuelo?

3 MS. ARGUILLES: I would agree. That's one of the
4 things.

5 CHAIRMAN JARRETT: That seems like the biggest
6 factor for you.

7 Because the use itself I don't have a problem
8 with. It's the potential number of users and
9 availability of parking in that particular
10 neighborhood. I do know that, late in the day at
11 least, the residential streets and stuff in that area
12 are already fairly heavily parked frequently with
13 business trucks, which probably shouldn't be parked
14 there anyway, so.

15 MR. KEITH: Can I make a comment?

16 CHAIRMAN JARRETT: Yeah, real quick. Go ahead.
17 You're going to need to come up and state your name and
18 address for the record because we have a court
19 reporter.

20 MR. KEITH: Tom Keith (phonetic). I own the
21 building at 720 Iowa, which is behind that, 720, 722,
22 724. I don't know about her specific on Addison Road,

1 those parking spots, because I don't really see this
2 during the day. But the area behind those buildings
3 onto Iowa and Stone is nothing short of disastrous
4 during the day. Every parking spot is jammed with
5 unlicensed vehicles. All the body shops are using all
6 the village spots to drop off cars that are in need of
7 repair, and they sometimes park there for several hours
8 and sometimes several days. I've had some in front of
9 my building for several weeks and over a month. I
10 constantly call the police to see if they can be
11 ticketed.

12 But that whole area along there, I have
13 tenants and myself. Normally if I don't show up -- or
14 any time in the day there's not even a place to park in
15 front of my building because all the spots are full, so
16 my tenants are scrambling to find a place for them to
17 park.

18 So the whole area's got multiple concerns and
19 very overcrowded, especially with cars that probably
20 shouldn't even be there. But the shops are utilizing
21 the village right-of-ways for parking body shop cars
22 basically. And seeing as more and more body shops have

1 moved into the neighborhood in the last year or two,
2 the parking situation has gotten much, much worse.

3 So I don't know how this may apply to Addison
4 Road, that parking in front of all those buildings and
5 where her building is because I don't park over there.
6 But I know behind the buildings and in the area behind
7 it it's a complete mess.

8 CHAIRMAN JARRETT: Yeah, I really appreciate those
9 comments. That's kind of one of my concerns too.

10 MR. KEITH: Thank you.

11 CHAIRMAN JARRETT: Thank you. Because like you
12 said, there are probably cars parked there that should
13 not be parked there, and I would guess that it's
14 probably the same, at least during some portion of the
15 day, where the public parking in the front is probably
16 being used by the auto repair place that's there to
17 park cars for their customers or they're waiting for
18 repairs and stuff.

19 So anybody else have any other comments,
20 advice they would like to offer the applicant before we
21 make a motion?

22 COMMISSIONER KASE: One last one. So when you go

1 into your space, I don't know since it's an older
2 building, there's probably not even an ADA bathroom in
3 there.

4 THE PETITIONER: Can you repeat that, please?

5 COMMISSIONER KASE: Your bathroom situation. So I
6 don't know if you have to update to an ADA bathroom.
7 You would have that. You have sprinkler systems. I
8 mean, you got a lot of questions to ask your landlord
9 before you get really deep.

10 CHAIRMAN JARRETT: ADA, like the Americans with
11 Disabilities Act, whether the bathroom is handicapped
12 accessible essentially, I don't know if that would be
13 triggered here because -- I know you signed a lease,
14 but it does sound like you have a lot of questions for
15 the landlord as well as for us. The fact that you have
16 a business there -- how long has your business been
17 there?

18 THE PETITIONER: Since January.

19 CHAIRMAN JARRETT: Because that's -- to me, that's
20 a good thing. That's something in your favor, that
21 you're already a tenant there and you're less likely to
22 be disruptive to other tenants because you are one of

1 the other tenants. So I really want to give you a
2 chance to get this together. I can't support it as it
3 is right now though.

4 All right. Unless there are any other
5 comments, I think we'd be looking for probably a motion
6 to continue. Who would like to make that motion?

7 COMMISSIONER ORLOWSKI: I'd like to make a motion
8 to continue PZ-21-0007, until December 9th.

9 CHAIRMAN JARRETT: There's a motion to continue to
10 a date certain of December 9, 2021. Is there a second?

11 COMMISSIONER HOFSTRA: Second.

12 CHAIRMAN JARRETT: We got a second here.

13 Any questions or comments on the motion?

14 Roll call vote.

15 Calvert?

16 COMMISSIONER CALVERT: Yes.

17 CHAIRMAN JARRETT: Hofstra?

18 COMMISSIONER HOFSTRA: Yes.

19 CHAIRMAN JARRETT: Kase?

20 COMMISSIONER KASE: Yes.

21 CHAIRMAN JARRETT: Luedtke?

22 COMMISSIONER LUEDTKE: Yes.

1 CHAIRMAN JARRETT: Orłowski?

2 COMMISSIONER ORŁOWSKI: Yes.

3 CHAIRMAN JARRETT: Romano?

4 COMMISSIONER ROMANO: Yes.

5 CHAIRMAN JARRETT: Shlensky?

6 COMMISSIONER SHLENSKY: Yes.

7 CHAIRMAN JARRETT: I, too, vote yes to the motion.

8 So we will continue to the next public
9 hearing. I'll give you a month, probably closer to
10 three weeks, to get stuff back to Consuelo to provide
11 to us. I'm going to ask Consuelo to work with you, to
12 the extent that she can on her time schedule, to make
13 sure that you kind of understand the ins and outs of
14 the application. They're not easy, especially if
15 you're doing it yourself.

16 This will not be noticed again, so you will
17 need to be here for that. And this is the only notice
18 of that date, so.

19 Thank you for your time.

20 THE PETITIONER: Okay. Thank you all.

21 (End of Public Hearing.)

22

1 STATE OF ILLINOIS)

) SS:

2 COUNTY OF COOK)

3
4 I, PAMELA L. COSENTINO, being first duly
5 sworn on oath says that she is a court reporter doing
6 business in the City of Chicago; that she reported in
7 shorthand the proceedings given at the taking of said
8 public hearing and that the foregoing is a true and
9 correct transcript of her shorthand notes so taken as
10 aforesaid and contains all the proceedings given at
11 said public hearing.

12 IN TESTIMONY WHEREOF: I have hereunto set my
13 verified digital signature this 30th day of November,
14 2021.

15
16
17 _____
PAMELA L. COSENTINO, CSR

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VILLAGE OF VILLA PARK
PLANNING & ZONING COMMISSION

In Re the Matter of:	)	
	)	
257-277 E. North Avenue/Plat of	)	No. PZ-21-0008
Subdivision to create one lot of	)	
record including utility and	)	
drainage easement provisions/	)	
CAT Villa Park, LLC.	)	
_____	)	

PUBLIC HEARING
November 11, 2021
7:30 p.m.

REPORT OF PROCEEDINGS had and testimony at the public hearing of the above-entitled cause, before the VILLAGE OF VILLA PARK PLANNING & ZONING COMMISSION, held at the Villa Park Village Hall, 20 South Ardmore Avenue, Villa Park, Illinois, at the above date and time, and reported by Pamela L. Cosentino, Certified Shorthand Reporter for the State of Illinois.

A P P E A R A N C E S:

BOARD MEMBERS PRESENT:

MR. JASON JARRETT, Chairman

MR. EDWARD HOFSTRA

MR. LARRY CALVERT

MR. DON KASE

MR. ERIC LUEDTKE

MR. MIKE ORLOWSKI

MR. DOMINICK ROMANO

MR. JUSTIN SHLENSKY

ALSO PRESENT:

MS. CONSUELO ARGUILLES,

Director of Community Development

MR. JACK KOZAR,

Village Liaison

MR. NICK CUZZONE,

Village President

1 CHAIRMAN JARRETT: The first item of business
2 will be public hearing for PZ-21-0008, 257-277 East
3 North Avenue, Plat of subdivision to create one lot of
4 record, including utility and drainage easement
5 provisions, CAT Villa Park, LLC.

6 The way each item of business will work, it
7 will start with staff presentation, move to petitioner
8 presentation, if they have any, then public comment on
9 any of those items. So if you're wishing to speak
10 from the public on any of items on the agenda, as each
11 item comes up, that will be your time to speak.

12 Then we take questions from the Commission,
13 closing comments of the Petitioner, and then we'll
14 close the public hearing, discuss amongst ourselves as
15 a Commission, and then have a motion if it comes to
16 that to this evening.

17 So anybody that's expecting to speak on an
18 agenda item this evening, if you could all stand and
19 be sworn in at once, that will save the court reporter
20 some time. And then when you come up to speak, just
21 state your name and address for the record.

22 So if anybody wants to speak this evening,

1 please rise.

2 (Witnesses duly sworn.)

3 CHAIRMAN JARRETT: Let's start with the staff
4 presentation for 257-277 East North Avenue.

5 MS. ARGUILLES: Thank you.

6 So the Petitioner for this case is requesting
7 a Plat of Subdivision to be approved to create one lot
8 of record from three PIN numbers, three parcels. This
9 property is known as 277 East North, but it
10 historically has been known as 257 to 277 East North.
11 This is the property that's currently occupied by Shoot
12 Point Blank. This is a new development that was
13 constructed. One of the conditions of approval of that
14 permit was to confine the property to one lot of record
15 and dedicate vacate easements as needed for that
16 development.

17 So this property is zoned C-3, which is our
18 Service Business District, and our Comprehensive Plan
19 does designate this property as Corridor Mixed Use.

20 The item before you tonight is a plat to
21 create one lot of record with the necessary easements.

22 The petitioner is here tonight, owns the

1 property, and is seeking approval of this. Provided
2 this gets approved, it will get forwarded over to the
3 Board for final approval and forwarded over to the
4 County for recording.

5 Village staff has reviewed the plat and finds
6 that it meets our standards as provided in the code and
7 recommends approval of the request to approve a plat of
8 subdivision to create one lot of record, including
9 utility and drainage easements for the property known
10 as 257 to 277 East North Avenue, PIN numbers
11 06-03-101-005, 06-03-101-030, and PIN number
12 06-03-101-029.

13 CHAIRMAN JARRETT: All right.

14 Does the Petitioner wish to say anything this
15 evening?

16 Come up and state your name and address for
17 the record.

18 MR. COPP: My name is Brad Copp. I'm with
19 CAT Villa Park, LLC. My address 1448 East Stoker Court
20 in Loveland, Ohio.

21 I don't have anything really to state. Just
22 to thank Consuelo and the Village staff. It's been a

1 great project for us, and the cooperation from the
2 Village is greatly appreciated.

3 And I can answer any questions anybody might
4 have.

5 CHAIRMAN JARRETT: Okay. Thank you.

6 Are there any public comments on this agenda
7 item?

8 Seeing none, we'll move to questions from the
9 Commission. Any questions?

10 I just have one quick question for staff.
11 The reason this is before us is because it's a
12 nonresidential subdivision, correct?

13 MS. ARGUILLES: That's correct.

14 CHAIRMAN JARRETT: Okay. There are a few things
15 that trigger that. The need for a subdivision, I just
16 wanted to make sure everybody's clear on why. We don't
17 get a lot of these, so.

18 Any closing comments of the petitioner? No?

19 MR. COPP: No, sir.

20 CHAIRMAN JARRETT: We'll close the public hearing.

21 Any discussion by Commission members?

22 All right. I'll entertain a motion. Anybody

1 wish to make one?

2 COMMISSIONER SHLENSKY: I'll make a motion to
3 approve Petition PZ-21-0 008 for 257-277 East North
4 Avenue to approve a Plat of Subdivision to create one
5 lot of record, including utility and drainage easement
6 provisions for the property located at 257-277 East
7 North Avenue, with PINS 06-03-101-005, 06-03-101-030,
8 and 06-03-101-029.

9 CHAIRMAN JARRETT: We have a motion. Is there a
10 second?

11 COMMISSIONER ORLOWSKI: Second.

12 CHAIRMAN JARRETT: There's a second.

13 Any questions or comments on the motion?

14 None.

15 Roll call vote.

16 Calvert?

17 COMMISSIONER CALVERT: Yes.

18 CHAIRMAN JARRETT: Hofstra?

19 COMMISSIONER HOFSTRA: Yes.

20 CHAIRMAN JARRETT: Kase?

21 COMMISSIONER KASE: Yes.

22 CHAIRMAN JARRETT: Luedtke?

1 COMMISSIONER LUEDTKE: Yes.

2 CHAIRMAN JARRETT: Orłowski?

3 COMMISSIONER ORLOWSKI: Yes.

4 CHAIRMAN JARRETT: Romano?

5 COMMISSIONER ROMANO: Yes.

6 CHAIRMAN JARRETT: Shlensky?

7 COMMISSIONER SHLENSKY: Yes.

8 CHAIRMAN JARRETT: And I, too, vote yes.

9 With that, our recommendation passes to the
10 Village Board. They can accept, reject, or modify as
11 they see fit.

12 MR. COPP: Thank you very much.

13 (End of Public Hearing.)

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1 STATE OF ILLINOIS)

) SS:

2 COUNTY OF COOK)

3
4 I, PAMELA L. COSENTINO, being first duly
5 sworn on oath says that she is a court reporter doing
6 business in the City of Chicago; that she reported in
7 shorthand the proceedings given at the taking of said
8 public hearing and that the foregoing is a true and
9 correct transcript of her shorthand notes so taken as
10 aforesaid and contains all the proceedings given at
11 said public hearing.

12 IN TESTIMONY WHEREOF: I have hereunto set my
13 verified digital signature this 30th day of November,
14 2021.

15
16
17 _____
PAMELA L. COSENTINO, CSR

A	Chairman 2:3 3:1 4:3 5:13 6:5,14,20 7:9 7:12,18,20,22 8:2,4,6,8 Chicago 9:6 City 9:6 clear 6:16 close 3:14 6:20 closing 3:13 6:18 code 5:6 come 3:20 5:16 comes 3:11,15 comment 3:8 comments 3:13 6:6,18 7:13 Commission 1:2 1:14 3:12,15 6:9,21 COMMISSIO... 7:2,11,17,19 7:21 8:1,3,5,7 Community 2:10 Comprehensive 4:18 conditions 4:13 confine 4:14 constructed 4:13 Consuelo 2:9 5:22 contains 9:10 cooperation 6:1 Copp 5:18,18 6:19 8:12 correct 6:12,13 9:9 Corridor 4:19 Cosentino 1:17 9:4,17 County 5:4 9:2 court 3:19 5:19 9:5 create 1:5 3:3 4:7,21 5:8 7:4	CSR 9:17 currently 4:11 CUZZONE 2:12	D date 1:16 day 9:13 dedicate 4:15 designate 4:19 development 2:10 4:12,16 digital 9:13 Director 2:10 discuss 3:14 discussion 6:21 District 4:18 doing 9:5 DOMINICK 2:6 DON 2:4 drainage 1:6 3:4 5:9 7:5 duly 4:2 9:4	fit 8:11 foregoing 9:8 forwarded 5:2,3	L L 1:16 9:4,17 LARRY 2:4 Let's 4:3 Liaison 2:11 LLC 1:6 3:5 5:19 located 7:6 lot 1:5 3:3 4:7,14 4:21 5:8 6:17 7:5 Loveland 5:20 Luedtke 2:5 7:22 8:1
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VILLAGE OF VILLA PARK
PLANNING & ZONING COMMISSION

In Re the Matter of:	)	
	)	
Text Amendments to Article 2,	)	No. PZ-21-0009
Sections 2.3, 2.6, 2.6.5 /	)	
Village of Villa Park	)	
	)	
_____	)	

PUBLIC HEARING
November 11, 2021
7:30 p.m.

REPORT OF PROCEEDINGS had and testimony at the public hearing of the above-entitled cause, before the VILLAGE OF VILLA PARK PLANNING & ZONING COMMISSION, held at the Villa Park Village Hall, 20 South Ardmore Avenue, Villa Park, Illinois, at the above date and time, and reported by Pamela L. Cosentino, Certified Shorthand Reporter for the State of Illinois.

A P P E A R A N C E S:

BOARD MEMBERS PRESENT:

MR. JASON JARRETT, Chairman

MR. EDWARD HOFSTRA

MR. LARRY CALVERT

MR. DON KASE

MR. ERIC LUEDTKE

MR. MIKE ORLOWSKI

MR. DOMINICK ROMANO

MR. JUSTIN SHLENSKY

ALSO PRESENT:

MS. CONSUELO ARGUILLES,

Director of Community Development

MR. JACK KOZAR,

Village Liaison

MR. NICK CUZZONE,

Village President

1 CHAIRMAN JARRETT: So the next item of business is
2 PZ-21-0009, Text Amendments to Article 2, Sections
3 2.3, 2.6, 2.6.5, Village of Villa Park, Petitioner.

4 Consuelo, when you're ready.

5 MS. ARGUILLES: Thank you. This item is part of
6 the overall zoning code amendments that you reviewed
7 earlier this year. They were forwarded to the Village
8 Board. The Village Board kicked it back. And we're
9 noticing items on individual sections again and before
10 you.

11 So the Planning & Zoning Commission, I'll
12 give a brief overview of what the request is and then
13 the history of this.

14 But this memo is specifically -- this request
15 is specific to Article 2, which covers Sections 2.3,
16 2.6, and 2.6.5, changes to the sections. And this is
17 one part of the overall zoning recommendations that we
18 proposed previously this year.

19 I'll take it one section at a time. The
20 proposed changes to Section 2.3 are in reference to the
21 overall site coverage to be consistent with
22 Section 7.8.7.B of the Village code. And it is also

1 proposing to update the maximum lot coverage
2 percentages allowed in residential districts to
3 50 percent for RS-10 and the RM-9 Zoning District.

4 And these are bigger lots and also proposing
5 to increase the impervious surface to 60 percent
6 allowed for RS-7.5 and the RD-7.5 districts, which have
7 the smaller lots, typically around 7500 square feet.

8 The percentages that staff has recommended to
9 include in this section to change would be consistent
10 with lot coverage provisions that are found in
11 Article 7, which is the parking section of the zoning
12 code, which do indicate that on lots less than 7500
13 square feet in the area, the total of impervious
14 surfaces in those lots, including driveways, may not
15 exceed 56 percent.

16 So on other lots, the maximum impervious
17 surfaces permitted is up to 50 percent. So the table
18 that's included in your staff memo highlights the
19 changes in red. Again, this is looking at the parking
20 section of the Zoning Ordinance and consistent with
21 what standards are for maximum allowed lot coverage.

22 So we are proposing to change that so it's

1 more clear to the public and to be consistent with,
2 like I said, generally what has been allowed in the
3 community and surrounding community for similar lots,
4 residential lots.

5 Other changes proposed for this article is
6 making a reference to the permitted obstructions
7 tables. So under 2.6.5 in red, we're proposing to add
8 a reference to the permitted obstructions that are
9 found in Section 14.1.9, Table 13-7. So that if
10 someone is looking at the residential code, we do make
11 references to other sections of the code, so they would
12 find a reference to the permitted obstructions in
13 this -- where other references they could refer to.

14 Some background information regarding the
15 Zoning Code updates, back in February 11th of this
16 year, of 2021, the Planning & Zoning Commission had a
17 public hearing where, overall, multiple zoning text
18 amendments were proposed to the zoning code. The
19 Planning & Zoning Commission made a motion to continue
20 for additional information. Between the months of
21 February and March of 2021. Me, the Director of
22 Community Development, did follow up, performed

1 additional research, looked at comparable communities,
2 including those closest to us that are comparable, such
3 as Addison, Carol Stream, and Lombard, and provided an
4 updated memo to Planning & Zoning Commission.

5 We reissued a public notice in the Daily
6 Herald for various text amendments, and that was in
7 March of this year.

8 It went back to the Planning & Zoning
9 Commission on the 8th of April, where the Planning &
10 Zoning Commission unanimously recommended approval of
11 the text amendments. That included the use of shipping
12 containers for temporary and permanent basis for
13 nonresidential property.

14 On May 24th of this year, 2021, the Village
15 Board meeting tabled the Zoning Code updates
16 indefinitely. And on the June the 28, 2021, the
17 Village Board removed the item from the table. No
18 action was taken, however, it was decided the item
19 would go back to the Village Board on July 12th for
20 further consideration. On July 8th, I provided an
21 updated memo regarding Zoning Text Amendments for this
22 session at the July 9, 2021 meeting.

1 On July 9th, a follow-up meeting with
2 approximately several members from the Village Board
3 and staff that included the Director of Community
4 Development, myself; the Director of Economic
5 Development, Patrick Burke; the former Village
6 President (inaudible), Planning & Zoning Commissioner
7 Xavier (inaudible), Planning & Zoning Commissioner
8 Mike Orłowski, Trustee Kozar, and Trustee Kumar
9 participated in that meeting. It was discussion on the
10 proposed changes to the Zoning Code and there was
11 (inaudible) on the changes.

12 On July 9th of 2021, around 3:30 p.m., the
13 Director of Community Development, myself, provided an
14 updated memo addressing comments received at the
15 follow-up meeting listed above in that list and the
16 staff report. Shortly after that, the village manager
17 provided an updated memo to all the Village Board of
18 Trustees.

19 On July 12, 2021, at the Village Board
20 meeting, a motion to approve the items did not pass.
21 The item was voted down via a 3-to-4 vote.

22 On August 23rd of 2021, at the Village Board

1 meeting, Trustee Kozar asked about the status of the
2 ordinance changes, and President Cuzzone and attorney
3 clarified that the Zoning Ordinance changes did not
4 have to go back to Planning & Zoning and could go back
5 to the Village Board for consideration.

6 However, September 13th of 2021 board
7 meeting, an ordinance amending the proposed changes for
8 specifically shipping containers was on the agenda and
9 that was tabled to October 11th. October 11th, the
10 Village Board did vote and approve those changes to
11 this shipping containers.

12 So long story short, the items are being
13 split and a public notice is being issued again very
14 specific to what chapter, what section of the code is
15 being changed, and we're taking one item at a time
16 before the Planning & Zoning Commission instead of
17 lumping all the changes, so that it's easier to
18 understand.

19 So the item before you tonight has to do with
20 the Article 2, Section 2.3, Table 2-3, regarding the
21 lot and building relations, regarding lot coverage,
22 impervious surface, maximum percentages allowed, and

1 building regulations as provided in the memo before you
2 tonight. The changes are crossed out and shown in red.
3 And to Article 2, Section 2.6, regarding the reference
4 to the permitted obstructions.

5 This is a recommendation that gets forwarded
6 over to you to make a recommendation that would get
7 forwarded over to the Village Board.

8 CHAIRMAN JARRETT: Thank you.

9 Any public comments on this agenda item?

10 Seeing none, we'll move to questions from the
11 Commission.

12 Just point of clarification, there are
13 currently no changes proposed to this beyond what we
14 discussed at the previous hearing, right?

15 MS. ARGUILLES: Correct. What's before you tonight
16 and thereafter will be specifically what the Commission
17 has already made a recommendation on.

18 CHAIRMAN JARRETT: Right. And there were no
19 comments or changes to this particular section received
20 by staff from anyone? From the Village Board or
21 from --

22 MS. ARGUILLES: So we did receive additional

1 changes to Zoning Ordinance that are being requested,
2 but the items before you tonight and thereafter are
3 going to be just breaking up the Zoning Code updates
4 that you've already made a recommendation, and then we
5 could definitely revisit any other changes. It's
6 within your purview to -- if you want to look at some
7 of the other changes that have not been discussed. So
8 we would have to notice those changes.

9 CHAIRMAN JARRETT: Okay. I guess my point is none
10 of those changes were -- there have been no changes
11 proposed by anyone to this particular section?

12 MS. ARGUILLES: Correct.

13 TRUSTEE KOZAR: Chairman Jarrett?

14 CHAIRMAN JARRETT: I'm going to need you to be
15 sworn in and state your name and address for the
16 record, please.

17 (Witness duly sworn.)

18 CHAIRMAN JARRETT: If you could come up here,
19 please, because we are on video.

20 TRUSTEE KOZAR: Maybe Trustee Corkery can kind of
21 help me remember on this. My understanding on the
22 October meeting was that certain proposed changes to

1 6.11.2 were coming back to Planning & Zoning and going
2 to be discussed with Planning & Zoning. And President
3 Cuzzone is shaking his head and affirming that as well.
4 That's what I thought we were going to have on the
5 meeting here tonight. Now we're jumping ahead.

6 MS. ARGUILLES: We're not jumping ahead or jumping
7 back.

8 TRUSTEE KOZAR: Well, but you were at that meeting.
9 Do you not recall that there was a consensus on the
10 Board that we would vote on the current proposed
11 shipping container 6.11 just to have something in play,
12 and then all this suggested changes from the Board
13 would then be handed down to Planning & Zoning, and
14 then a public hearing and discussion would be made of
15 that, and then it would be brought back to the Board?

16 Was that not your understanding, and was that
17 not your understanding?

18 So here we are that hasn't happened.

19 THE COURT REPORTER: Can you state your name?

20 TRUSTEE KOZAR: Jack Kozar, K-o-z-a-r.

21 MS. ARGUILLES: So the directive -- and this is
22 provided in the weekly memo to the Board and on a

1 weekly basis to the village manager and obviously
2 before you here we do notice our changes.

3 So the item here tonight is specifically just
4 this section, this chapter that the Planning & Zoning
5 Commission has previously recommended approval for.
6 Any changes, new changes, would have to go before the
7 Commission and we would have to notify those. And that
8 was not the plan for tonight's meeting.

9 TRUSTEE KOZAR: So why was it changed from what the
10 directive and understanding from the Board was? The
11 Board is the voting body. Why was that direction
12 changed and not carried through?

13 MS. ARGUILLES: So the directive in the meetings
14 and my understanding of the meetings that we've had and
15 we had meetings to clarify what moving forward --

16 TRUSTEE KOZAR: I'm only talking about the October
17 meeting with the Board. Do you recall that meeting?

18 MS. ARGUILLES: There have been lots of meetings,
19 Trustee Kozar, so my intent is just to break it up to
20 what the Planning & Zoning Commission made positive
21 recommendations that the Village Board did not want to
22 review it comprehensively based on what has already

1 been reviewed and recommended approval.

2 TRUSTEE KOZAR: Which was 6.11.2, which they didn't
3 want to have in a meeting and go into a long
4 conversation, a long dialogue at the board meeting
5 about 6.11.2.

6 MS. ARGUILLES: So it's within your purview to make
7 comments on what you feel the Commission should do
8 regarding this item.

9 TRUSTEE KOZAR: But I don't think the Commission
10 has that information.

11 CHAIRMAN JARRETT: So what I'm going to say, this
12 is the agenda that was put before us as a commission.
13 We have a -- in the memo there is a timeline, I
14 believe, of when things were expected to be heard.

15 Looking at the memo, so it looks like they're
16 essentially in numerical order, going through the code
17 in order, and there's a preliminary timeline here which
18 essentially has us talking about one of these issues
19 every month. I'm going to assume the last March 12th
20 was a typo and it's probably supposed to be May 12th.

21 So based on what's on our agenda, this is a
22 public hearing that we're holding this evening.

1 TRUSTEE KOZAR: What's on your timeline for
2 November?

3 CHAIRMAN JARRETT: November is lot coverage. It
4 looks like lot coverage, Article 2, Residential
5 District, Section 2.3.

6 TRUSTEE KOZAR: Because we don't have that.
7 There's no way to see that.

8 CHAIRMAN JARRETT: I could be wrong. I believe --

9 MS. ARGUILLES: If I may? This is the same
10 timeline that we provide weekly to the Board, in the
11 packet that goes out to the Board, the confidential
12 packet.

13 TRUSTEE KOZAR: I'll bring it to the next board
14 meeting and I'll show you what I have that says
15 shipping containers for tonight. So somewhere along
16 the line that got changed.

17 MS. ARGUILLES: Yes, we could definitely look at
18 that and --

19 TRUSTEE KOZAR: (Inaudible.)

20 CHAIRMAN JARRETT: So you need to be careful about
21 the cross-talk because we do have a court reporter
22 who's trying to follow all of this. I'm not looking at

1 her, but I could see her eyes rolling in the back of
2 her head probably.

3 MS. ARGUILLES: Chairman Jarrett, I believe
4 President Cuzzone has something to say.

5 (Witness duly sworn.)

6 PRESIDENT CUZZONE: I am President Cuzzone, 21 West
7 Adams, Villa Park.

8 It was my understanding at the October 11th
9 board meeting we had discussed the storage containers,
10 and there was a lot of discussion that was brought up.
11 There were, I think it was like, 11 or 12 items that
12 had been brought up, changes that the Board had
13 requested to be made to the shipping container
14 ordinance.

15 It was decided at that point that, because
16 the changes were so different from what the Planning &
17 Zoning Commission had recommended, that those changes
18 should have been at tonight's meeting and then that
19 would be open for public discussion, because the
20 concern was if the board made such drastic changes that
21 there was no public comment on those changes that were
22 to be made. So the Commission was supposed to get

1 those 11 or 12 changes. That would have been discussed
2 in open discussion with the public.

3 And then Planning & Zoning could make their
4 decision whether or not they agreed with the board or
5 they wanted to keep their own. But at least then it
6 was up for the public. After the Planning & Zoning
7 Commission meeting tonight, the next board meeting
8 would be brought there for the vote by the board. But
9 it was strictly going to be the shipping container
10 section, which I believe is 6.11.2 or something like
11 that.

12 CHAIRMAN JARRETT: Yeah.

13 PRESIDENT CUZZONE: So that's what the board
14 thought was going to be part of the agenda tonight at
15 P&Z.

16 CHAIRMAN JARRETT: And I do understand that
17 confusion. Our agenda comes to us from staff, which I
18 assume comes from the Village Board and/or Village
19 Manager.

20 As far as the petitions, we actually cannot
21 put a text amendment on the agenda. Only the Village
22 Board can do that. So there's clearly some confusion

1 here. And so I guess one question I would have is I
2 know we also have to be careful because we have three
3 trustees here -- and there's no discussion between them
4 at the moment, but we want to avoid that -- is it looks
5 like we're trying to incorporate any possible changes
6 into all these and send these back to you.

7 Seems that the shipping containers should be
8 at the top of that list. It can't be tonight. The
9 agenda is published and we're here. We can make a
10 point to have it on the agenda for next month for sure.

11 Then I guess --

12 PRESIDENT CUZZONE: I understand. I just wanted to
13 clarify exactly what the Board thought was going to be
14 on tonight.

15 CHAIRMAN JARRETT: Yeah. I understand that.

16 PRESIDENT CUZZONE: And I understand there are
17 three trustees here. It's my understanding that as
18 long as only two trustees speak, then we're okay with
19 the Open Meetings Act.

20 But, again, we don't want to do any violation
21 of the act and then also not step on your guys' toes
22 too. But that was my understanding of what tonight's

1 meeting, what was going to be on there.

2 CHAIRMAN JARRETT: Yeah. And I understand. So
3 this has obviously been a very -- there's a lot of
4 sausage being made, I guess is the way to put it, on
5 these, we're coming up on a year now almost.

6 So I think staff's primary concern -- I won't
7 say primary concern, but a concern is getting the stuff
8 that -- we need to hold public hearings on each of
9 these so they can go to you for comment, correct, to
10 the Village Board -- I mean for vote?

11 But if there are going to be comments on them
12 from the trustees -- I don't have a problem discussing
13 that. That would have to be noticed as new proposals,
14 right?

15 MS. ARGUILLES: Correct.

16 CHAIRMAN JARRETT: And you need to review those?

17 MS. ARGUILLES: Yeah. If I could make a
18 suggestion?

19 CHAIRMAN JARRETT: Yes, please.

20 MS. ARGUILLES: I would suggest that we will make
21 the shipping containers the next item. So we can
22 postpone this or however -- not take a motion on these

1 changes, if you'd like, or you can make a motion,
2 however you feel comfortable.

3 But what is before you tonight is something
4 that you had already reviewed and made a
5 recommendation.

6 But the priority here is just the shipping
7 containers discussion, the changes to that, new changes
8 that the Planning & Zoning Commission had not voted on
9 before.

10 So my suggestion is we'll go ahead and go to
11 public notice for those, for changes to that section,
12 and take that to the December meeting, Planning &
13 Zoning Commission meeting.

14 CHAIRMAN JARRETT: So I've been thinking about
15 these quite a bit, as you can probably imagine, more
16 than any person should. I'm kind of weird that way.
17 But I know that there's a lot of input from various
18 trustees, some of whom are here, some of whom aren't,
19 on all of these, and they're trying to grapple with
20 what feels like a giant ordinance that's really a bunch
21 of minor changes. There are some significant changes,
22 but there aren't as many changes, as it feels like,

1 when you look at the whole thing page after page after
2 page after page.

3 We've broken these down. My suggestion would
4 probably be to -- and it would also help eliminate
5 potential for conflicts with Open Meetings Act -- is to
6 continue this one to give the board members who may
7 want to comment on it an opportunity to comment on it.
8 They could supply comments to staff to supply to us, or
9 they could come and speak at the meeting too. But
10 there's a lot of potential conflict there. I'd almost
11 rather have it like as a memo or an e-mail from an
12 individual trustee of why they're in favor of something
13 that they want to change that we haven't reviewed. And
14 I want to make sure staff has an opportunity to review
15 that and offer input on it because there are -- I've
16 reviewed a hand full of the changes that were proposed,
17 and some of them present some issues that are
18 problematic.

19 A basic example is I know Trustee Kozar
20 suggested striking the text regarding -- and this is
21 not to single you out. This is just one that stands
22 out to me. To strike text regarding the 90-day outdoor

1 seasonal display. But that text isn't a code creating
2 a 90-day limit. That is actually a piece of text that
3 is allowing someone to have a seasonal display for
4 90 days. It's actually in a list of permitted
5 temporary uses.

6 Striking that in its entirety actually would
7 make it not a permitted use anyway.

8 TRUSTEE KOZAR: So are we talking about 6.11 now or
9 no?

10 CHAIRMAN JARRETT: No. I'm just making a point
11 basic on the --

12 TRUSTEE KOZAR: Singling me out and commenting?

13 CHAIRMAN JARRETT: No, I'm not singling you out.
14 That's just one on the list I've reviewed.

15 PRESIDENT CUZZONE: And that, I think, was one of
16 the reasons the Board wanted to bring those comments
17 here tonight was that those are major changes, and
18 possibly the Commission can say, well, this is why it's
19 there, and then make that clear that, if we do strike
20 that, the repercussions of it.

21 CHAIRMAN JARRETT: Right. And that's what I'm
22 getting at. It's not whether or not that should be a

1 90-day limit or not. It's that the striking of that
2 language in its entirety is something that, if reviewed
3 by staff in its whole, either staff or hopefully
4 someone on this commission, would pick up that it's not
5 quite what -- it's not quite as easy as it looked and
6 some other language might need to be corrected.

7 PRESIDENT CUZZONE: And it would be done in an open
8 session with residents that could comment, too.

9 CHAIRMAN JARRETT: Yes. And that's admittedly
10 tough to have on a day when you're trying to do all the
11 things that the Village Board has to do in the time
12 that they have in their two or three meetings a month,
13 especially with things like budgets and stuff.

14 PRESIDENT CUZZONE: Thank you.

15 CHAIRMAN JARRETT: So my suggestion would be to --

16 COMMISSIONER LUEDTKE: I have a question.

17 CHAIRMAN JARRETT: Yeah, go ahead.

18 COMMISSIONER LUEDTKE: So the list of Zoning Code
19 updates and tentative schedule, are those then
20 subsequently noticed, so this current one, the
21 Section 2.3 and the 2.65, that was noticed and this is
22 a public comment on this particular thing?

1 And then as we go along, it's going to be
2 noticed, each one of these sort of subsections --

3 MS. ARGUILLES: Correct.

4 COMMISSIONER LUEDTKE: -- month to month to month?

5 MS. ARGUILLES: Correct. That's the plan.

6 COMMISSIONER LUEDTKE: That's the plan? That's the
7 tentative schedule?

8 MS. ARGUILLES: Correct.

9 COMMISSIONER LUEDTKE: Got it.

10 Based on that, it seems like there's no sense
11 in changing that or adding the wrinkle of the
12 amendments to 6.11, filtering that in first next month.
13 Is that what I'm understanding?

14 COMMISSIONER SHLENSKY: Yes.

15 For a point of procedure, in the agenda we
16 are supposed to be talking about Sections 2.3 and 2.65
17 or 2.6.15. It seems as though we've gotten really off
18 track to the point where we're now talking about public
19 comment on truly non-agenda items because it's not on
20 the agenda before us today.

21 I would think that we can allow staff along
22 with Manager Keehner and President Cuzzone and the

1 Board to work out a schedule for the items that were
2 kind of quasi discussed on non-agenda items for a later
3 date, whether that be December or elsewhere or another
4 time, and I'd really like to get back to the matter of
5 hand in discussing the petition that is before us
6 today, that is calendared for this agenda by a public
7 notice.

8 COMMISSIONER CALVERT: I agree.

9 COMMISSIONER ORLOWSKI: Agree.

10 CHAIRMAN JARRETT: So then we have this item before
11 us which Consuelo has described. There are no changes
12 proposed to it. We discussed this previously.

13 So we had public comment. I assume there is
14 no other public comment? Anybody have any questions?

15 I think we kind of combined questions and
16 discussion on this one since we are -- the Village is
17 the petitioner nothing.

18 COMMISSIONER LUEDTKE: I have nothing.

19 CHAIRMAN JARRETT: Okay. Then I would entertain a
20 motion.

21 COMMISSIONER SHLENSKY: It's a long one.

22 Make a recommendation to approve Petition

1 PZ-21-0009, Village Code Amendments to Zoning
2 Ordinance, Appendix C, Article 2, Sections 2.3, 2.6,
3 2.6.5 for Article 2, Section 2.3, Table 2-3, lot and
4 building regulations in R districts, adding the
5 impervious site coverage following maximum lot
6 coverage. It's a lot to read. Table 2-3, lot and
7 building regulations in R districts. Maximum lot
8 coverage, impervious site coverage percentages.
9 Article 2, Section 2.3, Table 2-3, lot and building
10 regulations in R districts, revising maximum
11 percentages to allow RS-10, RS-7.5, RD-7.5, and RM-9
12 districts for Table 2-3, lot and building regulations
13 in R districts.

14 Changing the maximum lot coverage or the
15 impervious site coverage percentage in RS-10 districts
16 from 30 to 50 percent. Changing the impervious site
17 coverage allowance in RS-7.5 districts from 30 to
18 60 percent. Likewise, changing the percentage
19 allowance in RD-7.5 districts from 35 to 60 percent.
20 And, likewise, allowing the impervious site coverage
21 percentages in RM-9 districts from 40 to 50 percent.
22 And Article 2, Section 2.6, other regulations, adding

1 reference to 2.6.5, permitted obstructions, Section
2 14.1.9, Table 13-1, permitted setback
3 obstructions/encroachments.

4 CHAIRMAN JARRETT: We have a motion, and is there
5 second?

6 COMMISSIONER ORLOWSKI: Second.

7 CHAIRMAN JARRETT: Any questions or comments on the
8 motion?

9 Roll call vote. Calvert?

10 COMMISSIONER CALVERT: Yes.

11 CHAIRMAN JARRETT: Hofstra?

12 COMMISSIONER HOFSTRA: Yes.

13 CHAIRMAN JARRETT: Kase?

14 COMMISSIONER KASE: Yes.

15 CHAIRMAN JARRETT: Luedtke?

16 COMMISSIONER LUEDTKE: Yes.

17 CHAIRMAN JARRETT: Orłowski?

18 COMMISSIONER ORLOWSKI: Yes.

19 CHAIRMAN JARRETT: Romano?

20 COMMISSIONER ROMANO: Yes.

21 CHAIRMAN JARRETT: Shlensky?

22 COMMISSIONER SHLENSKY: Yes.

1 CHAIRMAN JARRETT: I, too, vote yes.

2 With that, the recommendation passes to the
3 Village Board to accept reject or modify.

4 (End of Public Hearing.)

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1 STATE OF ILLINOIS)

) SS:

2 COUNTY OF COOK)

3
4 I, PAMELA L. COSENTINO, being first duly
5 sworn on oath says that she is a court reporter doing
6 business in the City of Chicago; that she reported in
7 shorthand the proceedings given at the taking of said
8 public hearing and that the foregoing is a true and
9 correct transcript of her shorthand notes so taken as
10 aforesaid and contains all the proceedings given at
11 said public hearing.

12 IN TESTIMONY WHEREOF: I have hereunto set my
13 verified digital signature this 3rd day of December,
14 2021.

15
16
17 _____
PAMELA L. COSENTINO, CSR

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Planning and Zoning Commission Agenda Item Report

Meeting Date: December 9, 2021

Submitted by: Pat Boksha

Submitting Department: Planning and Zoning Commission

Item Type: Business (Commission Only)

Agenda Section: Public Hearing - Old Business

Subject:

Public Hearing - Old Business

Suggested Action:

Attachments:

[PZ-21-0007 12-09-21 PZ Commission Meeting Supplemental Memo 717 N. Addison Road.](#)

[SU- Assembly and Entertainment VAR - Parking.pdf](#)

[12-2-21 Letter - Dianna Hall 717 N. Addison.pdf](#)

Village of Villa Park

Community Development Department, 11 W. Home Avenue, Villa Park, IL 60181



TO: Planning & Zoning Commission
FROM: Community Development Department
DATE: December 1, 2021
RE: PZ-21-0007 / 717 N. Addison Road / SU - Assembly and Entertainment & Variation - Parking

Public Hearing: December 9, 2021 **Lot Size:** ± .31 Acres **PIN:** 06-04-208-010, 06-04-208-011

Present Zoning / Land Use: C-2 - Neighborhood Business District / Vacant space inside commercial Multi-Tenant Building

Surrounding Zoning / Land Uses: C-1 Convenience Business District to the West and south, M-1 Light Industrial to the North and East / Commercial Uses and Light Industrial

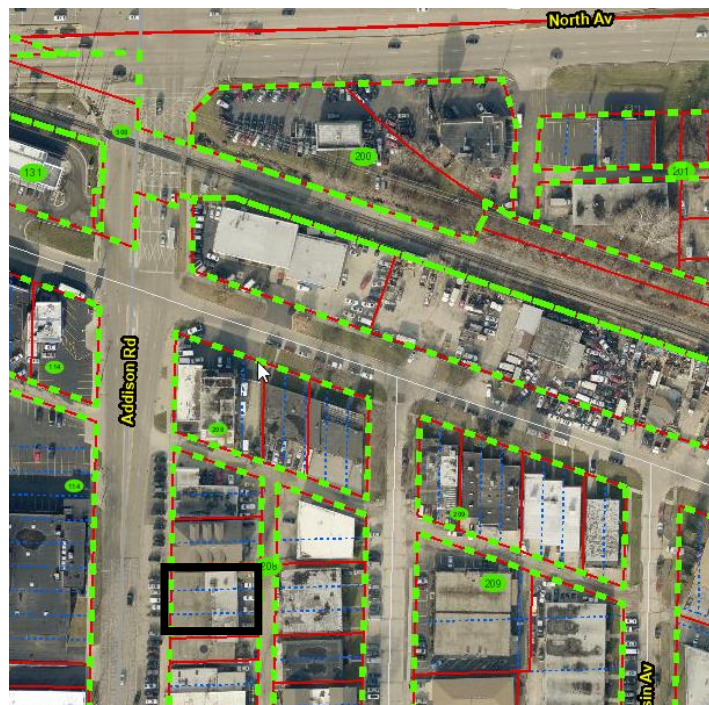
Comprehensive Plan Designation

Business District Mixed Use – This land use category is intended for a mixture of multi-family residential, business district commercial and institutional uses in a relatively compact, pedestrian-oriented activity node. This classification encompasses the Village’s business districts.

Zoning Requests

- 1) Special Use for an Assembly and Entertainment use
- 2) Variation to allow no designated off-street parking spaces

Location Map



Summary of Request

This item was continued from the November 11, 2021 meeting to provide the applicant time to work out the occupancy and parking concerns. Director of Community Development, building inspector and deputy fire chief met with petitioner on November 19th in a collaborative effort to get more information on this request, including responses to the variation standards, and received the attached letter on December 2nd indicating the proposed business will have up to 49 guests without a sprinkler system. Additional updated information was not received.

The petitioner, Dianna Hall, seeks Special Use for an Assembly and Entertainment use and a Variation to parking to operate an event space for small gatherings and celebrations. The revised hours of operation will be from 12PM-12AM Monday through Sunday. Petitioner indicates parking will be available on a first-come first serve basis and that most events will be held after 5:30 PM.

No structural modifications to the existing building or space are proposed. Examples of floor plans were submitted including one for a baby shower with 36 seats.

The parking requirement for an assembly and entertainment use is .25 per person. Based on the proposed occupancy up to 49 people, 13 parking spaces would be required.

Standards for a Special Use. Per the Petitioner:

1. The proposed use or activity is expressly authorized as a special use.

Yes

2. The special use is necessary or desirable to provide a service or a facility that is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community.

Will be able to do fundraisers for community, food drives, toy drives, sign up for local 5k runs, tutoring, voting, poll location, making a positive impact for the community.

3. The special use will not be detrimental to the health, safety, or general welfare of persons residing or working in the vicinity or be injurious to property values or improvements in the vicinity.

No

4. The special use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district.

No

5. The special use will be served by adequate utilities, access roads, parking, drainage and other important and necessary facilities, infrastructure and community services.

Yes

6. The special use complies with all applicable regulations of the zoning ordinance except as expressly approved in accordance with the procedures of this zoning ordinance.

Yes Complies with all regulations of Zoning.

Standards for a Variation: The Petitioner did not provide responses to the Variation standards.

1. That the proposed variance at the proposed location is necessary to overcome a particular hardship or practical difficulty;
2. That a reasonable return or use of the property is not possible under the existing regulations;
3. The existing situation is unique (not applicable in other properties in the area or zoning)S;
4. That the proposed variation will not alter the essential character of the locality, impair an adequate supply of light and air to adjacent property; not increase hazard from fire; not impair property values in the neighborhood; not unduly increase congestion on the streets, or otherwise impair public safety; health and convenience;

Village Staff Recommendation

Based on the updated information, it is not expected that a business with up to 49 guests will require a fire sprinkler system and fire alarm. However, Village staff is not supportive of the requests because of the lack of parking. Site visits of the property found little to none available parking spaces on the property or on the public street. It is expected the proposed use will increase the traffic and parking demand in the area.

Requested Action

If the Planning and Zoning Commission finds in support of the applicant requests the following motions could be entertained:

To recommend approval of the following:

- 1) Special Use for an Assembly and Entertainment use
- 2) Variation to allow no designated off-street parking spaces

For the property known as 717 N. Addison Road, PIN: 06-04-208-010

With the following conditions:

1. Permits must be obtained separately for interior remodel and signage.
2. Compliance with current building and fire codes.

With a finding of fact that such special use meets the standards enumerated in Article 11.4. and that such variation meets the standards enumerated in Article 11.5 of Appendix C of the Municipal Code Village of Villa Park Basic Zoning Ordinance.

	AYES	NAYS
Planning and Zoning Recommendation Required: Majority of quorum		
Village Board Final Decision Required: Two-thirds of all member of the Village Board		

11 Home

Villapark IL 60181

11/26/202



Dear Consuelo Arguilles,

I'm writing this letter requesting a special use approval for my business. I'm delighted and excited to bring my new business to Villa Park. This will be An event space for small gatherings and celebrations. My business will be open from 12 o'clock noon and will be closing at 12:00 AM. Monday through Sunday. The capacity for this location has been approved by the fire department. Allowing me to safety run this business with 49 guest without a sprinkler system.

I am also a licensed cosmetologist/educator. As an example I will use a spaced for Classes and one on one training for license cosmetologist and students. Students will have the chance to perfect and learn new techniques in the industry. Parking will be available on a first-come first serve basis. Most of my events will be held after 5:30 which will increase parking availability.

Last but not least I enjoy giving back to the community. Throughout the year I will have food, and toy drives for the less fortunate. I've volunteered for several homeless shelters over the years .

Thank you

Dianna Hall

Planning and Zoning Commission Agenda Item Report

Meeting Date: December 9, 2021

Submitted by: Pat Boksha

Submitting Department: Planning and Zoning Commission

Item Type: Business (Commission Only)

Agenda Section: Public Hearing - New Business

Subject:

Public Hearing - New Business

Suggested Action:

Attachments:

[PZ-21-0010 P&Z Commission Memo 1033 N. Villa Ave.\(ZMA\).pdf](#)

[Traffic Study 1033 N Villa 12-7-2021.pdf](#)

Village of Villa Park

Community Development Department, 11 W. Home Avenue, Villa Park, IL 60181



TO: Planning & Zoning Commission
FROM: Community Development Department
DATE: December 1, 2021
RE: Petition PZ-21-0010 / 1033 N. Villa Avenue / Rezoning / APK Holding LLC (Applicant)

Public Hearing: December 9, 2021 **Property Address:** 1033 N. Villa Avenue **PIN:** 03-34-120-003
Building Size: ±127,752 Square Feet **Lot Size:** 12.9 Acres

Present Zoning / Land Use: P.U.C. - Planned Unit Development Commercial / Sports and Convention Center

Surrounding Zoning / Land Uses: North, East, South: Forest Preserve District in Unincorporated DuPage / Forest Preserve. West: R-4 Single Family in Unincorporated DuPage and R-2 Single Family Residence in the Village of Addison / Forest Preserve District in Unincorporated DuPage and Residential, Vacant Parcels, Church in Addison

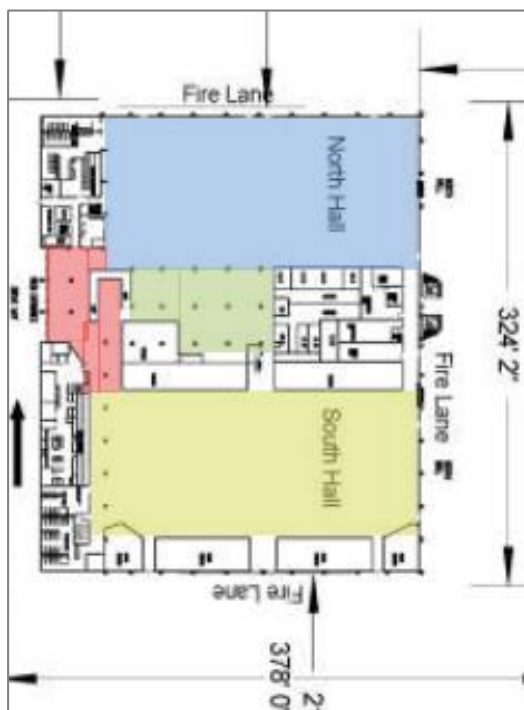
Comprehensive Plan Designation: The Village 2009 Comprehensive Plan designates the subject property as Corridor Mixed-Use. This land use category is intended for a mixture of multi-family residential, corridor commercial and institutional uses along major transportation, auto-oriented corridors. This classification encompasses the Village's main transportation corridors.

Zoning Request: Zoning Map Amendment from P.U.D - C, Planned Unit Development Commercial, to M-1, Light Industrial District

Aerial Image:



The subject property was annexed into the Village of Villa Park in 1969 (Ordinance No. 1141), and subsequently received several zoning approvals, including final development plan approval in 1973 (Ordinance No. 1392), rezoning of the property, with conditional uses and variations, on November 23, 1987 (Ordinance No. 2265), and expansion of the facility as shown on the “*Odeum Corrected P.U.D. – Development Final*” on September 4, 1990 (Ordinance No. 2439). This plan and related exhibits are shown below:



Summary:

The applicant is currently under contract to purchase the subject property and is requesting rezoning of the subject property from PUD-C, Planned Unit Development Commercial, to M-1, Light Industrial District. The applicant intends to lease the subject property to Arrow Trans Corp.(Arrow), which is a related entity, who intends to use the property for trucking, warehousing, and distribution

Arrow is currently located in Elk Grove Village, Illinois, and anticipates the hours of operation to be from 7:00 A.M. to 9:00 P.M. Should the rezoning be approved, Arrow will relocate its current facility to the subject property, which expects to create thirty (30) full-time jobs.

The applicant intends to improve the parking lot to accommodate truck parking and reconfigure the building to meet Arrow's operations. It is expected that approximately 10% of the current facility will be utilized as office space and the remainder will be utilized for warehousing and distribution.

The petitioner submitted the exhibit below showing the *"proposed layout of parking lot"*.

Proposed Layout of Parking Lot

**Zoning Map Amendments - Review and Approval Criteria:**

Section 11.2.9.B. of the Village Code indicates that the decision to amend the zoning map is a matter of legislative discretion that is not controlled by any single standard. In making recommendations and decisions about zoning map amendments, the planning and zoning commission and village board must consider at least the following factors:

1. The existing use and zoning of nearby property;

2. The extent to which the particular zoning restrictions affect property values;
3. The extent to which any diminution in property value is offset by an increase in the public health, safety and welfare;
4. The suitability of the subject property for the zoned purposes;
5. The length of time that the subject property has been vacant as zoned, considering the context of land development in the vicinity;
6. The value to the community of the proposed use; and
7. The comprehensive plan.

The applicant submitted the following reasons in support of their rezoning request:

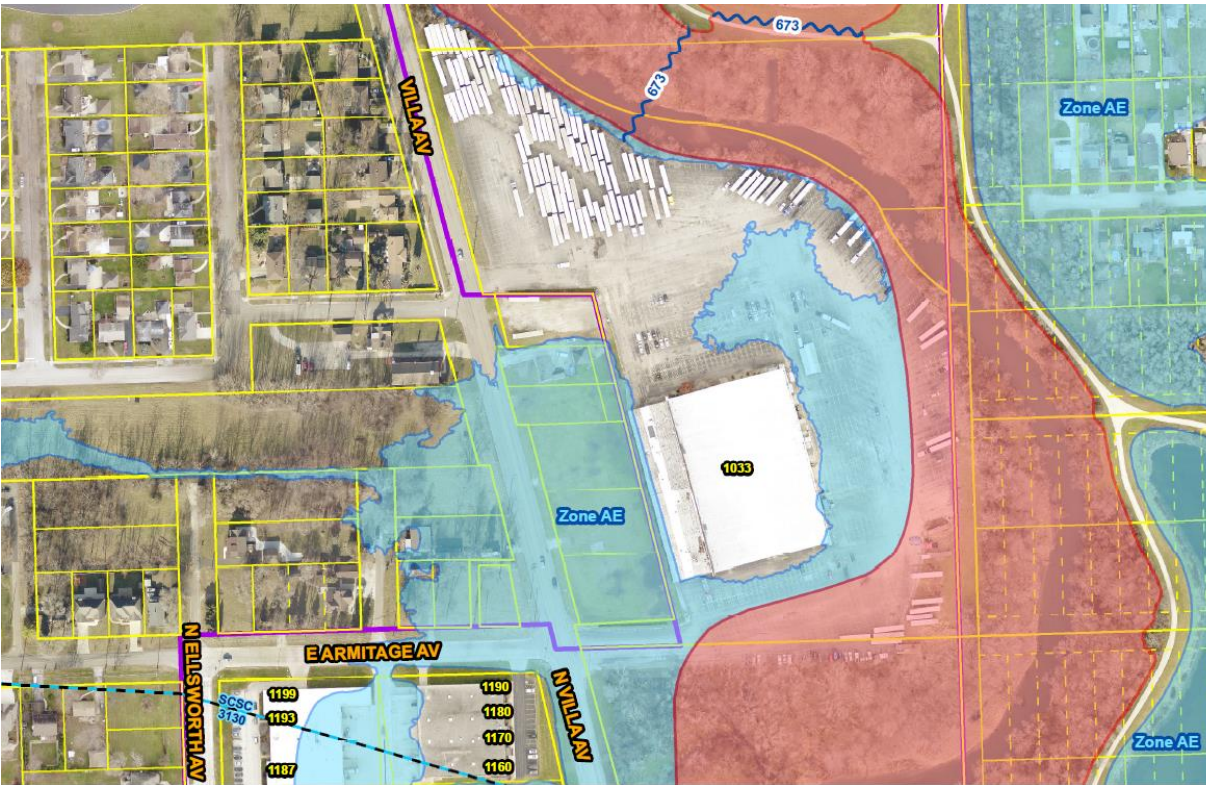
This parcel current has a PUD-C Zoning designation. The proposed use will be for trucking and truck related activities including warehousing, which will increase economic activity with respect to providing employment and commerce to the Village. The currently existing building, setback requirements, storm water management, infrastructure are in conformance with the requested zoning change from PUD-C to M-1.

Furthermore, the requested zoning change to M-1 will meet the needs of the trucking industry, which has been significantly growing in demand recently. The facility and parking lot which currently exist on the property are directly related to the needs of the trucking and industrial use requirements. These requirements will attract a labor force to assist in meeting those employment demands for this area.

The Applicant does not anticipated that the change in use of the Property to trucking/industrial will result in a diminution of surrounding property values due to the fact that the property is boarded by PI-1 immediately to the south, M-1 to the south west in the Village, and properties located in unincorporated DuPage County to the north, east, and west.

VILLAGE DEPARTMENT REVIEW AND COMMENTS:

Public Works/Engineering - A significant portion of the property is located in the floodplain (light blue on the attached map), and some portion is located in the floodway (red). Areas outside of the special management area have no restrictions. Areas in the floodplain can be improved at grade (resurfacing, for instance) or below grade (loading dock for instance). Placement of fill will require compensatory storage 1.5 times the fill volume. The Ordinance allows only a handful of activities in the regulatory floodway. Most of them related to the construction of outfalls, utility work, flood control facilities, specific grading activities without fill, bridge construction, and a few more. Mill and overlay of the existing parking lot in the floodway (same elevation) could be considered "maintenance" and most likely will be allowed. However, they may need to go through IDNR to get a determination that the proposed activity is "maintenance" and does not require a permit from IDNR.



Fire Department: The main safety concern is the design density and capability of the current fire sprinkler system, specifically its effectiveness in regards to the heights and commodity classifications of the multiple storage areas that the new trucking warehouse will have. The Villa Park Fire Department will need an engineering analysis to be conducted, at no cost to the Village, to determine the ability of the sprinkler system to deliver the proper densities required based on the heights and commodity classifications of the proposed storage areas. This engineering analysis needs to identify the detailed amounts and classes of commodities that are stored in each area, type and configuration of the storage arrangement in each area, the hydraulically calculated densities needed to provide the required fire protection based on the 2013 edition of NFPA 13 and the 2015 edition of the IFC, specifically Chapter 32 (High-Piled Combustible Storage.), and what is needed to be corrected or added in order to comply with all applicable Codes, Standards, and Village adopted Ordinances. Modifications to the current fire alarm system will also most likely need to be completed in order to provide adequate detection and notification based on the new layout and use of the building.

Building: A registered design professional shall conduct an inspection of the egress landings and stairs. This inspection is needed to determine the structural integrity and needed repairs in order to achieve compliance with all applicable codes and Village of Villa Park requirements. 2015 IPMC 304.10 Stairways, decks, porches and balconies. Every exterior stairway, deck, porch and balcony, and all appurtenances attached thereto, shall be maintained structurally sound, in good repair, with proper anchorage and capable of supporting the imposed loads.

Village Staff Recommendation

Given the staff review comments above, the character of the area, including surrounding uses and zoning, the comprehensive plan, and the fact that the property has functioned as a commercial property P.U.D. historically and since its annexation, Staff is not supportive of the rezoning request.

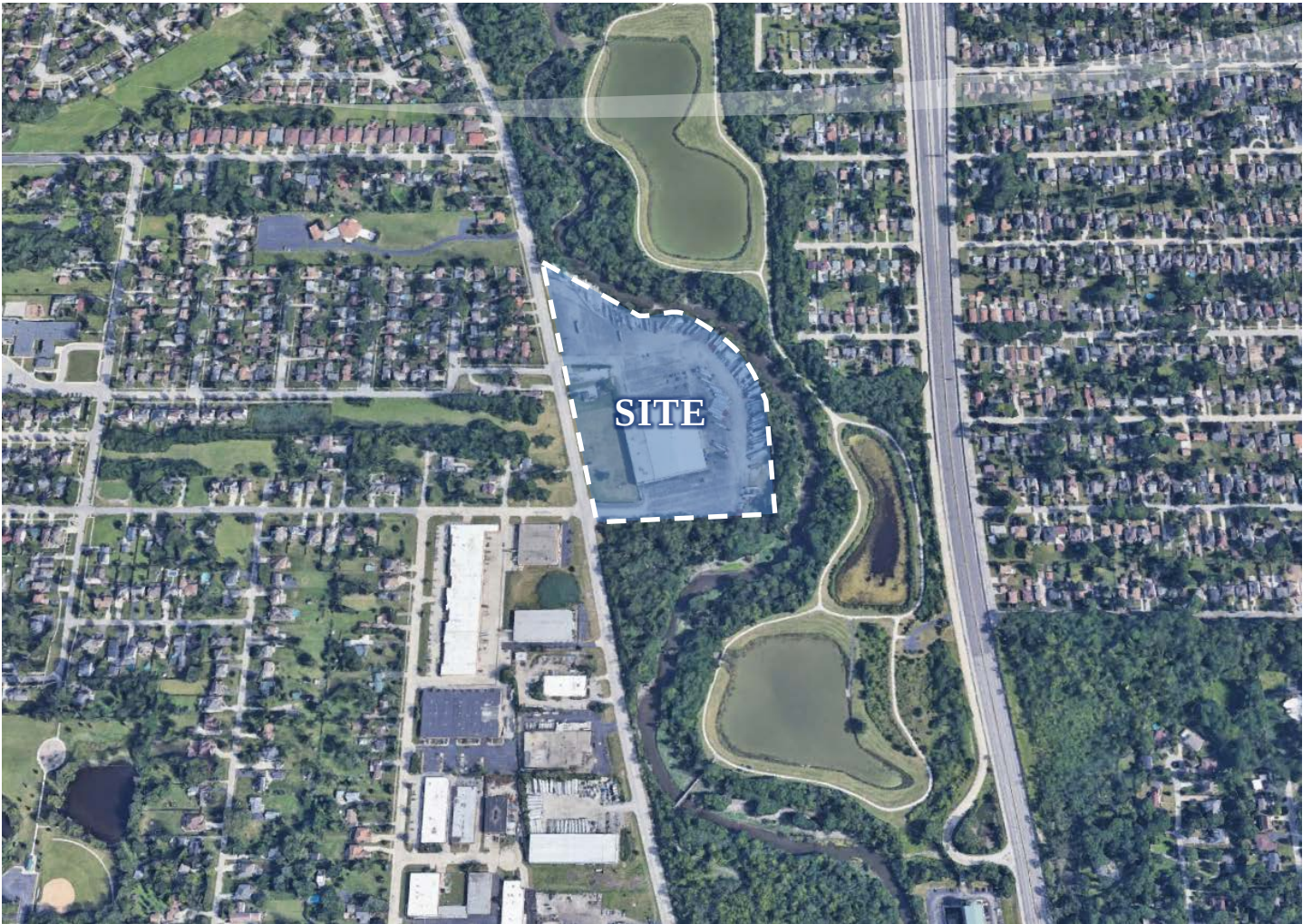
Requested Action:

If the Commission finds in support of the rezoning request, the following motion could be entertained: “To approve a Zoning Map Amendment from P.U.D - C, Planned Unit Development Commercial, to M-1, Light Industrial District, for the property located at 1033 N. Villa Avenue, PIN: 3-34-120-003, subject to the following conditions:

- 1. Compliance with current building and fire codes.
- 2. Obtaining any necessary permits to bring property up to code standards, any new exterior signage, and/or related work requiring a permit.”

With a finding of fact that such zoning map amendment meets the standards enumerated in Article 11.2.9.B. of Appendix C of the Municipal Code Village of Villa Park Basic Zoning Ordinance.

	AYES	NAYS
Planning and Zoning Recommendation Required: Majority of quorum		
Village Board Final Decision Required: Two-thirds of all member of the Village Board		



Prepared For:



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 a proposed truck logistics facility in Villa Park, Illinois. The site, which contains the vacant Odeum Expo Center, is located on the east side of Villa Avenue approximately one-half mile north of its intersection with North Avenue (Illinois Route 64). As proposed, the existing building will be redeveloped to contain an approximately 104,424 square-foot warehouse, an approximately 15,840 square-foot office, and an approximately 15,840 square-foot truck maintenance facility. Further, the site will provide parking for 97 truck trailers, 25 truck tractors, and 112 employee passenger vehicles. Access to the facility will be provided via the existing access drive and a proposed right-in/right-out access drive on Villa Avenue.

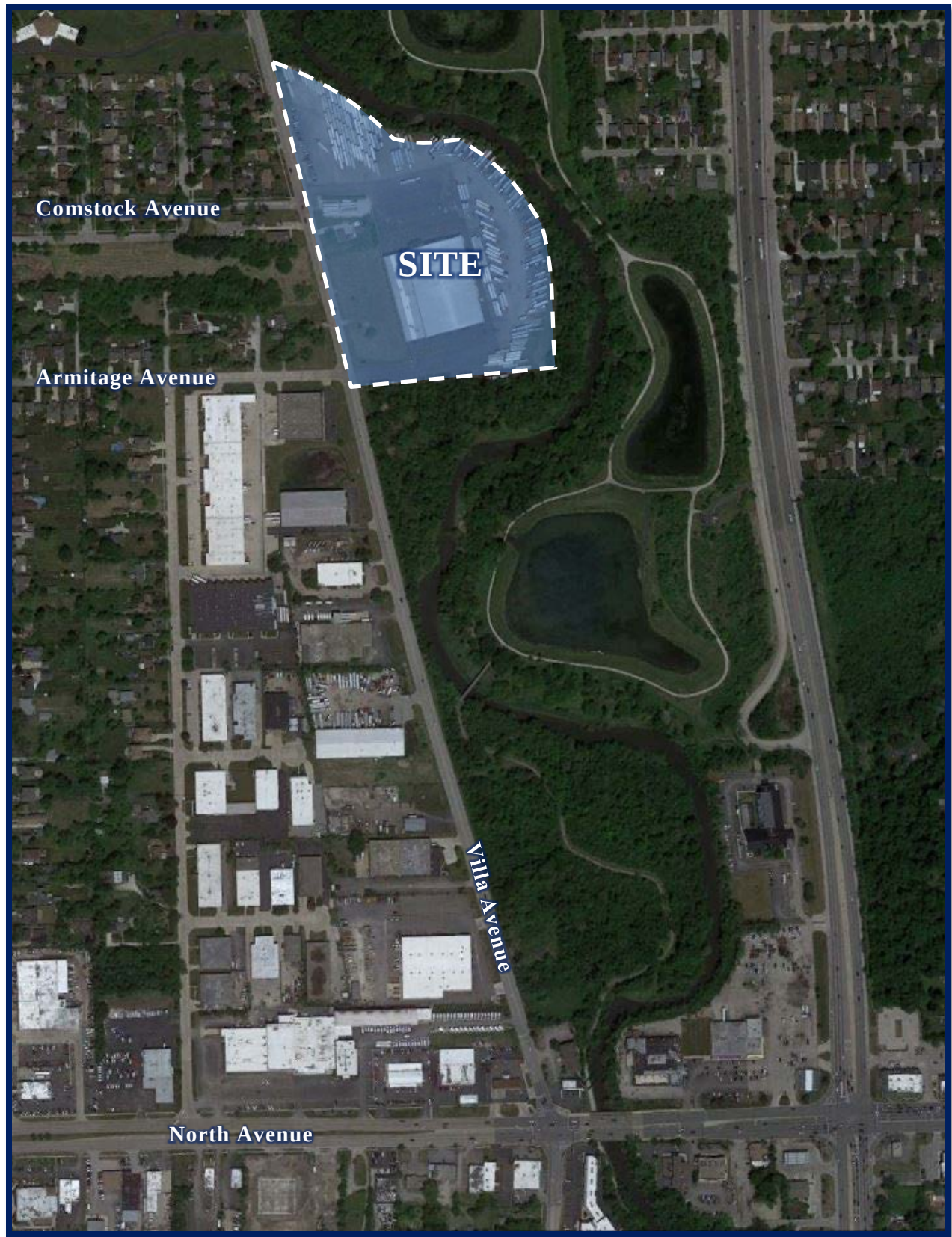
The purpose of this study was to examine background traffic conditions, assess the impact that the proposed facility will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate the traffic generated by the proposed facility.

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

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

1. Year 2021 Base Conditions – Analyzes the capacity of the existing roadway system using peak hour traffic volumes conducted in 2021 adjusted to represent pre-pandemic conditions.
2. Year 2027 No-Build Conditions – Analyzes the capacity of the existing roadway system using Year 2021 base traffic volumes increased by an ambient area growth factor.
3. Year 2027 Total Projected Conditions – Analyzes the capacity of the existing roadway system using Year 2027 no-build traffic volumes increased by the traffic estimated to be generated by the proposed facility.



Aerial View of Site

Figure 2

2. Existing Conditions

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

Site Location

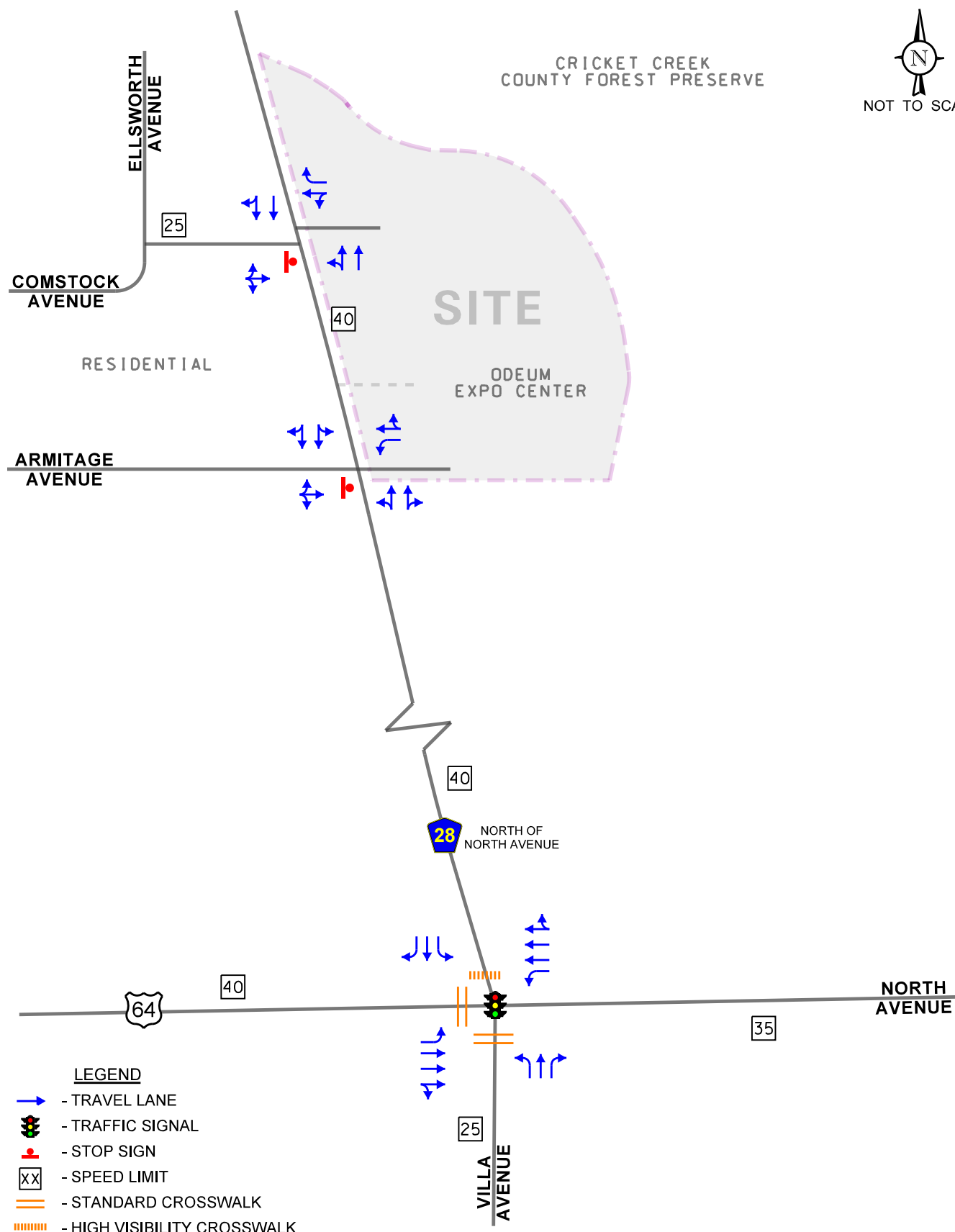
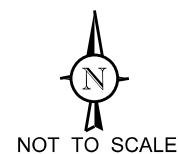
The site, which contains the vacant Odeum Expo Center, is bounded by the Cricket Creek County Forest Preserve to the north, east, and south, and Villa Avenue to the west. Land uses in the vicinity of the site are primarily industrial and residential. The site is currently being used for truck and trailer parking.

Existing Roadway System Characteristics

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

North Avenue is an east-west, principal arterial that provides two lanes in each direction. At its signalized intersection with Villa Avenue, North Avenue provides an exclusive left-turn lane, two through lanes, and a shared through/right-turn lane on both approaches. North Avenue is under the jurisdiction of the Illinois Department of Transportation (IDOT), is designated as a Strategic Regional Arterial (SRA) route, and carries an Annual Average Daily Traffic (AADT) volume of 45,900 vehicles (IDOT 2019). North Avenue has a posted speed limit of 40 miles per hour (mph) west of Villa Avenue and 35 mph east of Villa Avenue.

Villa Avenue is a north-south minor arterial roadway that provides two through lanes in each direction narrowing to one lane in each direction south of North Avenue. At its signalized intersection with North Avenue, Villa Avenue provides an exclusive left-turn lane, a through lane, and an exclusive right-turn lane on both approaches. At its unsignalized intersections with Armitage Avenue, Comstock Avenue, and the existing site access drives, Villa Avenue provides two through lanes in each direction and no exclusive left turn lanes. North, of North Avenue, Villa Avenue is under the jurisdiction of the DuPage County Division of Transportation (DuDOT), carries an AADT of 9,700 vehicles (IDOT 2016), and has a posted speed limit of 40 mph. South of North Avenue, Villa Avenue is under the jurisdiction of the Village of Villa Park, carries an AADT of 6,200 vehicles (IDOT 2016), and has a posted speed limit of 25 mph. Villa Avenue is not designated as an SRA.



Proposed Truck
Logistics Facility
Villa Park, Illinois

Existing Roadway Characteristics



Job No: 21-325

Figure: 3

Comstock Avenue is an east-west, local roadway that extends west from Villa Avenue and provides one lane in each direction. At its unsignalized intersection with Villa Avenue, Comstock Avenue is roughly aligned opposite the existing north site access drive and provides a shared left-turn/through/right-turn lane on the eastbound approach and is under stop sign control. The site access drive operates as one inbound lane and one outbound lane. Comstock Avenue is under the jurisdiction of the Village of Addison and has a posted speed limit of 25 mph.

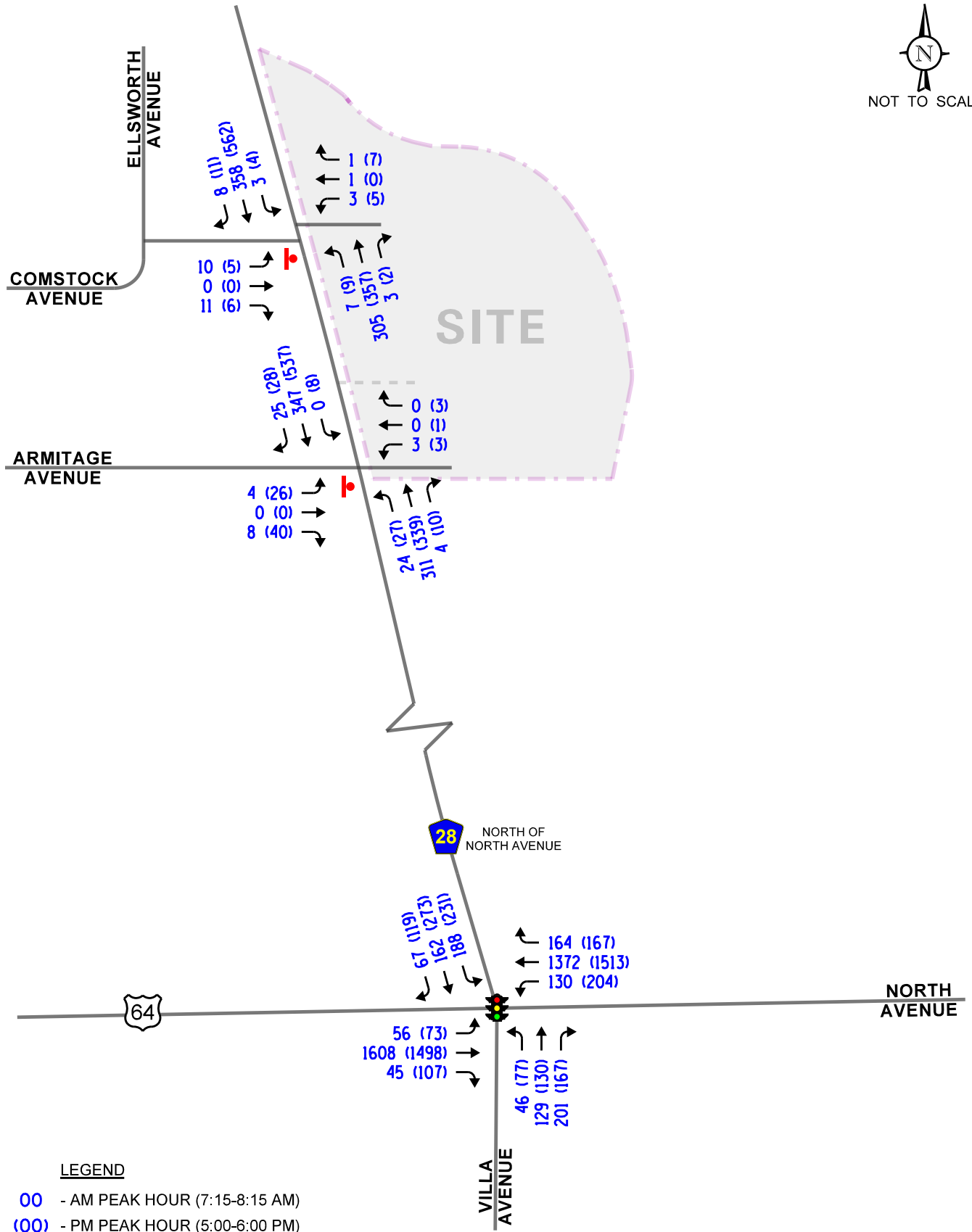
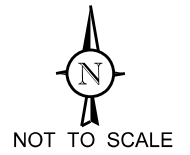
Armitage Avenue is an east-west, local roadway that extends west from Villa Avenue and provides one lane in each direction. At its unsignalized intersection with Villa Avenue, Armitage Avenue is aligned opposite the existing south site access drive and provides a shared left-turn/through/right-turn lane on the eastbound approach and is under stop sign control. The site access drive provides two inbound lanes and two outbound lanes. Armitage Avenue is under the jurisdiction of the Village of Addison and has a posted speed limit of 25 mph.

Year 2021 Base Traffic Volumes

In order to determine current traffic conditions within the study area, KLOA, Inc. conducted peak period traffic counts utilizing Miovision Scout Video Collection Units at the following intersections:

- North Avenue with Villa Avenue
- Villa Avenue with Comstock Avenue and the existing north site access drive
- Villa Avenue with Armitage Avenue and the existing south site access drive

The traffic counts were conducted on Wednesday, November 17, 2021, during the weekday morning (6:30 A.M. to 9:00 A.M.) and weekday evening (4:00 P.M. to 6:30 P.M.) peak periods. The peak hour of traffic occurred from 7:15 A.M. to 8:30 A.M. during the weekday morning peak period from 5:00 P.M. to 6:00 P.M. during the weekday evening peak period. Copies of the traffic count summary sheets are included in the Appendix. Due to the ongoing COVID-19 pandemic, it is anticipated that existing traffic volumes in the area are not representative of normal conditions. The counted traffic volumes at the intersection of North Avenue with Villa Avenue were compared to traffic counts conducted at this intersection by KLOA, Inc. in 2017 increased by an ambient growth factor. Based on the comparison, turning movements at this intersection and through movements on Villa Park were not increased and through movements on North Avenue were increased by 20 percent during the weekday morning and 10 percent during the weekday evening peak hours. The Year 2021 base traffic volumes, inclusive of heavy vehicles, are illustrated in **Figure 4**. The Year 2021 base heavy vehicle traffic volumes are illustrated in **Figure 5**.



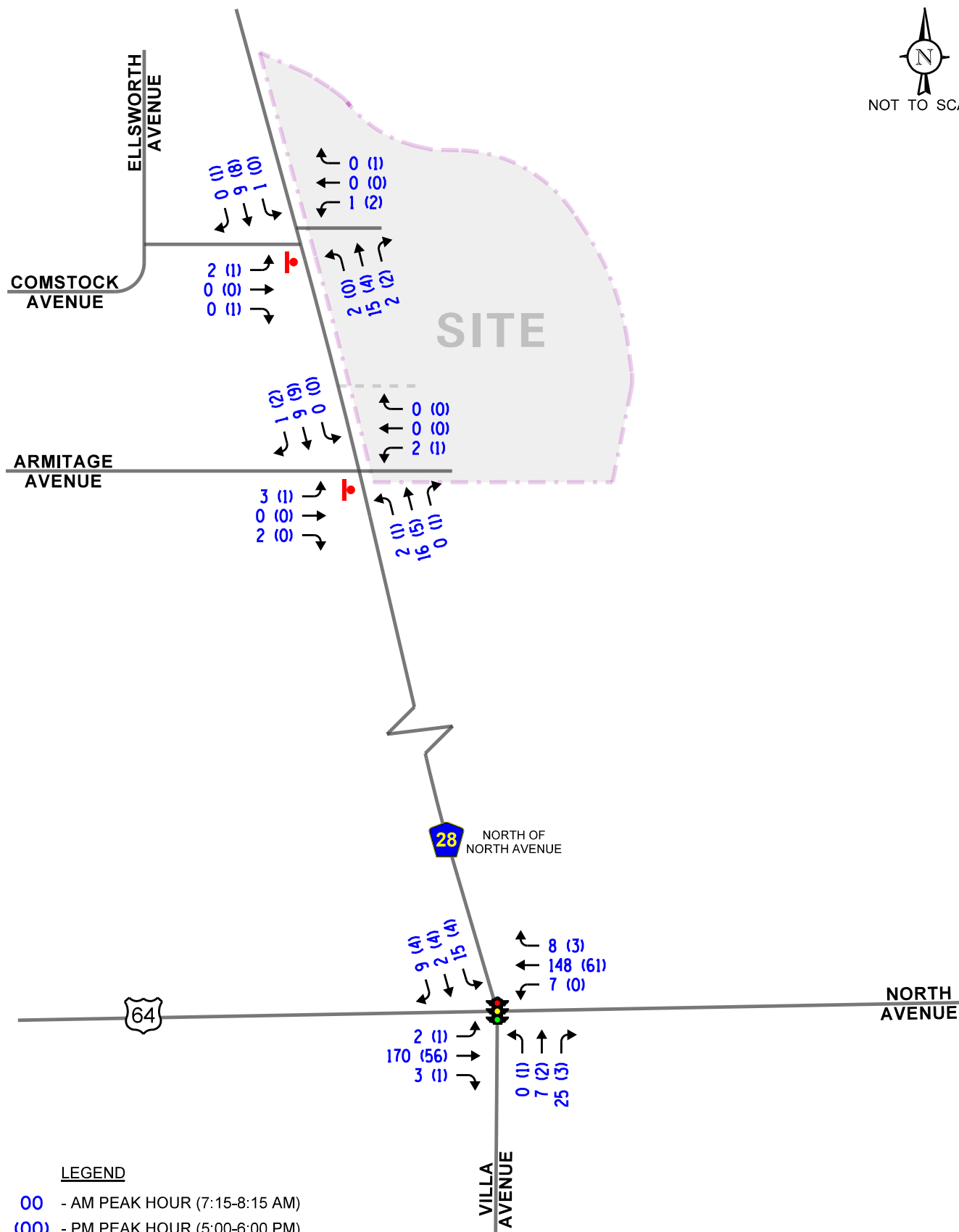
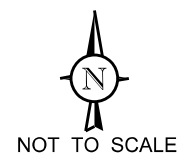
Proposed Truck
Logistics Facility
Villa Park, Illinois

Year 2021 Base Traffic Volumes



Job No: 21-325

Figure: 4



Proposed Truck
Logistics Facility
Villa Park, Illinois

Year 2021 Base Truck Traffic Volumes



Job No: 21-325

Figure: 5

Crash Data Analysis

KLOA, Inc. obtained crash data¹ for the past five years (2016 to 2020) for the study area intersections. A review of the crash data revealed no crashes were reported at the intersection of Villa Avenue with Comstock Avenue. Further, no fatalities were reported at any of the study area intersections during the review period. A summary of the crash data for the remaining intersections is shown in **Tables 1 and 2**.

Table 1

NORTH AVENUE WITH VILLA AVENUE - CRASH SUMMARY

Year	Type of Accident Frequency						Total
	Angle	Object	Rear End	Sideswipe	Turning	Other	
2016	1	0	3	1	3	0	8
2017	1	0	5	0	8	0	14
2018	0	0	7	2	5	0	14
2019	0	0	3	1	5	0	9
2020	<u>0</u>	<u>0</u>	<u>5</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>8</u>
Total	2	0	23	4	24	0	53
Average/Year	<1.0	--	4.6	<1.0	4.8	--	10.6

Table 1

VILLA AVENUE WITH ARMITAGE AVENUE - CRASH SUMMARY

Year	Type of Accident Frequency						Total
	Angle	Object	Rear End	Sideswipe	Turning	Other	
2016	1	0	0	0	2	0	3
2017	1	0	1	0	1	0	3
2018	0	0	0	0	2	0	2
2019	0	0	1	0	0	0	1
2020	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	2	0	2	0	5	0	9
Average/Year	<1.0	--	<1.0	--	1.0	--	2.8

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). Additionally, for coding years 2015 to present, the Bureau of Data Collection uses the exact latitude/longitude supplied by the investigating law enforcement agency to locate crashes. Therefore, location data may vary in previous years since data prior to 2015 was physically located by bureau personnel.

3. Traffic Characteristics of the Proposed Facility

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

Proposed Site and Facility Plan

As proposed, the existing building will be redeveloped to contain an approximately 104,424 square-foot warehouse, an approximately 15,840 square-foot office, and an approximately 15,840 square-foot truck maintenance facility. Further, the site will provide parking for 97 truck trailers, 25 truck tractors, and 112 passenger vehicles. Access to the facility will be provided via the following access drives:

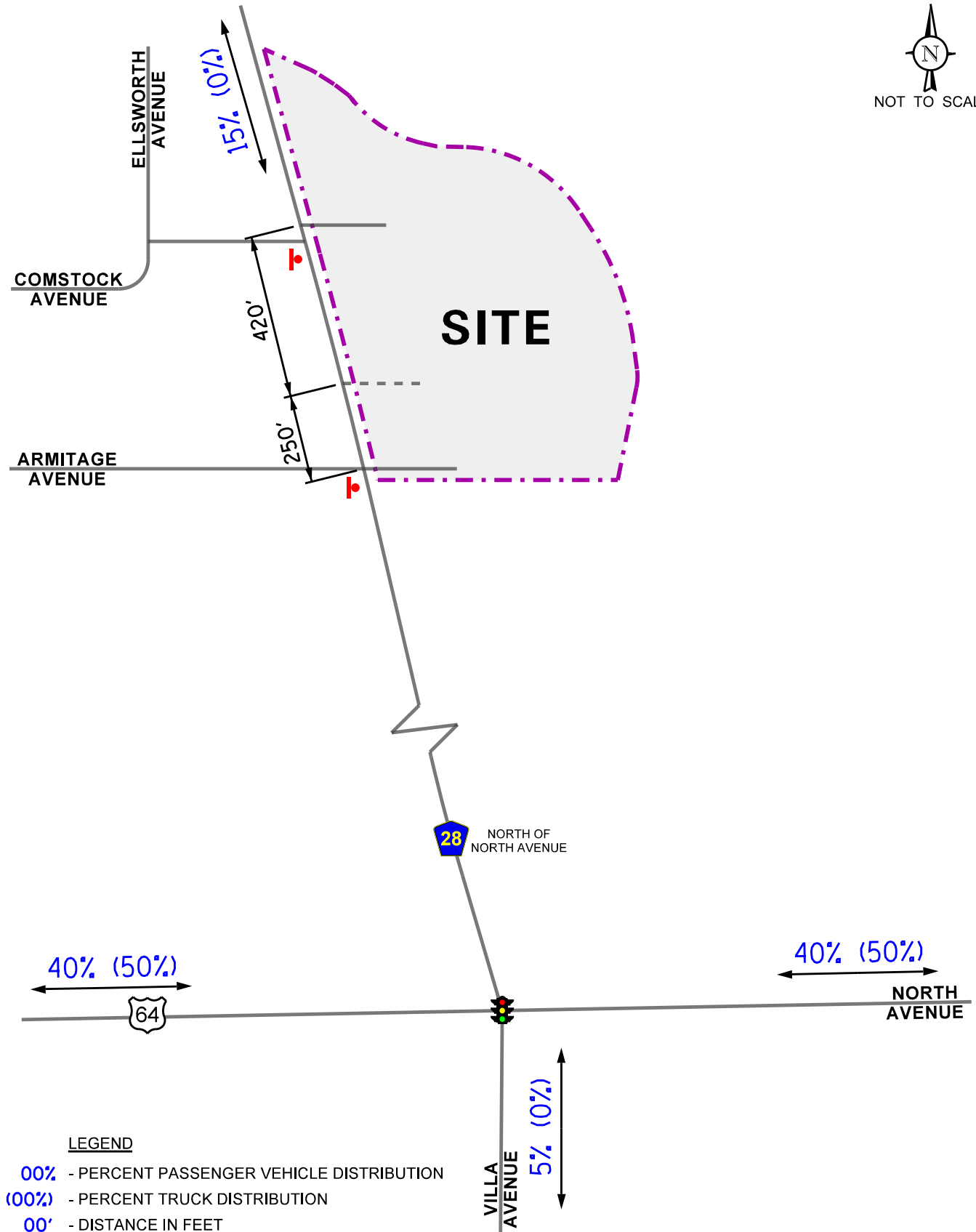
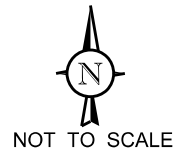
- The existing access drive on Villa Avenue approximately aligned opposite Comstock Avenue. This access drive will provide one inbound lane and one outbound lane. Outbound movements should be under stop sign control. This access drive will be restricted to passenger vehicles only.
- The existing full movement access drive on Armitage Avenue aligned opposite Comstock Avenue. This access drive will provide two inbound lanes and two outbound lanes. Outbound movements should be placed under stop sign control. This access drive will be restricted to truck traffic only vehicles only.
- A new access drive on Villa Avenue to be located approximately 250 feet north of Armitage Avenue. This access drive will provide one inbound lane and one outbound lane and should be restricted to right-turn in and out only movements via a raised triangular island median as well as via striping and signage. Outbound movements should be under stop sign control. This access drive will be restricted to passenger vehicles only.

A site plan depicting the proposed facility layout and access is included in the Appendix. The restriction of the site access drives to passenger vehicle of truck traffic only will minimize the interaction between passenger vehicles and truck traffic. This separation of trucks and passenger vehicles will improve onsite safety and circulation.

It should be noted that all truck traffic will approach and depart the site via North Avenue. Signs should be posted at the truck access drive enforcing this restriction.

Directional Distribution

The directions from which employees and trucks will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 6** illustrates the directional distribution of the facility-generated traffic as well at the distances between the existing and proposed access intersections.



Proposed Truck
Logistics Facility
Villa Park, Illinois

Estimated Directional Distribution

Estimated Site Generated Traffic

The number of peak hour and daily trips estimated to be generated by the warehouse and office uses was based on vehicle trip generation rates contained in Trip Generation Manual, 11th Edition, published by the Institute of Transportation Engineers (ITE). The “Warehouse” (Land-Use Code 150) rate was used for the warehouse, and the “General Office Building” (LUC 710) rate was used for the office space. Copies of the ITE trip generation worksheets are included in the Appendix.

The volume of traffic estimated to be generated by the truck parking and maintenance was based on vehicle trip generation surveys conducted by KLOA, Inc. at an existing truck parking facility located in Wheeling, Illinois. The trip generation surveys were conducted on three weekdays in 2018 (a total of 72 hours) and differentiated between passenger vehicles and trucks. The full results of the trip generation survey are included in the Appendix. In order to provide for a conservative analysis, the peak trip generation rates experienced by the facility during the weekday morning and weekday evening peak periods were applied to the proposed 97 parking spaces. The daily volume of traffic for the parking spaces was based on an average of all three days.

Based on information provided by the operator, the proposed facility is expected to have 20 to 30 trucks entering and exiting the site on a typical day with an average of three to five trucks during a typical hour. Further, the office use is expected to have 20 to 25 employees during a typical shift. As such, the estimated trip generation rates provide a conservative analysis.

It should be noted that the proposed land uses are expected to have a high level of synergy with many of the trucks parking on site will also onloading/offloading at the proposed warehouse. Further, many of the trucks that will utilize the site will be over the road trucks that will be gone for an extended period of time. However, in to provide a conservative analysis, no reduction was taken to account for the synergy or over the road trucks.

The projected trips to be generated by the site during the peak hours of are shown in **Table 3**. The projected trips to be generated by the warehouse throughout the day are shown in **Table 4**.

Table 3

ESTIMATED PEAK HOUR AND DAILY TRIP GENERATION

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Trips	
		In	Out	Total	In	Out	Total	In	Out
110	Warehouse (104,424 s.f.)¹	14	4	18	5	14	19	102	102
	Truck Trips ²	1	3	4	2	2	4	32	32
	Passenger Vehicle Trips ³	13	1	14	3	12	15	70	70
110	Office (15,840 s.f.)¹	30	4	34	6	30	36	117	117
	Trailer Parking⁴ (97 Trailer Parking Spaces)	3	2	5	9	12	21	79	79
	Truck Trips ⁴	2	1	3	6	8	14	36	36
	Passenger Vehicle Trips ⁴	1	1	2	3	5	78	43	43
	Total Truck Trips	3	4	7	8	10	18	68	68
	Total Passenger Vehicle Trips	44	6	50	12	47	59	230	230
	Total Trips	47	10	57	20	57	77	298	298

1 - Based on the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition
 2 - Daily rate based on ITE Manual. Peak hour rates based on Table 4.
 3 - Equal to total warehouse trips less warehouse truck trips.
 4 - Based on surveys at a similar facility

Table 4

ESTIMATED 24-HOUR TRUCK TRIP GENERATION – WAREHOUSE

Hour	Volume of Site Generated Truck Traffic Warehouse (ITE Land-Use Code 150) –136,104					
	Weekday AM			Weekday PM		
	In	Out	Total	In	Out	Total
12:00	0	0	0	3	2	5
1:00	0	0	0	3	3	6
2:00	0	0	0	2	2	4
3:00	1	0	1	3	3	6
4:00	1	1	2	2	2	4
5:00	1	1	2	1	2	3
6:00	2	1	3	0	0	0
7:00	1	3	4	0	0	0
8:00	1	2	3	1	0	1
9:00	4	2	6	0	0	0
10:00	3	4	7	0	0	0
11:00	3	4	7	0	0	0

Based on daily truck trips (see Table 3) and ITE's Hourly Distribution of Entering and Exiting Truck Trips table.

4. Projected Traffic Conditions

The total projected traffic volumes take into consideration the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed subject facility.

Facility Traffic Assignment

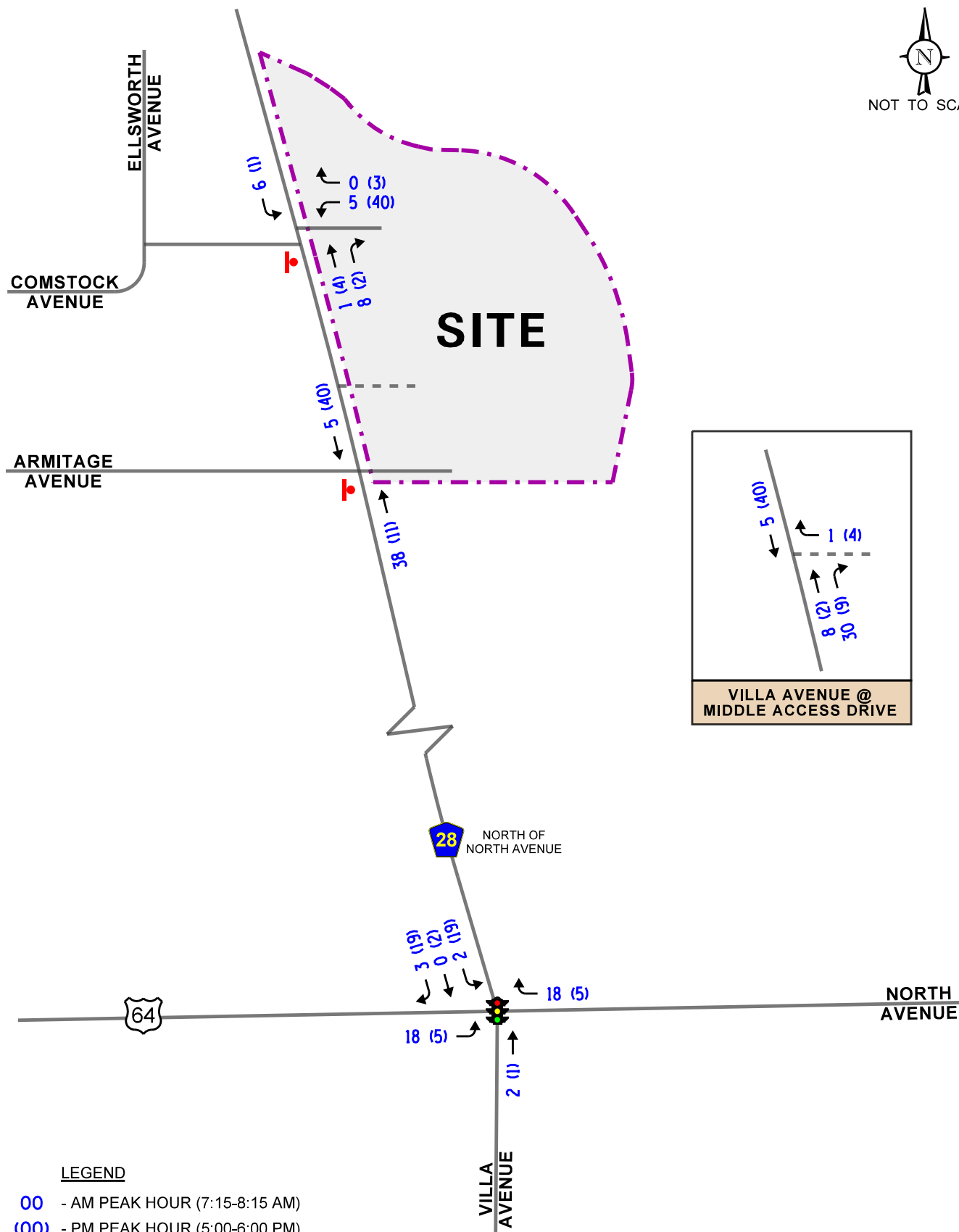
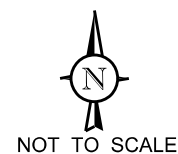
The estimated weekday morning and weekday evening traffic volumes that will be generated by the proposed facility were assigned to the roadway system in accordance with the previously described directional distribution (Figure 6). **Figure 7** illustrates the traffic assignment of the new passenger vehicle trips and **Figure 8** illustrates the traffic assignment of the new truck traffic.

Ambient Roadway Traffic Increase

Under no-build and total projected conditions, the Year 2021 base 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 AADT projections provided by the Chicago Metropolitan Agency for Planning (CMAP) the area roadways are projected to experience a compounded growth rate of approximately 0.3 percent per year. As such, a total background growth of 1.8 percent was added to project Year 2027 conditions (construction year plus five years). The Year 2027 no-build traffic volumes, which includes the Year 2021 base traffic volumes increased by the ambient growth factor, are illustrated in **Figure 9**.

Year 2027 Total Projected Conditions

The Year 2027 total projected traffic volumes include the Year 2021 base traffic volumes increased by the ambient growth factor and the volume of traffic expected to be generated by the proposed facility. The existing traffic in and out of the site was removed from area roadways. The Year 2027 total projected traffic volumes are illustrated in **Figure 10**.



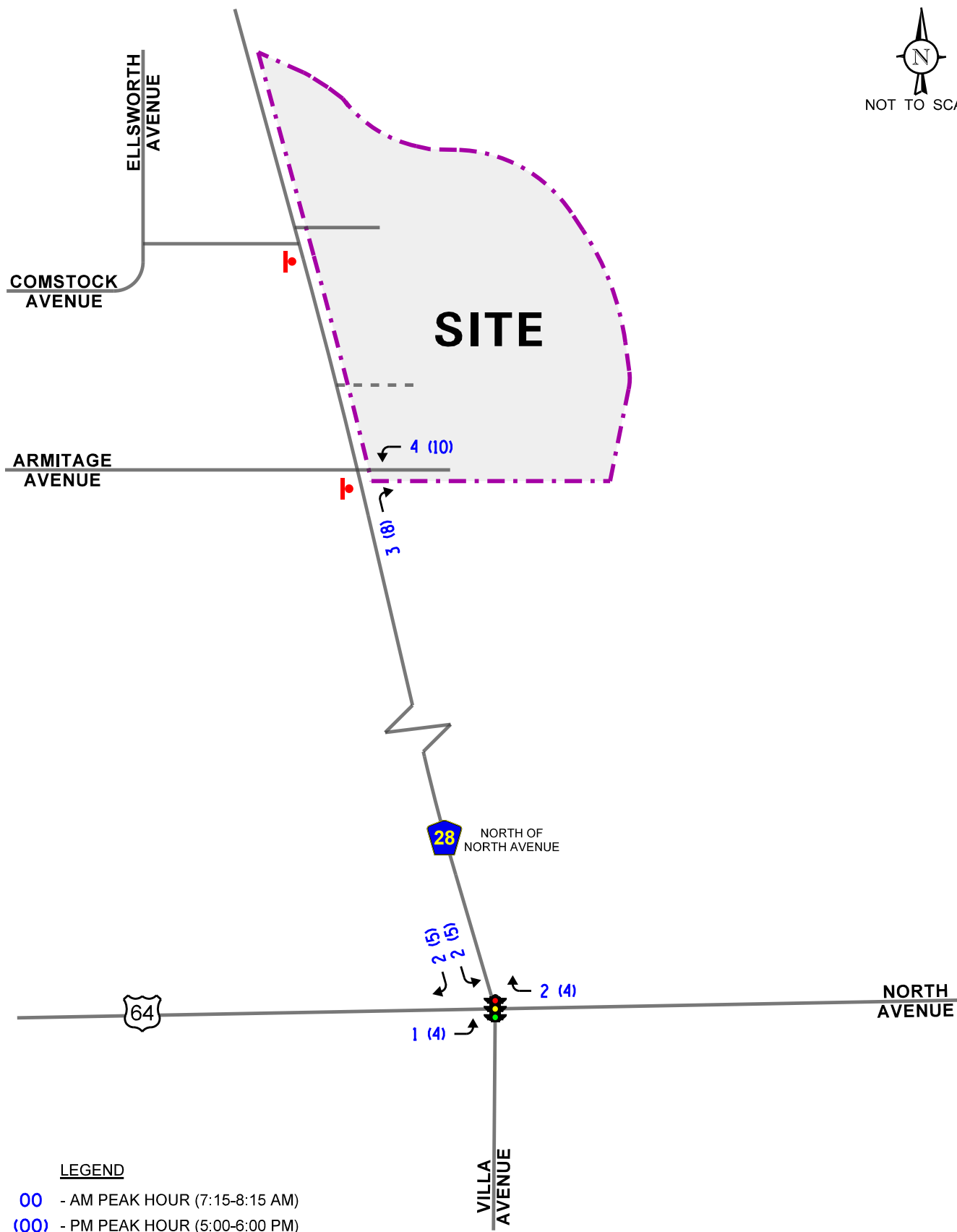
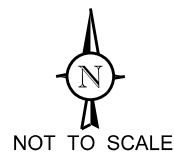
Proposed Truck
Logistics Facility
Villa Park, Illinois

Estimated Site-Generated
Passenger Vehicle Traffic Volumes



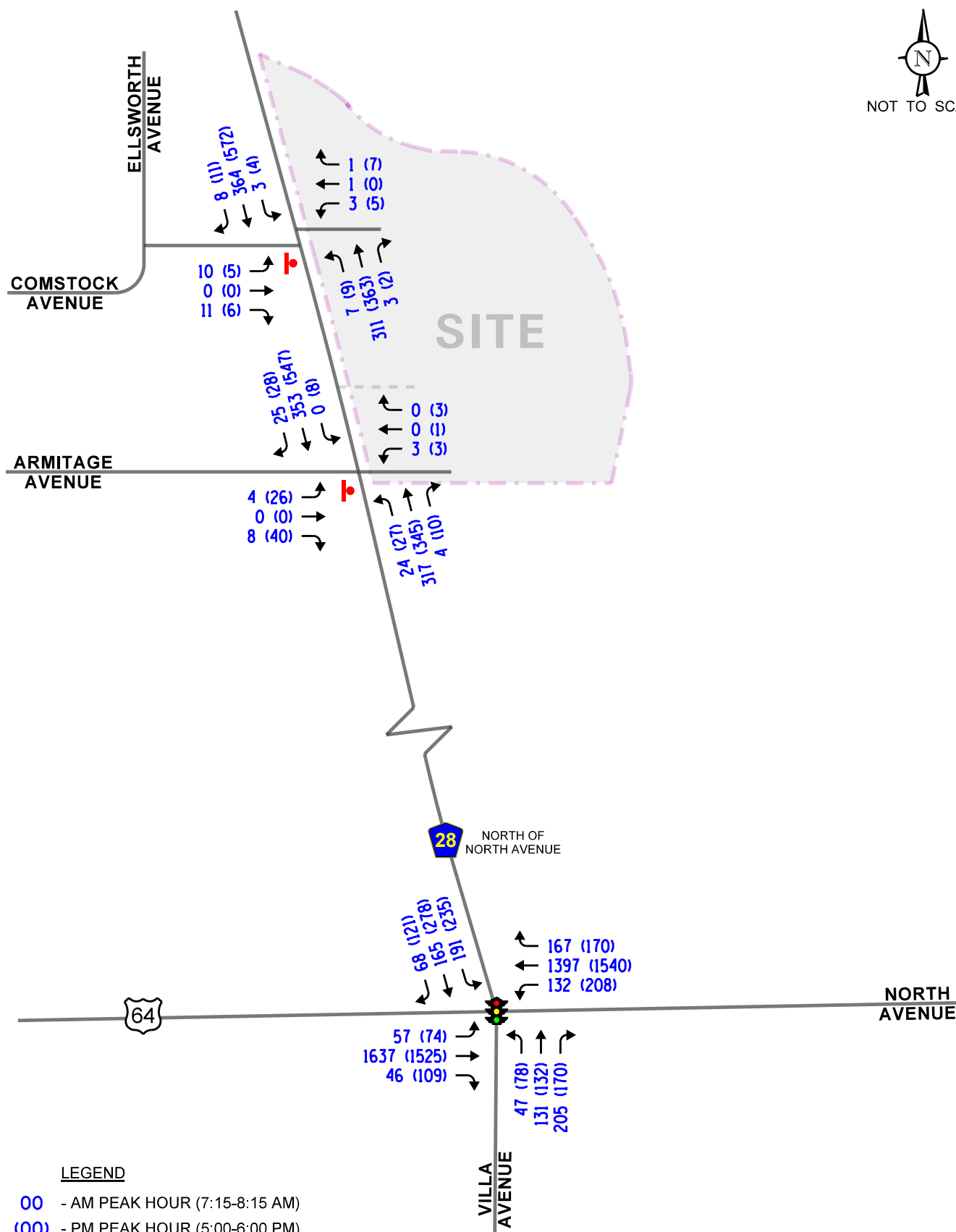
Job No: 21-325

Figure: 7



Proposed Truck
Logistics Facility
Villa Park, Illinois

Estimated Site-Generated
Truck Traffic Volumes



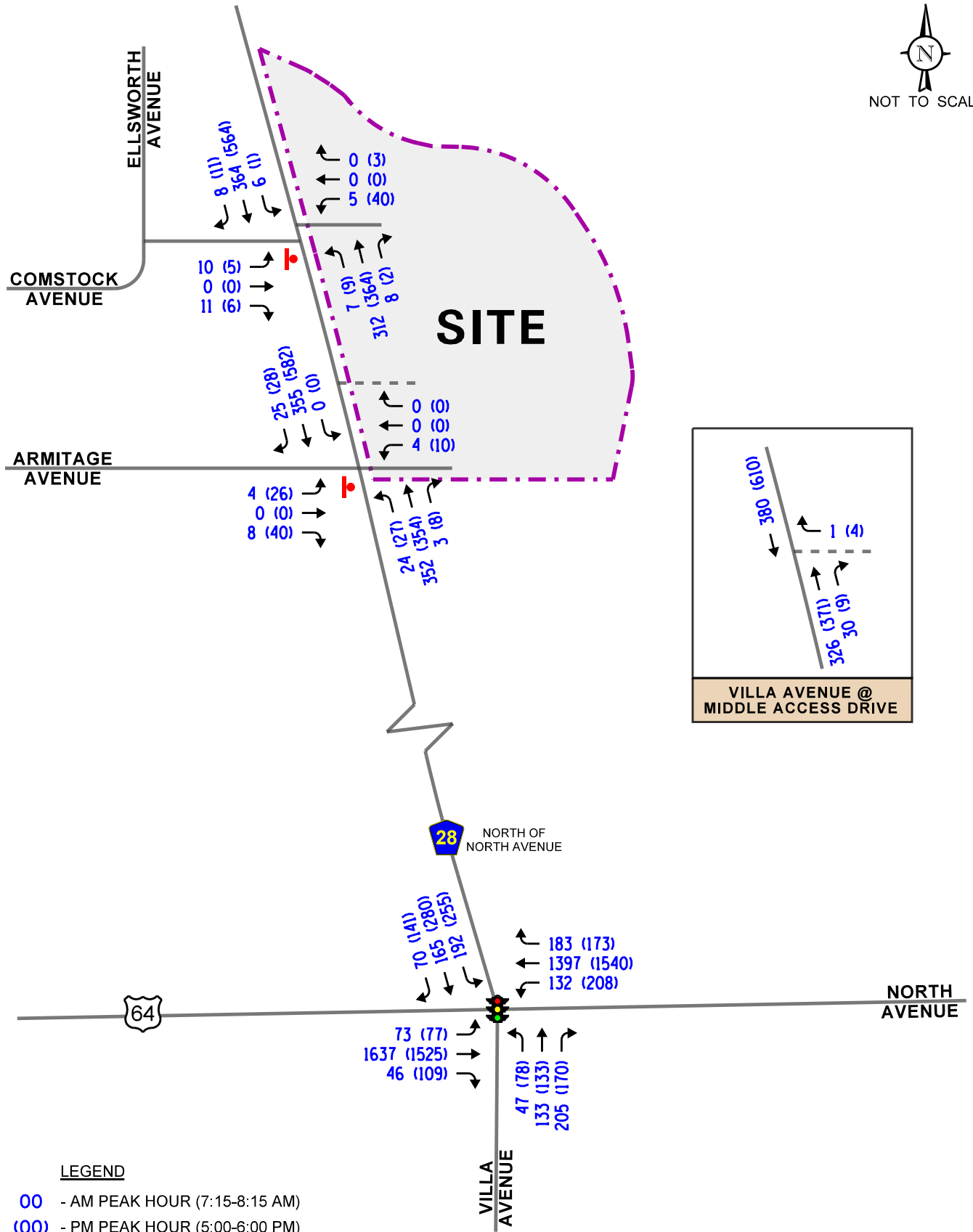
Proposed Truck
Logistics Facility
Villa Park, Illinois

Year 2027 No-Build Traffic Volumes



Job No: 21-325

Figure: 9



Proposed Truck
Logistics Facility
Villa Park, Illinois

Year 2027 Total Projected Traffic Volumes

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 2021 base, Year 2027 no-build, and Year 2027 total projected conditions. It should be noted that the planned IDOT improvements were accounted for under Year 2027 conditions.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual* (HCM), 6th Edition and analyzed using Synchro/SimTraffic 11 software. The analysis for the traffic-signal controlled intersections were accomplished using actual lengths and phasings to determine the average overall vehicle delay and levels of service.

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

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the projected Year 2021 base, Year 2027 no-build, and Year 2027 total projected conditions are presented in **Tables 5** through **8**. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 5

CAPACITY ANALYSIS RESULTS – SIGNALIZED – NORTH AVENUE WITH VILLA AVENUE

	Peak Hour	Eastbound			Westbound		Northbound			Southbound			Overall
		L	T	R	L	T/R	L	T	R	L	T	R	
Year 2021 Base Conditions	Weekday Morning Peak Hour	B 15.0	C 28.2		D 47.6	C 23.6	D 41.3	F 89.9	D 39.6	D 52.7	E 57.2	A 8.6	C 31.5
		C – 27.8			C – 25.5		E – 57.1			D – 47.4			
	Weekday Evening Peak Hour	B 17.4	C 27.0		E 63.6	C 24.9	D 43.3	E 78.5	C 23.3	D 53.4	E 75.0	B 16.9	C 33.3
		C – 26.5			C – 29.1		D – 46.6			E – 55.9			
Year 2027 No-Build Conditions ¹	Weekday Morning Peak Hour	B 15.6	C 28.9		D 51.7	C 24.0	D 41.5	F 91.5	D 41.2	D 53.2	E 57.3	A 8.5	C 32.2
		C – 28.4			C – 26.2		E – 58.4			D – 47.6			
	Weekday Evening Peak Hour	B 18.1	C 27.3		F 74.5	C 25.5	D 43.5	E 79.0	C 23.8	D 53.8	E 75.7	B 17.7	C 34.2
		C – 26.9			C – 30.8		D – 47.1			E – 56.5			
Year 2027 Total Conditions ¹	Weekday Morning Peak Hour	B 18.2	C 29.0		D 51.8	C 24.6	D 41.4	F 91.8	D 41.2	D 53.4	E 57.2	A 8.5	C 32.4
		C – 28.6			C – 26.7		E – 58.7			D – 47.5			
	Weekday Evening Peak Hour	B 19.6	C 27.3		F 87.4	C 26.5	D 42.6	E 79.2	C 24.1	D 56.6	E 72.9	B 19.7	D 35.2
		C – 26.9			C – 33.1		D – 47.2			E – 55.6			
1 – Includes planned IDOT improvements					Delay is measured in seconds.					T – Through			
2 – Free flow movement					L - Left					R - Right			

Table 6

CAPACITY ANALYSIS RESULTS – UNSIGNALIZED - YEAR 2021 BASE CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
North Avenue with Comstock Avenue and the Existing North Site Access Drive				
• Eastbound Approach	B	12.9	C	15.8
• Westbound Approach	B	14.9	B	14.2
• Northbound Left Turn	A	8.8	A	8.8
• Southbound Left Turn	A	8.6	A	8.1
North Avenue with Armitage Avenue and the Existing South Site Access Drive				
• Eastbound Approach	B	14.1	C	16.8
• Westbound Approach	C	19.9	C	16.7
• Northbound Left Turn	A	8.4	A	9.0
• Southbound Left Turn	--	--	A	8.1
LOS = Level of Service, Delay is measured in seconds.				

Table 6

CAPACITY ANALYSIS RESULTS – UNSIGNALIZED - YEAR 2027 NO BUILD CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
North Avenue with Comstock Avenue and the Existing North Site Access Drive				
• Eastbound Approach	B	13.0	C	16.1
• Westbound Approach	C	15.1	B	14.4
• Northbound Left Turn	A	8.8	A	8.8
• Southbound Left Turn	A	8.6	A	8.1
North Avenue with Armitage Avenue and the Existing South Site Access Drive				
• Eastbound Approach	B	14.2	C	17.2
• Westbound Approach	C	20.2	C	16.9
• Northbound Left Turn	A	8.5	A	8.8
• Southbound Left Turn	--	--	A	8.1
LOS = Level of Service, Delay is measured in seconds.				

Table 6

CAPACITY ANALYSIS RESULTS – UNSIGNALIZED - YEAR 2027 TOTAL PROJECTED CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
North Avenue with Comstock Avenue and the North Site Access Drive				
• Eastbound Approach	B	13.1	C	15.7
• Westbound Approach	B	14.8	C	18.2
• Northbound Left Turn	A	8.8	A	8.8
• Southbound Left Turn	A	8.0	A	8.1
North Avenue with the Middle Access Drive				
• Westbound Approach	A	9.4	A	9.4
North Avenue with Armitage Avenue and the South Site Access Drive				
• Eastbound Approach	B	14.5	C	17.6
• Westbound Approach	D	25.0	D	32.7
• Northbound Left Turn	A	8.5	A	9.2
LOS = Level of Service, Delay is measured in seconds.				

Discussion and Recommendations

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

North Avenue with Villa Avenue

The results of the capacity analysis indicate that overall, this intersection currently operates at Level of Service (LOS) C during the weekday morning and weekday evening peak hours. Under Year 2027 no-build traffic conditions this intersection is projected to continue to operate at LOS C during the weekday morning and weekday evening peak hours. It should be noted that the northbound through movement is projected to operate at LOS F during the weekday morning peak hour and the westbound left-turn movement is projected to operate at LOS F during the weekday evening peak hour. This delay is the result of the long cycle length (150 seconds) and the fact that the North Avenue is an SRA route, and, as such, the eastbound and westbound through movements receive a majority of the green time.

Under Year 2027 total projected traffic conditions, this intersection is projected to operate at LOS C during the weekday morning peak hour and LOS D during the weekday evening peak hour with increases in delay of approximately one second or less. Further, all movements are projected to continue to operate at the same LOS with volume to capacity ratios (v/c) of less than one, indicating that these movements have adequate reserve capacity. Overall, this intersection is projected to increase the volume of traffic at this intersection by approximately one percent. As such, this intersection has sufficient reserve capacity to accommodate the facility-generated traffic and no roadway improvements or traffic control modifications are required.

Villa Avenue with Comstock Avenue and the North Site Access Drive

The results of the capacity analysis indicate that all critical movements at this intersection operate at LOS C or better during the weekday morning and weekday evening peak hours. Under Year 2027 no-build conditions all critical movements are projected to continue to operate at LOS C or better during both peak hours.

As proposed, this access drive will be maintained and will serve passenger vehicles only. Under Year 2027 total projected conditions, all critical movements are projected to continue to operate at LOS C during both peak hours. When the projected traffic volumes are compared to the turn lane warrant guidelines published in Chapter 36 of the IDOT BDE Manual, neither a southbound left-turn lane nor a northbound right-turn lane on Villa Avenue will be warranted serving this access drive. As such, this access drive will be adequate in accommodating the traffic estimated to be generated by the proposed facility, will ensure efficient and flexible access is provided, and will have a limited impact on the operations of Comstock Avenue.

Villa Avenue with Armitage Avenue and the South Site Access Drive

The results of the capacity analysis indicate that all critical movements at this intersection operate at LOS C or better during the weekday morning and weekday evening peak hours. Under Year 2027 no-build conditions all critical movements are projected to continue to operate at LOS C or better during both peak hours.

As proposed, this access drive will be maintained and will serve truck traffic only. Under Year 2027 total projected conditions, outbound movement from the access drive are projected to operate at LOS D during both peak hours. Further, all other critical movements are projected to continue operate at LOS C or better. When the projected traffic volumes are compared to the turn lane warrant guidelines published in Chapter 36 of the IDOT BDE Manual, neither a southbound left-turn lane nor a northbound right-turn lane will be warranted serving this access drive. As such, this access drive will be adequate in accommodating the traffic estimated to be generated by the proposed facility, will ensure efficient and flexible access is provided, and will have a limited impact on the operations of Armitage Avenue.

Villa Avenue with the Proposed Middle Site Access Drive

As proposed, a right-in/left-out access drive will be provided on Villa Avenue located approximately 250 feet north of Armitage Avenue. This access drive will provide one inbound lane and one outbound lane restricted to right-turn only movements via a raised triangular island median as well as via striping and signage. Outbound movements will be under stop sign control. This access drive will serve passenger vehicles only.

Under Year 2027 total projected conditions, outbound movements from this access drive are projected to operate at LOS A during the weekday morning and weekday evening peak hours. When the projected traffic volumes are compared to the turn lane warrant guidelines published in Chapter 36 of the IDOT BDE Manual, a northbound right-turn lane will not be warranted serving this access drive. As such, this access drive will be adequate in accommodating the traffic estimated to be generated by the proposed facility and will ensure efficient and flexible access is provided.

6. Conclusion

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

- The conservative estimates of the amount of passenger and truck traffic that the proposed facility will generate will not be significant and can adequately be accommodated by the existing roadway system.
- All truck traffic will be restricted to and from the south on Villa Avenue. Signs should be posted at the truck access drive enforcing this restriction.
- The intersection of North Avenue with Villa Avenue has sufficient reserve capacity to accommodate the facility generated traffic.
- The proposed access system will provide the facility with efficient and orderly access.
- The proposed access system will adequately separate passenger vehicle traffic from truck traffic.
- The outbound movements from all of the access drives should be under stop sign control.
- No turn lanes will be required on Villa Avenue serving the site access drives.

Appendix

Traffic Count Summary Sheets
Preliminary Site Plan
ITE Trip Generation Worksheets
Trip Generation Surveys
2050 CMAP Projections Letter
Level of Service Criteria
Capacity Analysis Summary Sheets

Traffic Count Summary Sheets



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Count Name: Villa Avenue with Armitage Avenue
Site Code:
Start Date: 11/17/2021
Page No: 1

Turning Movement Data

Start Time	Armitage Avenue Eastbound						Armitage Avenue Westbound						Villa Avenue Northbound						Villa Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:30 AM	0	9	0	8	0	17	0	2	0	0	0	2	0	1	42	2	0	45	0	0	55	3	0	58	122
6:45 AM	0	5	0	11	0	16	0	0	0	0	0	0	0	4	64	1	0	69	0	0	47	14	0	61	146
Hourly Total	0	14	0	19	0	33	0	2	0	0	0	2	0	5	106	3	0	114	0	0	102	17	0	119	268
7:00 AM	0	7	1	9	0	17	0	3	1	0	0	4	0	3	54	1	0	58	0	0	50	9	0	59	138
7:15 AM	0	8	0	9	0	17	0	1	0	0	0	1	0	2	69	3	0	74	0	0	76	6	0	82	174
7:30 AM	0	7	0	16	0	23	0	2	0	0	0	2	0	5	62	0	0	67	0	0	104	4	0	108	200
7:45 AM	0	13	0	11	0	24	0	0	0	0	0	0	0	9	92	1	0	102	0	0	94	8	0	102	228
Hourly Total	0	35	1	45	0	81	0	6	1	0	0	7	0	19	277	5	0	301	0	0	324	27	0	351	740
8:00 AM	0	4	0	8	0	12	0	0	0	0	0	0	0	8	60	0	0	68	0	0	73	7	0	80	160
8:15 AM	0	2	0	8	0	10	0	1	0	0	0	1	0	3	52	1	0	56	0	0	60	5	0	65	132
8:30 AM	0	9	0	13	0	22	0	0	0	0	0	0	0	3	58	0	0	61	0	0	74	8	0	82	165
8:45 AM	0	4	0	17	0	21	0	1	0	0	0	1	0	3	46	3	0	52	0	1	81	2	0	84	158
Hourly Total	0	19	0	46	0	65	0	2	0	0	0	2	0	17	216	4	0	237	0	1	288	22	0	311	615
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	8	0	20	0	28	0	2	0	1	0	3	0	7	74	3	0	84	0	0	139	9	0	148	263
4:15 PM	0	6	0	14	0	20	0	1	0	0	0	1	0	6	82	4	0	92	0	1	161	7	0	169	282
4:30 PM	0	19	0	25	0	44	0	0	0	0	0	0	0	5	86	3	0	94	0	3	155	11	0	169	307
4:45 PM	0	5	0	15	0	20	0	3	0	1	0	4	0	11	72	6	0	89	1	8	137	11	0	157	270
Hourly Total	0	38	0	74	0	112	0	6	0	2	0	8	0	29	314	16	0	359	1	12	592	38	0	643	1122
5:00 PM	0	15	0	17	0	32	0	0	0	1	0	1	0	4	82	4	0	90	0	5	154	5	0	164	287
5:15 PM	0	3	0	9	0	12	0	2	1	1	0	4	0	11	89	1	0	101	0	0	138	9	0	147	264
5:30 PM	0	8	0	6	0	14	0	1	0	1	0	2	0	5	79	3	0	87	0	2	148	4	0	154	257
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6:00 PM	0	4	0	7	0	11	0	2	0	0	0	2	0	3	72	1	0	76	0	4	74	10	0	88	177
6:15 PM	0	6	1	6	0	13	0	1	0	0	0	1	1	4	56	7	0	68	0	8	78	4	0	90	172
Grand Total	0	142	2	237	0	381	0	22	2	5	0	29	1	104	1376	46	0	1527	1	33	1995	146	0	2175	4112
Approach %	0.0	37.3	0.5	62.2	-	-	0.0	75.9	6.9	17.2	-	-	0.1	6.8	90.1	3.0	-	-	0.0	1.5	91.7	6.7	-	-	-
Total %	0.0	3.5	0.0	5.8	-	9.3	0.0	0.5	0.0	0.1	-	0.7	0.0	2.5	33.5	1.1	-	37.1	0.0	0.8	48.5	3.6	-	52.9	-
Lights	0	136	2	223	-	361	0	11	2	5	-	18	1	99	1323	44	-	1467	1	33	1944	138	-	2116	3962
% Lights	-	95.8	100.0	94.1	-	94.8	-	50.0	100.0	100.0	-	62.1	100.0	95.2	96.1	95.7	-	96.1	100.0	100.0	97.4	94.5	-	97.3	96.4
Buses	0	1	0	0	-	1	0	0	0	0	-	0	0	0	11	0	-	11	0	0	25	2	-	27	39
% Buses	-	0.7	0.0	0.0	-	0.3	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.8	0.0	-	0.7	0.0	0.0	1.3	1.4	-	1.2	0.9
Single-Unit Trucks	0	4	0	13	-	17	0	3	0	0	-	3	0	4	25	2	-	31	0	0	17	5	-	22	73
% Single-Unit Trucks	-	2.8	0.0	5.5	-	4.5	-	13.6	0.0	0.0	-	10.3	0.0	3.8	1.8	4.3	-	2.0	0.0	0.0	0.9	3.4	-	1.0	1.8

Articulated Trucks	0	1	0	1	-	2	0	8	0	0	-	8	0	1	17	0	-	18	0	0	9	1	-	10	38
% Articulated Trucks	-	0.7	0.0	0.4	-	0.5	-	36.4	0.0	0.0	-	27.6	0.0	1.0	1.2	0.0	-	1.2	0.0	0.0	0.5	0.7	-	0.5	0.9
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Count Name: Villa Avenue with Armitage Avenue
Site Code:
Start Date: 11/17/2021
Page No: 3

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Armitage Avenue Eastbound						Armitage Avenue Westbound						Villa Avenue Northbound						Villa Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:15 AM	0	8	0	9	0	17	0	1	0	0	0	1	0	2	69	3	0	74	0	0	76	6	0	82	174
7:30 AM	0	7	0	16	0	23	0	2	0	0	0	2	0	5	62	0	0	67	0	0	104	4	0	108	200
7:45 AM	0	13	0	11	0	24	0	0	0	0	0	0	0	9	92	1	0	102	0	0	94	8	0	102	228
8:00 AM	0	4	0	8	0	12	0	0	0	0	0	0	0	8	60	0	0	68	0	0	73	7	0	80	160
Total	0	32	0	44	0	76	0	3	0	0	0	3	0	24	283	4	0	311	0	0	347	25	0	372	762
Approach %	0.0	42.1	0.0	57.9	-	-	0.0	100.0	0.0	0.0	-	-	0.0	7.7	91.0	1.3	-	-	0.0	0.0	93.3	6.7	-	-	-
Total %	0.0	4.2	0.0	5.8	-	10.0	0.0	0.4	0.0	0.0	-	0.4	0.0	3.1	37.1	0.5	-	40.8	0.0	0.0	45.5	3.3	-	48.8	-
PHF	0.000	0.615	0.000	0.688	-	0.792	0.000	0.375	0.000	0.000	-	0.375	0.000	0.667	0.769	0.333	-	0.762	0.000	0.000	0.834	0.781	-	0.861	0.836
Lights	0	29	0	42	-	71	0	1	0	0	-	1	0	22	265	4	-	291	0	0	338	24	-	362	725
% Lights	-	90.6	-	95.5	-	93.4	-	33.3	-	-	-	33.3	-	91.7	93.6	100.0	-	93.6	-	-	97.4	96.0	-	97.3	95.1
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	5	0	-	5	0	0	2	0	-	2	7
% Buses	-	0.0	-	0.0	-	0.0	-	0.0	-	-	-	0.0	-	0.0	1.8	0.0	-	1.6	-	-	0.6	0.0	-	0.5	0.9
Single-Unit Trucks	0	3	0	2	-	5	0	0	0	0	-	0	0	2	10	0	-	12	0	0	4	1	-	5	22
% Single-Unit Trucks	-	9.4	-	4.5	-	6.6	-	0.0	-	-	-	0.0	-	8.3	3.5	0.0	-	3.9	-	-	1.2	4.0	-	1.3	2.9
Articulated Trucks	0	0	0	0	-	0	0	2	0	0	-	2	0	0	3	0	-	3	0	0	3	0	-	3	8
% Articulated Trucks	-	0.0	-	0.0	-	0.0	-	66.7	-	-	-	66.7	-	0.0	1.1	0.0	-	1.0	-	-	0.9	0.0	-	0.8	1.0
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	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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

Count Name: Villa Avenue with Armitage Avenue
Site Code:
Start Date: 11/17/2021
Page No: 4

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Armitage Avenue Eastbound						Armitage Avenue Westbound						Villa Avenue Northbound						Villa Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
5:00 PM	0	15	0	17	0	32	0	0	0	1	0	1	0	4	82	4	0	90	0	5	154	5	0	164	287
5:15 PM	0	3	0	9	0	12	0	2	1	1	0	4	0	11	89	1	0	101	0	0	138	9	0	147	264
5:30 PM	0	8	0	6	0	14	0	1	0	1	0	2	0	5	79	3	0	87	0	2	148	4	0	154	257
5:45 PM	0	0	0	8	0	8	0	0	0	0	0	0	0	7	85	2	0	94	0	1	97	10	0	108	210
Total	0	26	0	40	0	66	0	3	1	3	0	7	0	27	335	10	0	372	0	8	537	28	0	573	1018
Approach %	0.0	39.4	0.0	60.6	-	-	0.0	42.9	14.3	42.9	-	-	0.0	7.3	90.1	2.7	-	-	0.0	1.4	93.7	4.9	-	-	-
Total %	0.0	2.6	0.0	3.9	-	6.5	0.0	0.3	0.1	0.3	-	0.7	0.0	2.7	32.9	1.0	-	36.5	0.0	0.8	52.8	2.8	-	56.3	-
PHF	0.000	0.433	0.000	0.588	-	0.516	0.000	0.375	0.250	0.750	-	0.438	0.000	0.614	0.941	0.625	-	0.921	0.000	0.400	0.872	0.700	-	0.873	0.887
Lights	0	25	0	40	-	65	0	2	1	3	-	6	0	26	331	9	-	366	0	8	528	26	-	562	999
% Lights	-	96.2	-	100.0	-	98.5	-	66.7	100.0	100.0	-	85.7	-	96.3	98.8	90.0	-	98.4	-	100.0	98.3	92.9	-	98.1	98.1
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	2
% Buses	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.4	0.0	-	0.3	0.2
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	1	1	1	-	3	0	0	5	2	-	7	10
% Single-Unit Trucks	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	3.7	0.3	10.0	-	0.8	-	0.0	0.9	7.1	-	1.2	1.0
Articulated Trucks	0	1	0	0	-	1	0	1	0	0	-	1	0	0	3	0	-	3	0	0	2	0	-	2	7
% Articulated Trucks	-	3.8	-	0.0	-	1.5	-	33.3	0.0	0.0	-	14.3	-	0.0	0.9	0.0	-	0.8	-	0.0	0.4	0.0	-	0.3	0.7
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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

Count Name: Villa Avenue with Comstock Avenue
Site Code:
Start Date: 11/17/2021
Page No: 1

Turning Movement Data

Start Time	Comstock Avenue Eastbound						Odeum North Access Westbound						Villa Avenue Northbound						Villa Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:30 AM	0	1	0	3	0	4	0	1	0	0	0	1	0	0	48	0	0	48	0	1	50	0	0	51	104
6:45 AM	0	2	0	3	0	5	0	0	0	1	0	1	0	0	69	0	0	69	0	0	61	1	0	62	137
Hourly Total	0	3	0	6	0	9	0	1	0	1	0	2	0	0	117	0	0	117	0	1	111	1	0	113	241
7:00 AM	0	2	0	3	0	5	0	1	0	0	0	1	0	1	60	0	0	61	0	1	57	1	0	59	126
7:15 AM	0	2	0	2	0	4	0	1	0	0	0	1	0	0	78	0	0	78	0	0	74	1	0	75	158
7:30 AM	0	4	0	2	0	6	0	1	0	0	0	1	0	2	69	0	0	71	0	1	111	3	0	115	193
7:45 AM	0	1	0	3	0	4	0	1	1	1	0	3	0	0	99	1	0	100	0	0	97	2	0	99	206
Hourly Total	0	9	0	10	0	19	0	4	1	1	0	6	0	3	306	1	0	310	0	2	339	7	0	348	683
8:00 AM	0	3	0	4	0	7	0	0	0	0	0	0	0	5	59	2	0	66	0	2	75	2	0	79	152
8:15 AM	0	2	0	1	0	3	0	0	0	2	0	2	0	1	53	0	0	54	0	1	63	6	0	70	129
8:30 AM	0	4	0	2	0	6	0	1	0	2	0	3	0	1	64	0	0	65	0	2	78	1	0	81	155
8:45 AM	0	15	0	3	0	18	0	1	0	0	0	1	0	1	51	0	0	52	0	1	83	3	0	87	158
Hourly Total	0	24	0	10	0	34	0	2	0	4	0	6	0	8	227	2	0	237	0	6	299	12	0	317	594
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	4	0	2	0	6	0	3	0	2	0	5	0	2	77	2	0	81	0	0	145	4	0	149	241
4:15 PM	0	1	0	1	0	2	0	4	0	2	0	6	0	2	90	1	0	93	0	1	165	6	0	172	273
4:30 PM	0	1	0	1	0	2	0	3	0	0	0	3	0	1	105	1	0	107	0	1	157	5	0	163	275
4:45 PM	0	0	0	3	0	3	0	1	0	5	0	6	0	1	75	1	0	77	0	2	161	2	0	165	251
Hourly Total	0	6	0	7	0	13	0	11	0	9	0	20	0	6	347	5	0	358	0	4	628	17	0	649	1040
5:00 PM	0	1	0	2	0	3	0	1	0	2	0	3	0	0	101	0	0	101	0	2	156	0	0	158	265
5:15 PM	0	1	0	1	0	2	0	1	0	2	0	3	0	3	90	2	0	95	0	2	150	3	0	155	255
5:30 PM	0	2	0	2	0	4	0	2	0	3	0	5	0	4	86	0	0	90	0	0	148	4	0	152	251
5:45 PM	0	1	0	1	0	2	0	1	0	0	0	1	0	2	80	0	0	82	0	0	103	4	0	107	192
Hourly Total	0	5	0	6	0	11	0	5	0	7	0	12	0	9	357	2	0	368	0	4	557	11	0	572	963
6:00 PM	0	2	0	3	0	5	0	3	0	2	0	5	0	3	75	2	0	80	0	3	81	3	0	87	177
6:15 PM	0	1	0	2	0	3	0	0	0	2	0	2	0	0	61	1	0	62	0	4	89	5	0	98	165
Grand Total	0	50	0	44	0	94	0	26	1	26	0	53	0	29	1490	13	0	1532	0	24	2104	56	0	2184	3863
Approach %	0.0	53.2	0.0	46.8	-	-	0.0	49.1	1.9	49.1	-	-	0.0	1.9	97.3	0.8	-	-	0.0	1.1	96.3	2.6	-	-	-
Total %	0.0	1.3	0.0	1.1	-	2.4	0.0	0.7	0.0	0.7	-	1.4	0.0	0.8	38.6	0.3	-	39.7	0.0	0.6	54.5	1.4	-	56.5	-
Lights	0	47	0	41	-	88	0	20	1	22	-	43	0	26	1443	4	-	1473	0	22	2058	55	-	2135	3739
% Lights	-	94.0	-	93.2	-	93.6	-	76.9	100.0	84.6	-	81.1	-	89.7	96.8	30.8	-	96.1	-	91.7	97.8	98.2	-	97.8	96.8
Buses	0	2	0	3	-	5	0	0	0	0	-	0	0	3	9	0	-	12	0	0	25	0	-	25	42
% Buses	-	4.0	-	6.8	-	5.3	-	0.0	0.0	0.0	-	0.0	-	10.3	0.6	0.0	-	0.8	-	0.0	1.2	0.0	-	1.1	1.1
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	2	-	2	0	0	30	1	-	31	0	1	18	1	-	20	53
% Single-Unit Trucks	-	0.0	-	0.0	-	0.0	-	0.0	0.0	7.7	-	3.8	-	0.0	2.0	7.7	-	2.0	-	4.2	0.9	1.8	-	0.9	1.4

Articulated Trucks	0	1	0	0	-	1	0	6	0	2	-	8	0	0	8	8	-	16	0	1	3	0	-	4	29
% Articulated Trucks	-	2.0	-	0.0	-	1.1	-	23.1	0.0	7.7	-	15.1	-	0.0	0.5	61.5	-	1.0	-	4.2	0.1	0.0	-	0.2	0.8
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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

Count Name: Villa Avenue with Comstock
Avenue
Site Code:
Start Date: 11/17/2021
Page No: 3

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Comstock Avenue Eastbound						Odeum North Access Westbound						Villa Avenue Northbound						Villa Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:15 AM	0	2	0	2	0	4	0	1	0	0	0	1	0	0	78	0	0	78	0	0	74	1	0	75	158
7:30 AM	0	4	0	2	0	6	0	1	0	0	0	1	0	2	69	0	0	71	0	1	111	3	0	115	193
7:45 AM	0	1	0	3	0	4	0	1	1	1	0	3	0	0	99	1	0	100	0	0	97	2	0	99	206
8:00 AM	0	3	0	4	0	7	0	0	0	0	0	0	0	5	59	2	0	66	0	2	75	2	0	79	152
Total	0	10	0	11	0	21	0	3	1	1	0	5	0	7	305	3	0	315	0	3	357	8	0	368	709
Approach %	0.0	47.6	0.0	52.4	-	-	0.0	60.0	20.0	20.0	-	-	0.0	2.2	96.8	1.0	-	-	0.0	0.8	97.0	2.2	-	-	-
Total %	0.0	1.4	0.0	1.6	-	3.0	0.0	0.4	0.1	0.1	-	0.7	0.0	1.0	43.0	0.4	-	44.4	0.0	0.4	50.4	1.1	-	51.9	-
PHF	0.000	0.625	0.000	0.688	-	0.750	0.000	0.750	0.250	0.250	-	0.417	0.000	0.350	0.770	0.375	-	0.788	0.000	0.375	0.804	0.667	-	0.800	0.860
Lights	0	8	0	11	-	19	0	2	1	1	-	4	0	5	290	1	-	296	0	2	350	8	-	360	679
% Lights	-	80.0	-	100.0	-	90.5	-	66.7	100.0	100.0	-	80.0	-	71.4	95.1	33.3	-	94.0	-	66.7	98.0	100.0	-	97.8	95.8
Buses	0	2	0	0	-	2	0	0	0	0	-	0	0	2	3	0	-	5	0	0	2	0	-	2	9
% Buses	-	20.0	-	0.0	-	9.5	-	0.0	0.0	0.0	-	0.0	-	28.6	1.0	0.0	-	1.6	-	0.0	0.6	0.0	-	0.5	1.3
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	11	1	-	12	0	0	3	0	-	3	15
% Single-Unit Trucks	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	3.6	33.3	-	3.8	-	0.0	0.8	0.0	-	0.8	2.1
Articulated Trucks	0	0	0	0	-	0	0	1	0	0	-	1	0	0	1	1	-	2	0	1	2	0	-	3	6
% Articulated Trucks	-	0.0	-	0.0	-	0.0	-	33.3	0.0	0.0	-	20.0	-	0.0	0.3	33.3	-	0.6	-	33.3	0.6	0.0	-	0.8	0.8
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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

Count Name: Villa Avenue with Comstock
Avenue
Site Code:
Start Date: 11/17/2021
Page No: 4

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Comstock Avenue Eastbound						Odeum North Access Westbound						Villa Avenue Northbound						Villa Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
5:00 PM	0	1	0	2	0	3	0	1	0	2	0	3	0	0	101	0	0	101	0	2	156	0	0	158	265
5:15 PM	0	1	0	1	0	2	0	1	0	2	0	3	0	3	90	2	0	95	0	2	150	3	0	155	255
5:30 PM	0	2	0	2	0	4	0	2	0	3	0	5	0	4	86	0	0	90	0	0	148	4	0	152	251
5:45 PM	0	1	0	1	0	2	0	1	0	0	0	1	0	2	80	0	0	82	0	0	103	4	0	107	192
Total	0	5	0	6	0	11	0	5	0	7	0	12	0	9	357	2	0	368	0	4	557	11	0	572	963
Approach %	0.0	45.5	0.0	54.5	-	-	0.0	41.7	0.0	58.3	-	-	0.0	2.4	97.0	0.5	-	-	0.0	0.7	97.4	1.9	-	-	-
Total %	0.0	0.5	0.0	0.6	-	1.1	0.0	0.5	0.0	0.7	-	1.2	0.0	0.9	37.1	0.2	-	38.2	0.0	0.4	57.8	1.1	-	59.4	-
PHF	0.000	0.625	0.000	0.750	-	0.688	0.000	0.625	0.000	0.583	-	0.600	0.000	0.563	0.884	0.250	-	0.911	0.000	0.500	0.893	0.688	-	0.905	0.908
Lights	0	4	0	5	-	9	0	3	0	6	-	9	0	9	353	0	-	362	0	4	551	10	-	565	945
% Lights	-	80.0	-	83.3	-	81.8	-	60.0	-	85.7	-	75.0	-	100.0	98.9	0.0	-	98.4	-	100.0	98.9	90.9	-	98.8	98.1
Buses	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	3
% Buses	-	0.0	-	16.7	-	9.1	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.4	0.0	-	0.3	0.3
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	4	1	-	5	6
% Single-Unit Trucks	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.3	0.0	-	0.3	-	0.0	0.7	9.1	-	0.9	0.6
Articulated Trucks	0	1	0	0	-	1	0	2	0	1	-	3	0	0	3	2	-	5	0	0	0	0	-	0	9
% Articulated Trucks	-	20.0	-	0.0	-	9.1	-	40.0	-	14.3	-	25.0	-	0.0	0.8	100.0	-	1.4	-	0.0	0.0	0.0	-	0.0	0.9
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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

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

Count Name: Villa Avenue with North Avenue
Site Code:
Start Date: 11/17/2021
Page No: 1

Turning Movement Data

Start Time	55th Street Eastbound						55th Street Westbound						Villa Avenue Northbound						Villa Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:30 AM	1	16	295	5	0	317	1	31	266	21	0	319	0	9	20	34	0	63	0	51	21	4	0	76	775
6:45 AM	0	16	335	4	0	355	0	26	273	35	0	334	0	6	18	30	0	54	0	34	21	12	0	67	810
Hourly Total	1	32	630	9	0	672	1	57	539	56	0	653	0	15	38	64	0	117	0	85	42	16	0	143	1585
7:00 AM	0	12	342	12	0	366	2	19	239	40	0	300	0	10	20	44	0	74	0	32	29	8	0	69	809
7:15 AM	0	11	344	13	0	368	1	28	269	27	0	325	0	5	33	45	0	83	0	50	27	16	0	93	869
7:30 AM	1	20	355	10	0	386	4	37	290	44	0	375	0	17	29	63	0	109	0	63	56	17	0	136	1006
7:45 AM	0	12	337	12	0	361	0	31	306	52	0	389	0	13	39	47	0	99	0	40	46	21	0	107	956
Hourly Total	1	55	1378	47	0	1481	7	115	1104	163	0	1389	0	45	121	199	0	365	0	185	158	62	0	405	3640
8:00 AM	0	12	304	10	0	326	1	28	278	41	0	348	0	11	28	46	0	85	0	35	33	13	0	81	840
8:15 AM	1	10	307	8	0	326	2	29	248	30	0	309	0	10	23	30	0	63	0	39	28	8	0	75	773
8:30 AM	1	10	311	6	0	328	2	32	264	35	0	333	0	14	19	32	0	65	0	51	19	19	0	89	815
8:45 AM	1	10	285	14	0	310	1	18	251	26	0	296	0	15	19	42	0	76	0	55	33	21	0	109	791
Hourly Total	3	42	1207	38	0	1290	6	107	1041	132	0	1286	0	50	89	150	0	289	0	180	113	61	0	354	3219
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	1	25	341	20	0	387	0	40	232	26	0	298	0	14	17	44	0	75	0	60	66	35	0	161	921
4:15 PM	0	30	384	26	0	440	1	40	173	42	0	256	0	18	30	34	0	82	0	70	79	42	0	191	969
4:30 PM	3	16	391	22	0	432	1	41	181	29	0	252	0	23	19	45	0	87	0	73	77	37	0	187	958
4:45 PM	0	17	436	31	0	484	2	54	175	33	0	264	0	14	35	44	0	93	0	58	83	29	0	170	1011
Hourly Total	4	88	1552	99	0	1743	4	175	761	130	0	1070	0	69	101	167	0	337	0	261	305	143	0	709	3859
5:00 PM	1	20	357	33	1	411	2	51	319	42	0	414	0	23	33	33	0	89	0	80	84	36	0	200	1114
5:15 PM	0	22	306	23	0	351	2	52	348	56	0	458	0	13	37	36	0	86	0	51	73	30	0	154	1049
5:30 PM	0	11	335	24	0	370	1	51	348	36	0	436	0	24	29	46	0	99	0	58	78	30	0	166	1071
5:45 PM	0	19	364	27	0	410	0	45	360	33	0	438	0	17	31	52	0	100	0	42	38	23	0	103	1051
Hourly Total	1	72	1362	107	1	1542	5	199	1375	167	0	1746	0	77	130	167	0	374	0	231	273	119	0	623	4285
6:00 PM	0	18	287	20	0	325	1	41	294	35	0	371	0	19	29	43	0	91	0	45	27	23	0	95	882
6:15 PM	0	20	334	17	0	371	2	43	302	31	0	378	0	15	15	31	0	61	0	40	24	23	0	87	897
Grand Total	10	327	6750	337	1	7424	26	737	5416	714	0	6893	0	290	523	821	0	1634	0	1027	942	447	0	2416	18367
Approach %	0.1	4.4	90.9	4.5	-	-	0.4	10.7	78.6	10.4	-	-	0.0	17.7	32.0	50.2	-	-	0.0	42.5	39.0	18.5	-	-	-
Total %	0.1	1.8	36.8	1.8	-	40.4	0.1	4.0	29.5	3.9	-	37.5	0.0	1.6	2.8	4.5	-	8.9	0.0	5.6	5.1	2.4	-	13.2	-
Lights	10	316	6232	330	-	6888	26	698	5004	681	-	6409	0	281	506	774	-	1561	0	973	921	409	-	2303	17161
% Lights	100.0	96.6	92.3	97.9	-	92.8	100.0	94.7	92.4	95.4	-	93.0	-	96.9	96.7	94.3	-	95.5	-	94.7	97.8	91.5	-	95.3	93.4
Buses	0	4	43	1	-	48	0	25	31	2	-	58	0	2	4	28	-	34	0	3	11	12	-	26	166
% Buses	0.0	1.2	0.6	0.3	-	0.6	0.0	3.4	0.6	0.3	-	0.8	-	0.7	0.8	3.4	-	2.1	-	0.3	1.2	2.7	-	1.1	0.9
Single-Unit Trucks	0	4	241	4	-	249	0	7	185	19	-	211	0	7	9	8	-	24	0	36	9	18	-	63	547
% Single-Unit Trucks	0.0	1.2	3.6	1.2	-	3.4	0.0	0.9	3.4	2.7	-	3.1	-	2.4	1.7	1.0	-	1.5	-	3.5	1.0	4.0	-	2.6	3.0

Articulated Trucks	0	3	234	2	-	239	0	7	196	12	-	215	0	0	4	11	-	15	0	15	1	8	-	24	493
% Articulated Trucks	0.0	0.9	3.5	0.6	-	3.2	0.0	0.9	3.6	1.7	-	3.1	-	0.0	0.8	1.3	-	0.9	-	1.5	0.1	1.8	-	1.0	2.7
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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

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

Count Name: Villa Avenue with North Avenue
Site Code:
Start Date: 11/17/2021
Page No: 3

Turning Movement Peak Hour Data (7:15 AM)

Start Time	55th Street Eastbound						55th Street Westbound						Villa Avenue Northbound						Villa Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:15 AM	0	11	344	13	0	368	1	28	269	27	0	325	0	5	33	45	0	83	0	50	27	16	0	93	869
7:30 AM	1	20	355	10	0	386	4	37	290	44	0	375	0	17	29	63	0	109	0	63	56	17	0	136	1006
7:45 AM	0	12	337	12	0	361	0	31	306	52	0	389	0	13	39	47	0	99	0	40	46	21	0	107	956
8:00 AM	0	12	304	10	0	326	1	28	278	41	0	348	0	11	28	46	0	85	0	35	33	13	0	81	840
Total	1	55	1340	45	0	1441	6	124	1143	164	0	1437	0	46	129	201	0	376	0	188	162	67	0	417	3671
Approach %	0.1	3.8	93.0	3.1	-	-	0.4	8.6	79.5	11.4	-	-	0.0	12.2	34.3	53.5	-	-	0.0	45.1	38.8	16.1	-	-	-
Total %	0.0	1.5	36.5	1.2	-	39.3	0.2	3.4	31.1	4.5	-	39.1	0.0	1.3	3.5	5.5	-	10.2	0.0	5.1	4.4	1.8	-	11.4	-
PHF	0.250	0.688	0.944	0.865	-	0.933	0.375	0.838	0.934	0.788	-	0.924	0.000	0.676	0.827	0.798	-	0.862	0.000	0.746	0.723	0.798	-	0.767	0.912
Lights	1	53	1198	42	-	1294	6	117	1020	156	-	1299	0	46	122	176	-	344	0	173	160	58	-	391	3328
% Lights	100.0	96.4	89.4	93.3	-	89.8	100.0	94.4	89.2	95.1	-	90.4	-	100.0	94.6	87.6	-	91.5	-	92.0	98.8	86.6	-	93.8	90.7
Buses	0	2	13	1	-	16	0	3	5	0	-	8	0	0	2	18	-	20	0	1	1	0	-	2	46
% Buses	0.0	3.6	1.0	2.2	-	1.1	0.0	2.4	0.4	0.0	-	0.6	-	0.0	1.6	9.0	-	5.3	-	0.5	0.6	0.0	-	0.5	1.3
Single-Unit Trucks	0	0	75	1	-	76	0	1	51	6	-	58	0	0	2	3	-	5	0	10	1	8	-	19	158
% Single-Unit Trucks	0.0	0.0	5.6	2.2	-	5.3	0.0	0.8	4.5	3.7	-	4.0	-	0.0	1.6	1.5	-	1.3	-	5.3	0.6	11.9	-	4.6	4.3
Articulated Trucks	0	0	54	1	-	55	0	3	67	2	-	72	0	0	3	4	-	7	0	4	0	1	-	5	139
% Articulated Trucks	0.0	0.0	4.0	2.2	-	3.8	0.0	2.4	5.9	1.2	-	5.0	-	0.0	2.3	2.0	-	1.9	-	2.1	0.0	1.5	-	1.2	3.8
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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

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

Count Name: Villa Avenue with North Avenue
Site Code:
Start Date: 11/17/2021
Page No: 4

Turning Movement Peak Hour Data (5:00 PM)

Start Time	55th Street Eastbound						55th Street Westbound						Villa Avenue Northbound						Villa Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
5:00 PM	1	20	357	33	1	411	2	51	319	42	0	414	0	23	33	33	0	89	0	80	84	36	0	200	1114
5:15 PM	0	22	306	23	0	351	2	52	348	56	0	458	0	13	37	36	0	86	0	51	73	30	0	154	1049
5:30 PM	0	11	335	24	0	370	1	51	348	36	0	436	0	24	29	46	0	99	0	58	78	30	0	166	1071
5:45 PM	0	19	364	27	0	410	0	45	360	33	0	438	0	17	31	52	0	100	0	42	38	23	0	103	1051
Total	1	72	1362	107	1	1542	5	199	1375	167	0	1746	0	77	130	167	0	374	0	231	273	119	0	623	4285
Approach %	0.1	4.7	88.3	6.9	-	-	0.3	11.4	78.8	9.6	-	-	0.0	20.6	34.8	44.7	-	-	0.0	37.1	43.8	19.1	-	-	-
Total %	0.0	1.7	31.8	2.5	-	36.0	0.1	4.6	32.1	3.9	-	40.7	0.0	1.8	3.0	3.9	-	8.7	0.0	5.4	6.4	2.8	-	14.5	-
PHF	0.250	0.818	0.935	0.811	-	0.938	0.625	0.957	0.955	0.746	-	0.953	0.000	0.802	0.878	0.803	-	0.935	0.000	0.722	0.813	0.826	-	0.779	0.962
Lights	1	71	1311	106	-	1489	5	199	1320	164	-	1688	0	76	128	164	-	368	0	227	269	115	-	611	4156
% Lights	100.0	98.6	96.3	99.1	-	96.6	100.0	100.0	96.0	98.2	-	96.7	-	98.7	98.5	98.2	-	98.4	-	98.3	98.5	96.6	-	98.1	97.0
Buses	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	1	2	0	-	3	5
% Buses	0.0	0.0	0.1	0.0	-	0.1	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.4	0.7	0.0	-	0.5	0.1
Single-Unit Trucks	0	0	20	1	-	21	0	0	30	0	-	30	0	1	2	1	-	4	0	1	2	3	-	6	61
% Single-Unit Trucks	0.0	0.0	1.5	0.9	-	1.4	0.0	0.0	2.2	0.0	-	1.7	-	1.3	1.5	0.6	-	1.1	-	0.4	0.7	2.5	-	1.0	1.4
Articulated Trucks	0	1	29	0	-	30	0	0	25	3	-	28	0	0	0	2	-	2	0	2	0	1	-	3	63
% Articulated Trucks	0.0	1.4	2.1	0.0	-	1.9	0.0	0.0	1.8	1.8	-	1.6	-	0.0	0.0	1.2	-	0.5	-	0.9	0.0	0.8	-	0.5	1.5
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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

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

Count Name: North Avenue with Villa Avenue
Site Code:
Start Date: 02/28/2017
Page No: 1

Turning Movement Data

Start Time	North Avenue Eastbound						North Avenue Westbound						Villa Avenue Northbound						Villa Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	11	347	2	0	360	4	19	280	38	0	341	0	5	39	63	0	107	0	54	33	14	0	101	909
7:15 AM	0	14	465	3	0	482	1	15	323	22	0	361	0	10	41	67	0	118	0	59	23	20	0	102	1063
7:30 AM	1	15	429	7	0	452	1	16	334	34	0	385	0	8	41	67	0	116	0	61	43	17	0	121	1074
7:45 AM	0	11	396	8	0	415	2	19	338	42	0	401	0	11	39	57	0	107	0	43	59	19	0	121	1044
Hourly Total	1	51	1637	20	0	1709	8	69	1275	136	0	1488	0	34	160	254	0	448	0	217	158	70	0	445	4090
8:00 AM	0	17	392	11	0	420	2	21	280	42	0	345	0	15	33	42	0	90	0	46	32	21	0	99	954
8:15 AM	0	11	392	11	0	414	3	23	283	32	0	341	0	9	28	48	0	85	0	51	48	14	0	113	953
8:30 AM	0	15	355	6	0	376	1	24	288	27	0	340	0	11	15	40	0	66	0	47	42	16	0	105	887
8:45 AM	0	12	271	7	0	290	1	21	285	21	0	328	0	12	12	44	0	68	0	70	26	14	0	110	796
Hourly Total	0	55	1410	35	0	1500	7	89	1136	122	0	1354	0	47	88	174	0	309	0	214	148	65	0	427	3590
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	14	366	21	0	401	4	39	378	55	0	476	0	18	19	21	0	58	0	73	67	36	0	176	1111
4:15 PM	1	17	328	16	0	362	0	44	378	48	0	470	0	14	26	34	0	74	0	58	85	26	0	169	1075
4:30 PM	2	10	344	19	0	375	0	39	388	56	0	483	0	16	16	42	1	74	0	91	65	34	1	190	1122
4:45 PM	3	14	399	10	0	426	1	33	360	53	0	447	0	18	35	28	0	81	0	60	67	33	0	160	1114
Hourly Total	6	55	1437	66	0	1564	5	155	1504	212	0	1876	0	66	96	125	1	287	0	282	284	129	1	695	4422
5:00 PM	4	6	281	21	0	312	0	49	379	57	0	485	0	17	27	29	0	73	0	73	77	38	0	188	1058
5:15 PM	1	13	362	1	0	377	1	41	342	42	0	426	0	18	45	22	0	85	0	78	85	36	0	199	1087
5:30 PM	1	16	336	12	0	365	0	35	357	47	0	439	0	15	33	28	0	76	0	66	66	31	0	163	1043
5:45 PM	1	18	324	16	0	359	0	49	355	49	0	453	0	10	40	20	0	70	0	58	67	24	0	149	1031
Hourly Total	7	53	1303	50	0	1413	1	174	1433	195	0	1803	0	60	145	99	0	304	0	275	295	129	0	699	4219
Grand Total	14	214	5787	171	0	6186	21	487	5348	665	0	6521	0	207	489	652	1	1348	0	988	885	393	1	2266	16321
Approach %	0.2	3.5	93.5	2.8	-	-	0.3	7.5	82.0	10.2	-	-	0.0	15.4	36.3	48.4	-	-	0.0	43.6	39.1	17.3	-	-	-
Total %	0.1	1.3	35.5	1.0	-	37.9	0.1	3.0	32.8	4.1	-	40.0	0.0	1.3	3.0	4.0	-	8.3	0.0	6.1	5.4	2.4	-	13.9	-
Lights	13	203	5409	166	-	5791	20	430	4995	646	-	6091	0	195	472	622	-	1289	0	956	849	366	-	2171	15342
% Lights	92.9	94.9	93.5	97.1	-	93.6	95.2	88.3	93.4	97.1	-	93.4	-	94.2	96.5	95.4	-	95.6	-	96.8	95.9	93.1	-	95.8	94.0
Buses	0	1	21	2	-	24	0	48	33	3	-	84	0	1	10	26	-	37	0	1	30	5	-	36	181
% Buses	0.0	0.5	0.4	1.2	-	0.4	0.0	9.9	0.6	0.5	-	1.3	-	0.5	2.0	4.0	-	2.7	-	0.1	3.4	1.3	-	1.6	1.1
Single-Unit Trucks	1	9	169	3	-	182	1	6	162	13	-	182	0	11	6	4	-	21	0	23	5	16	-	44	429
% Single-Unit Trucks	7.1	4.2	2.9	1.8	-	2.9	4.8	1.2	3.0	2.0	-	2.8	-	5.3	1.2	0.6	-	1.6	-	2.3	0.6	4.1	-	1.9	2.6
Articulated Trucks	0	1	188	0	-	189	0	3	158	3	-	164	0	0	1	0	-	1	0	8	0	6	-	14	368
% Articulated Trucks	0.0	0.5	3.2	0.0	-	3.1	0.0	0.6	3.0	0.5	-	2.5	-	0.0	0.2	0.0	-	0.1	-	0.8	0.0	1.5	-	0.6	2.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.1	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-



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

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

Count Name: North Avenue with Villa Avenue
Site Code:
Start Date: 02/28/2017
Page No: 3

Turning Movement Peak Hour Data (7:15 AM)

Start Time	North Avenue Eastbound						North Avenue Westbound						Villa Avenue Northbound						Villa Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:15 AM	0	14	465	3	0	482	1	15	323	22	0	361	0	10	41	67	0	118	0	59	23	20	0	102	1063
7:30 AM	1	15	429	7	0	452	1	16	334	34	0	385	0	8	41	67	0	116	0	61	43	17	0	121	1074
7:45 AM	0	11	396	8	0	415	2	19	338	42	0	401	0	11	39	57	0	107	0	43	59	19	0	121	1044
8:00 AM	0	17	392	11	0	420	2	21	280	42	0	345	0	15	33	42	0	90	0	46	32	21	0	99	954
Total	1	57	1682	29	0	1769	6	71	1275	140	0	1492	0	44	154	233	0	431	0	209	157	77	0	443	4135
Approach %	0.1	3.2	95.1	1.6	-	-	0.4	4.8	85.5	9.4	-	-	0.0	10.2	35.7	54.1	-	-	0.0	47.2	35.4	17.4	-	-	-
Total %	0.0	1.4	40.7	0.7	-	42.8	0.1	1.7	30.8	3.4	-	36.1	0.0	1.1	3.7	5.6	-	10.4	0.0	5.1	3.8	1.9	-	10.7	-
PHF	0.250	0.838	0.904	0.659	-	0.918	0.750	0.845	0.943	0.833	-	0.930	0.000	0.733	0.939	0.869	-	0.913	0.000	0.857	0.665	0.917	-	0.915	0.963
Lights	1	55	1551	27	-	1634	6	64	1179	133	-	1382	0	41	142	216	-	399	0	197	155	65	-	417	3832
% Lights	100.0	96.5	92.2	93.1	-	92.4	100.0	90.1	92.5	95.0	-	92.6	-	93.2	92.2	92.7	-	92.6	-	94.3	98.7	84.4	-	94.1	92.7
Buses	0	1	6	0	-	7	0	4	13	1	-	18	0	0	8	15	-	23	0	1	1	3	-	5	53
% Buses	0.0	1.8	0.4	0.0	-	0.4	0.0	5.6	1.0	0.7	-	1.2	-	0.0	5.2	6.4	-	5.3	-	0.5	0.6	3.9	-	1.1	1.3
Single-Unit Trucks	0	1	75	2	-	78	0	2	42	5	-	49	0	3	3	2	-	8	0	9	1	8	-	18	153
% Single-Unit Trucks	0.0	1.8	4.5	6.9	-	4.4	0.0	2.8	3.3	3.6	-	3.3	-	6.8	1.9	0.9	-	1.9	-	4.3	0.6	10.4	-	4.1	3.7
Articulated Trucks	0	0	50	0	-	50	0	1	41	1	-	43	0	0	1	0	-	1	0	2	0	1	-	3	97
% Articulated Trucks	0.0	0.0	3.0	0.0	-	2.8	0.0	1.4	3.2	0.7	-	2.9	-	0.0	0.6	0.0	-	0.2	-	1.0	0.0	1.3	-	0.7	2.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Kenig Lindgren O'Hara Aboona, Inc.
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Count Name: North Avenue with Villa Avenue
Site Code:
Start Date: 02/28/2017
Page No: 4

Turning Movement Peak Hour Data (4:00 PM)

Start Time	North Avenue Eastbound						North Avenue Westbound						Villa Avenue Northbound						Villa Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:00 PM	0	14	366	21	0	401	4	39	378	55	0	476	0	18	19	21	0	58	0	73	67	36	0	176	1111
4:15 PM	1	17	328	16	0	362	0	44	378	48	0	470	0	14	26	34	0	74	0	58	85	26	0	169	1075
4:30 PM	2	10	344	19	0	375	0	39	388	56	0	483	0	16	16	42	1	74	0	91	65	34	1	190	1122
4:45 PM	3	14	399	10	0	426	1	33	360	53	0	447	0	18	35	28	0	81	0	60	67	33	0	160	1114
Total	6	55	1437	66	0	1564	5	155	1504	212	0	1876	0	66	96	125	1	287	0	282	284	129	1	695	4422
Approach %	0.4	3.5	91.9	4.2	-	-	0.3	8.3	80.2	11.3	-	-	0.0	23.0	33.4	43.6	-	-	0.0	40.6	40.9	18.6	-	-	-
Total %	0.1	1.2	32.5	1.5	-	35.4	0.1	3.5	34.0	4.8	-	42.4	0.0	1.5	2.2	2.8	-	6.5	0.0	6.4	6.4	2.9	-	15.7	-
PHF	0.500	0.809	0.900	0.786	-	0.918	0.313	0.881	0.969	0.946	-	0.971	0.000	0.917	0.686	0.744	-	0.886	0.000	0.775	0.835	0.896	-	0.914	0.985
Lights	5	52	1381	65	-	1503	5	132	1412	208	-	1757	0	65	95	123	-	283	0	280	266	123	-	669	4212
% Lights	83.3	94.5	96.1	98.5	-	96.1	100.0	85.2	93.9	98.1	-	93.7	-	98.5	99.0	98.4	-	98.6	-	99.3	93.7	95.3	-	96.3	95.3
Buses	0	0	3	1	-	4	0	21	5	1	-	27	0	0	0	1	-	1	0	0	16	1	-	17	49
% Buses	0.0	0.0	0.2	1.5	-	0.3	0.0	13.5	0.3	0.5	-	1.4	-	0.0	0.0	0.8	-	0.3	-	0.0	5.6	0.8	-	2.4	1.1
Single-Unit Trucks	1	3	14	0	-	18	0	1	43	2	-	46	0	1	1	1	-	3	0	1	1	4	-	6	73
% Single-Unit Trucks	16.7	5.5	1.0	0.0	-	1.2	0.0	0.6	2.9	0.9	-	2.5	-	1.5	1.0	0.8	-	1.0	-	0.4	0.4	3.1	-	0.9	1.7
Articulated Trucks	0	0	39	0	-	39	0	1	44	1	-	46	0	0	0	0	-	0	0	1	0	1	-	2	87
% Articulated Trucks	0.0	0.0	2.7	0.0	-	2.5	0.0	0.6	2.9	0.5	-	2.5	-	0.0	0.0	0.0	-	0.0	-	0.4	0.0	0.8	-	0.3	2.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.4	0.0	-	0.1	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Preliminary Site Plan



0 50 100
scale: 1" = 100'-0"

SITE PLAN



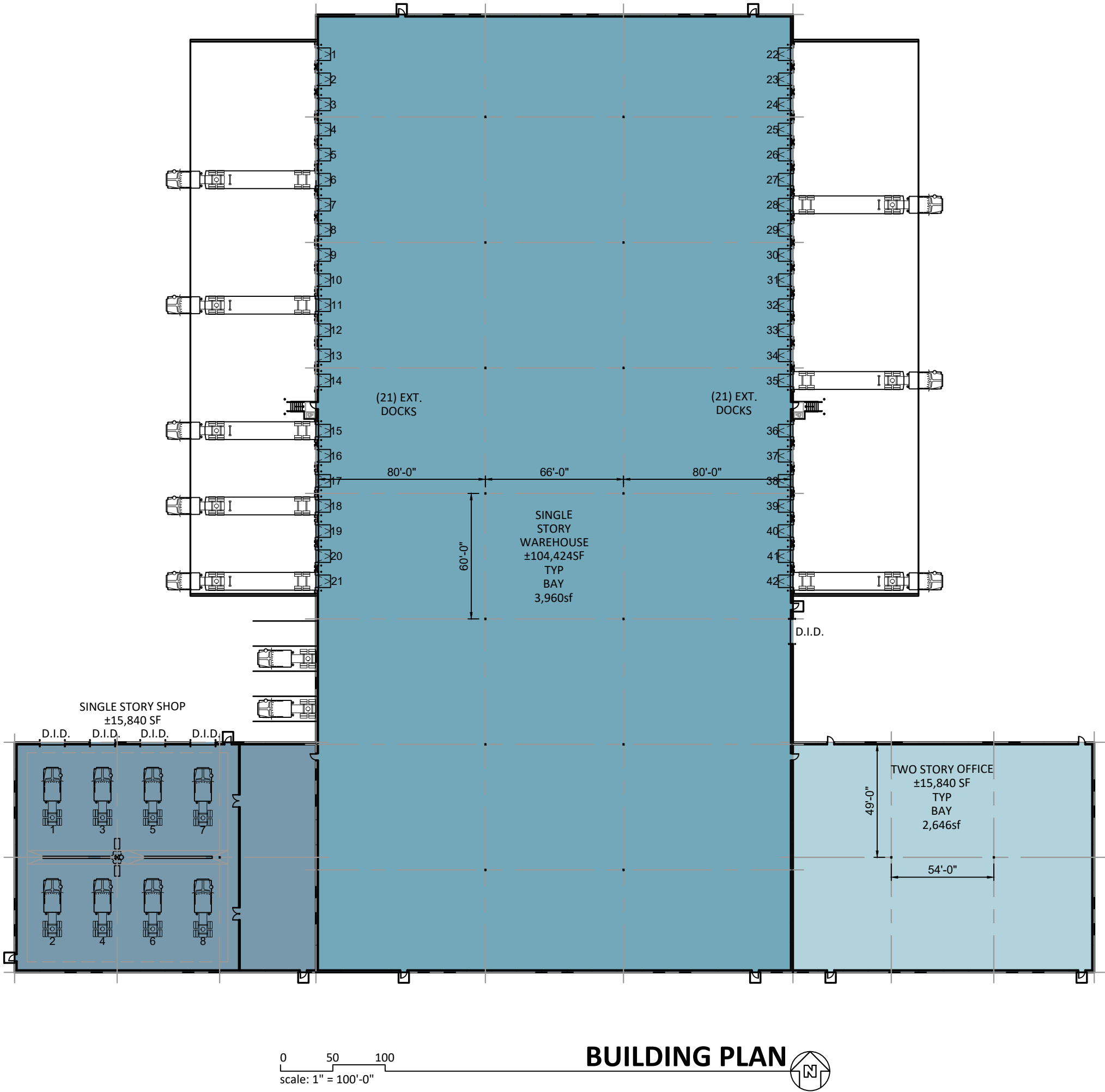
exterior docks	42
drive-in-doors	5
possible parking spaces	40
parking spaces	69
accessible parking spaces	3
tractor parking	25
trailer parking	97

SHEET INDEX

SITE PLAN	SD1.0
BUILDING PLAN	SD1.1

BUILDING AREAS (±SF)

1 story office/warehouse	
■ maintenance shop	15,840
■ office	15,840
■ warehouse	104,424
total	136,104



ITE Trip Generation Worksheets

Warehousing (150)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 31

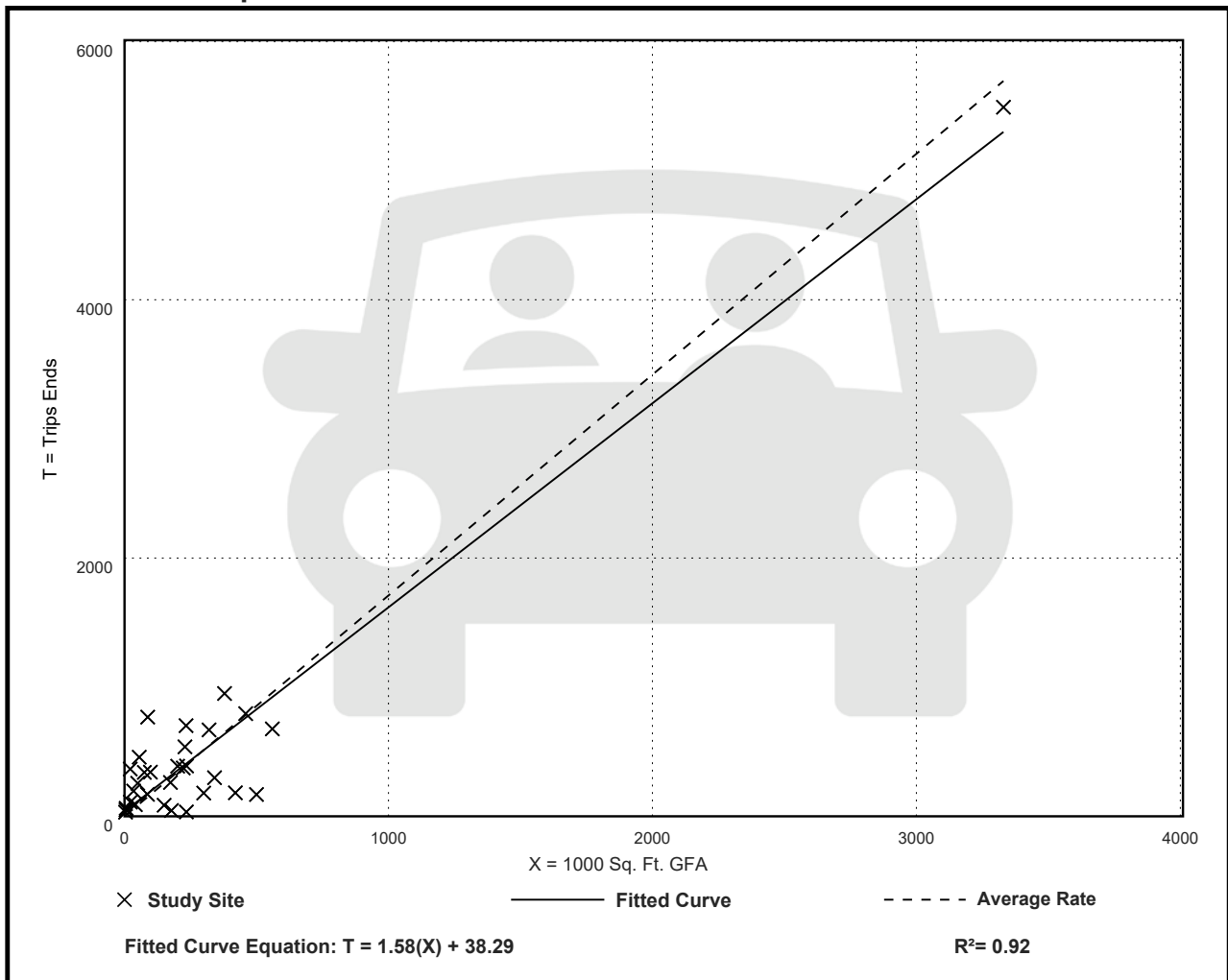
Avg. 1000 Sq. Ft. GFA: 292

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.71	0.15 - 16.93	1.48

Data Plot and Equation



Warehousing (150)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 36

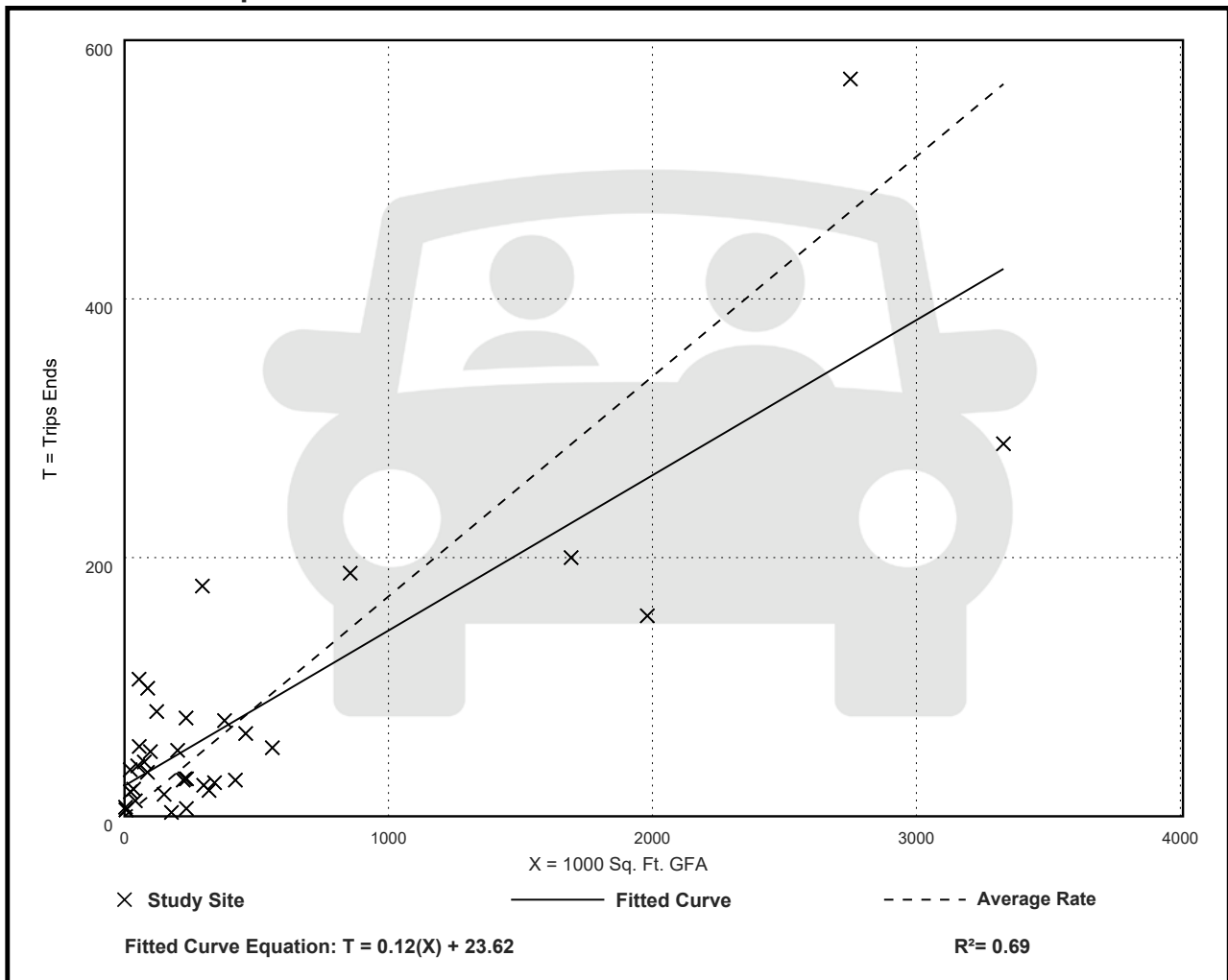
Avg. 1000 Sq. Ft. GFA: 448

Directional Distribution: 77% entering, 23% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.17	0.02 - 1.93	0.19

Data Plot and Equation



Warehousing (150)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 49

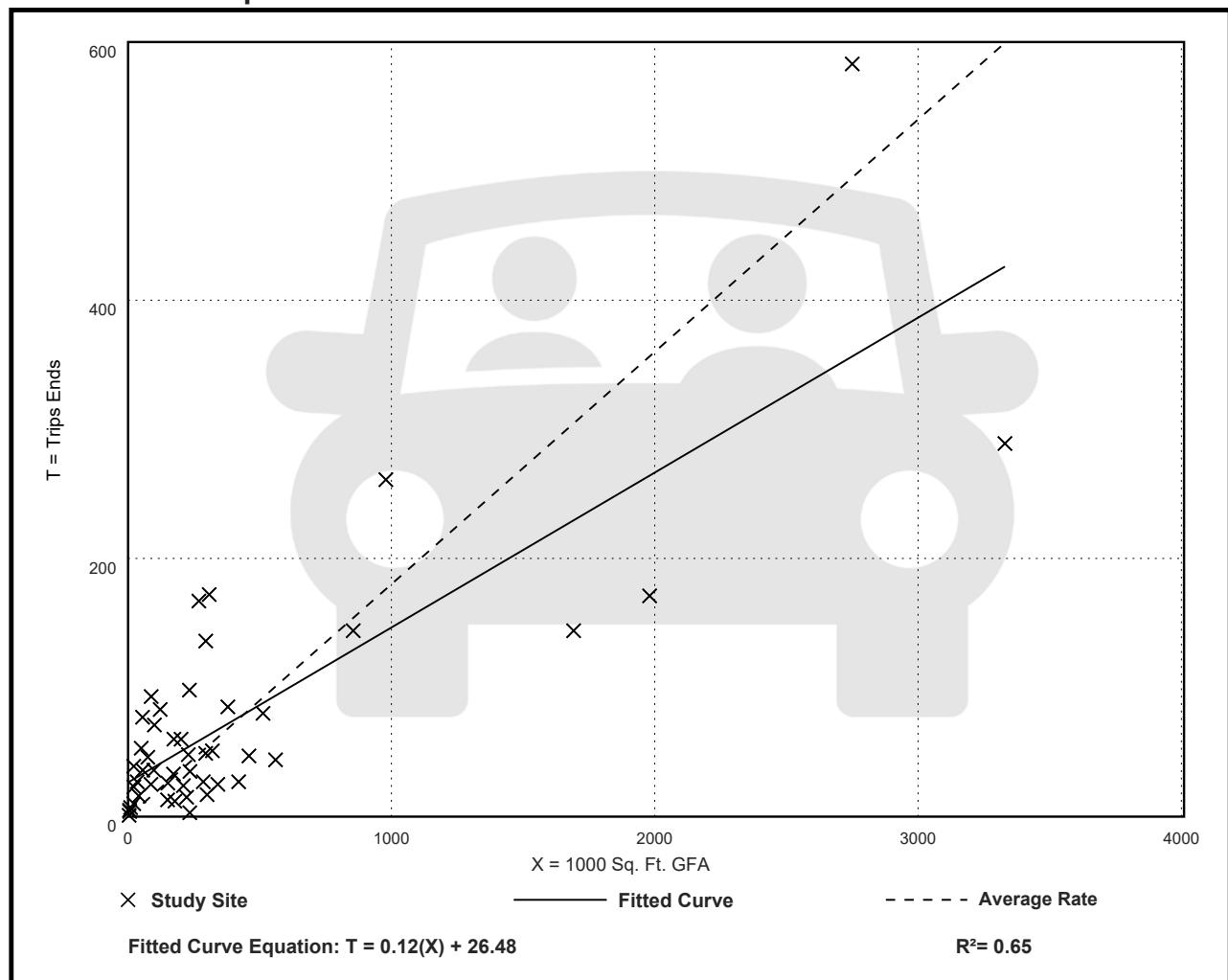
Avg. 1000 Sq. Ft. GFA: 400

Directional Distribution: 28% entering, 72% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.18	0.01 - 1.80	0.18

Data Plot and Equation



General Office Building (710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 59

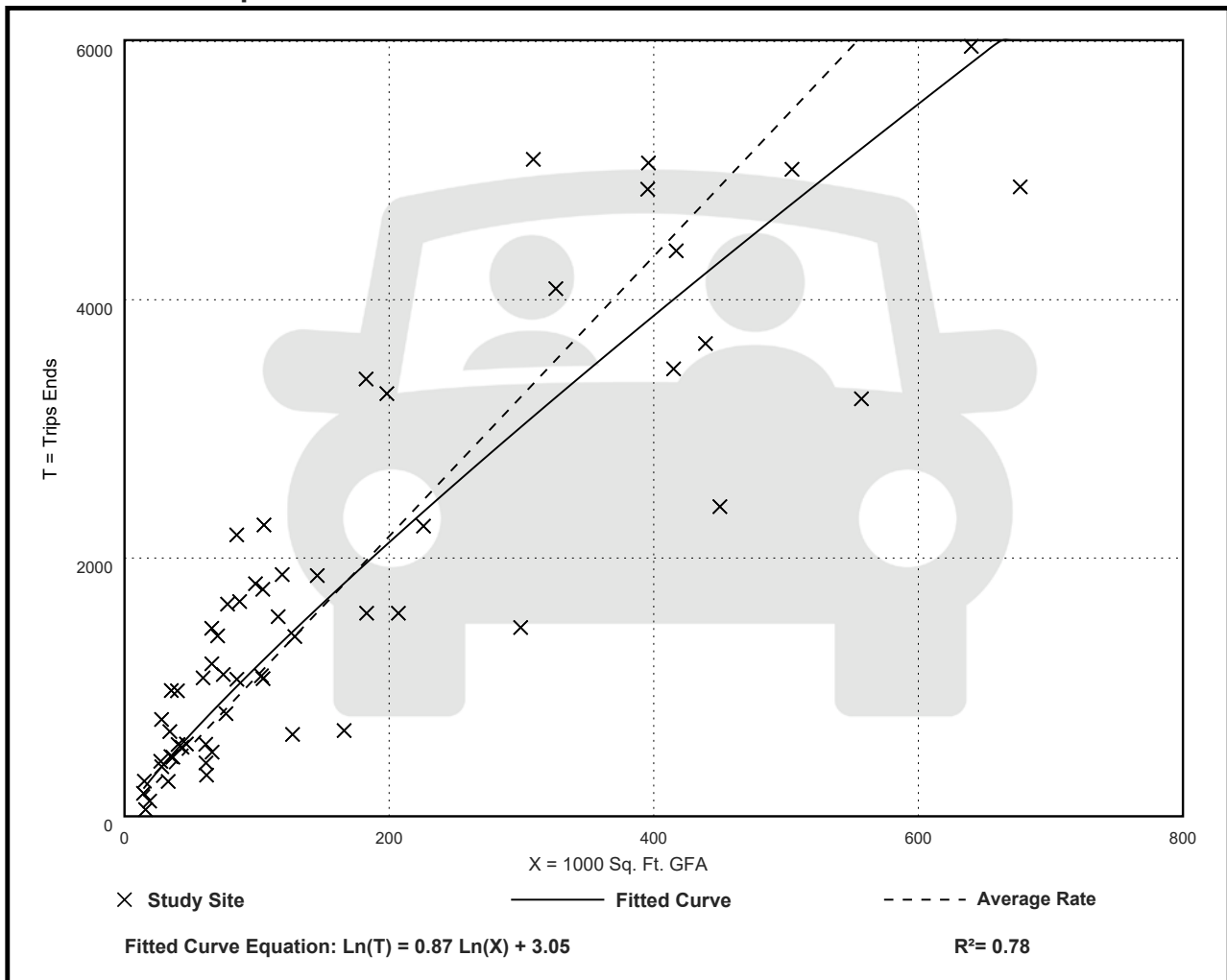
Avg. 1000 Sq. Ft. GFA: 163

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.84	3.27 - 27.56	4.76

Data Plot and Equation



General Office Building (710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 221

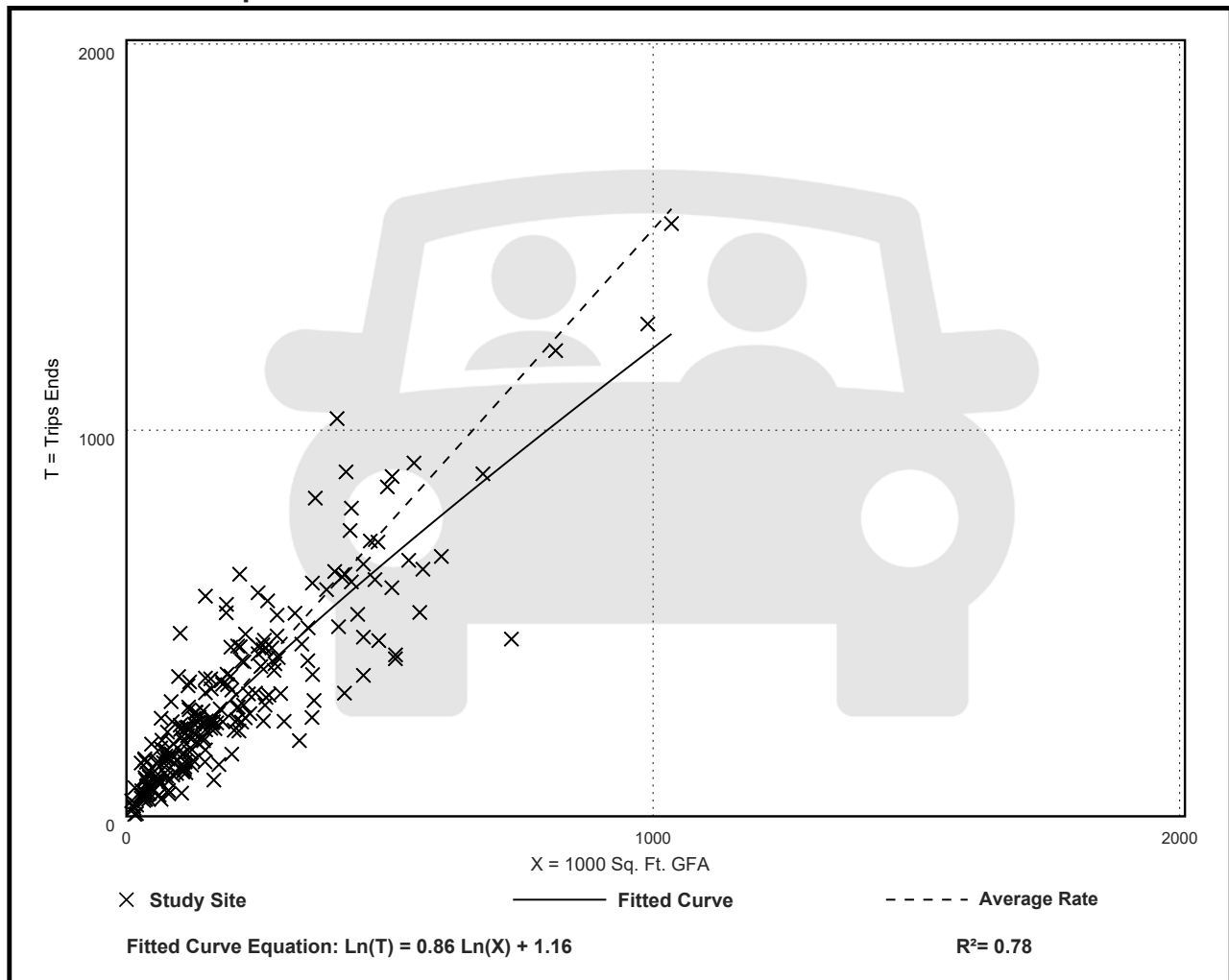
Avg. 1000 Sq. Ft. GFA: 201

Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.52	0.32 - 4.93	0.58

Data Plot and Equation



General Office Building (710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 232

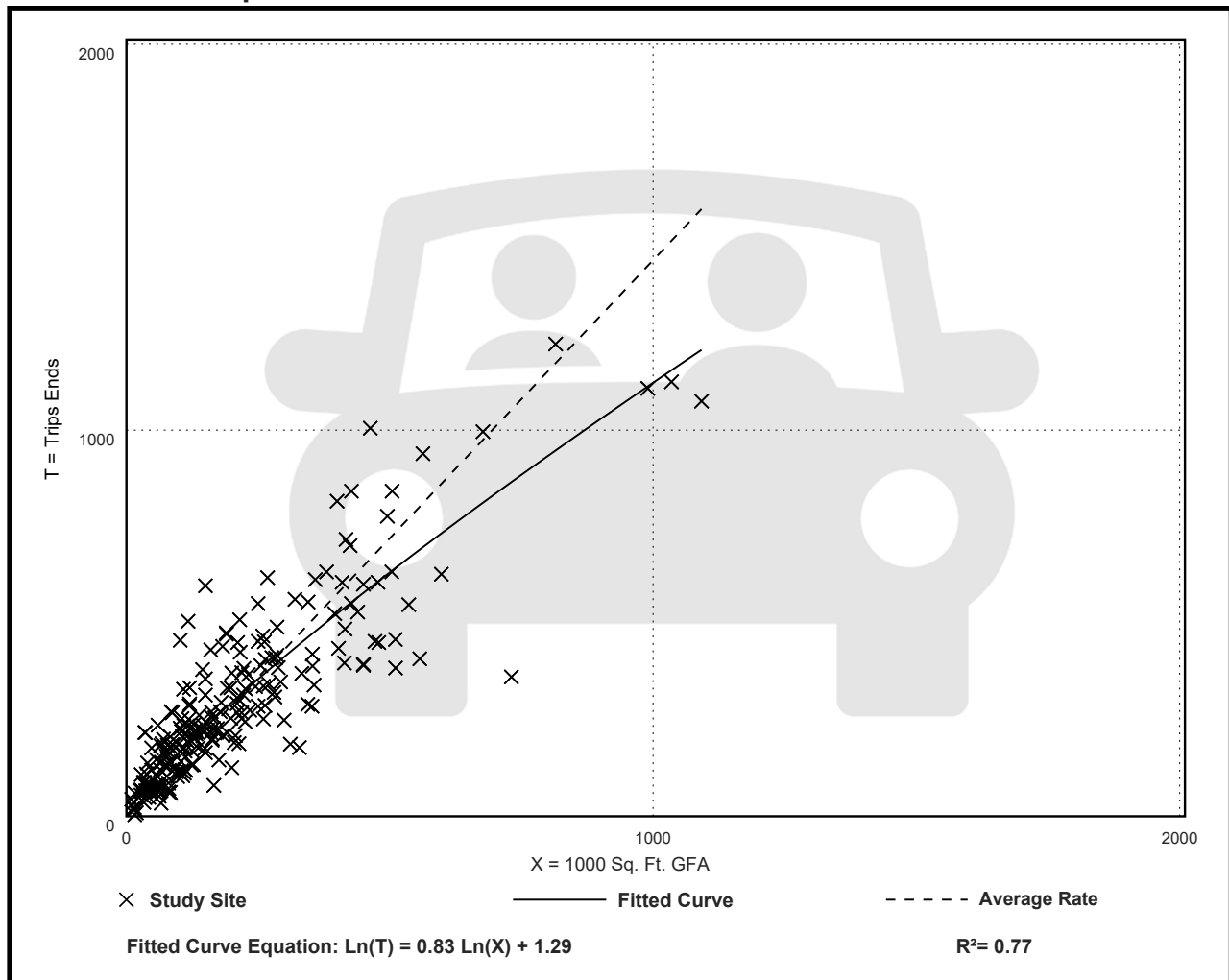
Avg. 1000 Sq. Ft. GFA: 199

Directional Distribution: 17% entering, 83% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.44	0.26 - 6.20	0.60

Data Plot and Equation



Trip Generation Surveys

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

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

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

Time	East Access Drive								West Access Drive							
	Inbound				Outbound				Inbound				Outbound			
	PV	SU	MU	Total	PV	SU	MU	Total	PV	SU	MU	Total	PV	SU	MU	Total
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
9:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	1
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	2	3	0	0	0	0	0	0	0	0	0	1	1	2
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
10:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1
10:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	1	0	0	1	1	0	0	0	0	0	1	1	2
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1
Tuesday, May 22, 2018																
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

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

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

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

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

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

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

2050 CMAP Projections Letter



Chicago Metropolitan
Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

November 29, 2021

Andrew Bowen
Traffic Engineer
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: Villa Avenue - Odeum
IDOT

Dear Mr. Bowen:

In response to a request made on your behalf and dated November 29, 2021, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
North Ave east of Villa Ave	45,900	50,200
Villa Ave north of Armitage Ave	9,400	10,300
Villa Ave fr North Ave to Armitage Ave	9,700	10,600
Villa Ave south of North Ave	6,200	6,800

Traffic projections are developed using existing ADT data provided in the request letter and the results from the June 2021 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.

Sincerely,

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Rios (IDOT)
2021_CY_TrafficForecast\VillaPark\du-52-21\du-52-21.docx

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	>10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	>20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	>35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	>55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	>80.0
Unsignalized Intersections		
Level of Service	Average Total Delay (SEC/VEH)	
A	0 - 10	
B	> 10 - 15	
C	> 15 - 25	
D	> 25 - 35	
E	> 35 - 50	
F	> 50	
Source: <i>Highway Capacity Manual</i> , 2010.		

Capacity Analysis Summary Sheets
2021 Base Weekday Morning Peak Hour Conditions

Lanes, Volumes, Timings
1: Villa Avenue & North Avenue

12/06/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	1608	45	130	1372	164	46	129	201	188	162	67
Future Volume (vph)	56	1608	45	130	1372	164	46	129	201	188	162	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	10	10	10
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		0	155		0	130		210	275		270
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	205			150			80			135		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.996			0.984				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	4659	0	1719	4625	0	1745	1841	1394	1560	1848	1334
Flt Permitted	0.093			0.064			0.645			0.377		
Satd. Flow (perm)	170	4659	0	116	4625	0	1185	1841	1394	619	1848	1334
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			22				84			74
Link Speed (mph)		40			35			25			40	
Link Distance (ft)		4968			6801			1292			2724	
Travel Time (s)		84.7			132.5			35.2			46.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	11%	7%	5%	11%	5%	0%	5%	12%	8%	1%	13%
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)	62	1816	0	143	1688	0	51	142	221	207	178	74
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases	2			6			8		8	4		4
Detector Phase	5	2		1	6		3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	5.0	3.0	3.0	5.0	3.0
Minimum Split (s)	6.5	21.5		6.5	21.5		6.5	11.5	6.5	6.5	11.5	6.5
Total Split (s)	13.0	85.0		16.0	88.0		13.0	19.0	16.0	30.0	36.0	13.0
Total Split (%)	8.7%	56.7%		10.7%	58.7%		8.7%	12.7%	10.7%	20.0%	24.0%	8.7%
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5	3.5	3.5	4.5	3.5
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0	0.0	0.0	2.0	0.0
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	6.5		3.5	6.5		3.5	6.5	3.5	3.5	6.5	3.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Act Effect Green (s)	91.8	81.4		98.5	85.0		26.4	15.3	32.8	44.1	31.3	45.2
Actuated g/C Ratio	0.61	0.54		0.66	0.57		0.18	0.10	0.22	0.29	0.21	0.30

AMEX Existing Morning Peak Hour 12:39 pm 12/06/2021 Truck Logistics Facility
ANB

Synchro 11 Report
Page 1

Lanes, Volumes, Timings
1: Villa Avenue & North Avenue

12/06/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.34	0.72		0.74	0.64		0.21	0.76	0.60	0.64	0.46	0.16
Control Delay	15.0	28.2		47.6	23.6		41.4	89.9	39.6	52.7	57.2	8.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.0	28.2		47.6	23.6		41.4	89.9	39.6	52.7	57.2	8.6
LOS	B	C		D	C		D	F	D	D	E	A
Approach Delay		27.8			25.5			57.1			47.4	
Approach LOS		C			C			E			D	
Queue Length 50th (ft)	21	494		68	402		36	137	119	163	155	0
Queue Length 95th (ft)	39	554		#156	465		71	#279	219	245	237	39
Internal Link Dist (ft)		4888			6721			1212			2644	
Turn Bay Length (ft)	250			155			130		210	275		270
Base Capacity (vph)	205	2530		209	2629		254	187	383	348	385	471
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	0.30	0.72		0.68	0.64		0.20	0.76	0.58	0.59	0.46	0.16

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 22.5 (15%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 31.5

Intersection LOS: C

Intersection Capacity Utilization 73.6%

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.

Splits and Phases: 1: Villa Avenue & North Avenue



Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	0	11	3	1	1	7	305	3	3	358	8
Future Vol, veh/h	10	0	11	3	1	1	7	305	3	3	358	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	20	0	0	33	0	0	29	5	67	33	3	0
Mvmt Flow	12	0	13	3	1	1	8	355	3	3	416	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	621	801	213	587	804	179	425	0	0	358	0	0
Stage 1	427	427	-	373	373	-	-	-	-	-	-	-
Stage 2	194	374	-	214	431	-	-	-	-	-	-	-
Critical Hdwy	7.9	6.5	6.9	8.16	6.5	6.9	4.68	-	-	4.76	-	-
Critical Hdwy Stg 1	6.9	5.5	-	7.16	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.9	5.5	-	7.16	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.7	4	3.3	3.83	4	3.3	2.49	-	-	2.53	-	-
Pot Cap-1 Maneuver	337	320	798	334	319	839	960	-	-	1003	-	-
Stage 1	530	589	-	542	622	-	-	-	-	-	-	-
Stage 2	740	621	-	687	586	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	332	316	798	325	315	839	960	-	-	1003	-	-
Mov Cap-2 Maneuver	332	316	-	325	315	-	-	-	-	-	-	-
Stage 1	525	587	-	537	616	-	-	-	-	-	-	-
Stage 2	730	615	-	673	584	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.9		14.9		0.2		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	960	-	-	478	368	1003	-
HCM Lane V/C Ratio	0.008	-	-	0.051	0.016	0.003	-
HCM Control Delay (s)	8.8	0	-	12.9	14.9	8.6	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔			↔			↔	
Traffic Vol, veh/h	4	0	8	3	0	0	24	311	4	0	347	25
Future Vol, veh/h	4	0	8	3	0	0	24	311	4	0	347	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	75	0	25	67	0	0	8	5	0	0	3	4
Mvmt Flow	5	0	10	4	0	0	29	370	5	0	413	30

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	671	861	222	638	874	188	443	0	0	375	0	0
Stage 1	428	428	-	431	431	-	-	-	-	-	-	-
Stage 2	243	433	-	207	443	-	-	-	-	-	-	-
Critical Hdwy	9	6.5	7.4	8.84	6.5	6.9	4.26	-	-	4.1	-	-
Critical Hdwy Stg 1	8	5.5	-	7.84	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	8	5.5	-	7.84	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	4.25	4	3.55	4.17	4	3.3	2.28	-	-	2.2	-	-
Pot Cap-1 Maneuver	229	295	715	255	290	828	1072	-	-	1195	-	-
Stage 1	417	588	-	429	586	-	-	-	-	-	-	-
Stage 2	568	585	-	619	579	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	223	285	715	245	280	828	1072	-	-	1195	-	-
Mov Cap-2 Maneuver	223	285	-	245	280	-	-	-	-	-	-	-
Stage 1	403	588	-	414	566	-	-	-	-	-	-	-
Stage 2	549	565	-	611	579	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.1		19.9		0.7		0	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1072	-	-	412 245	-	1195	-
HCM Lane V/C Ratio	0.027	-	-	0.035 0.015	-	-	-
HCM Control Delay (s)	8.4	0.1	-	14.1 19.9	0	0	-
HCM Lane LOS	A	A	-	B C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1 0	0	0	-

Capacity Analysis Summary Sheets
2021 Base Weekday Evening Peak Hour Conditions

Lanes, Volumes, Timings
1: Villa Avenue & North Avenue

12/06/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	1498	107	204	1513	167	77	130	167	231	273	119
Future Volume (vph)	73	1498	107	204	1513	167	77	130	167	231	273	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	10	10	10
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		0	155		0	130		210	275		270
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	205			150			80			135		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.990			0.985				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	4947	0	1805	4922	0	1728	1895	1531	1652	1848	1463
Flt Permitted	0.084			0.079			0.443			0.408		
Satd. Flow (perm)	158	4947	0	150	4922	0	806	1895	1531	709	1848	1463
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			17				102			76
Link Speed (mph)		40			35			25				40
Link Distance (ft)		4968			6801			1292			2724	
Travel Time (s)		84.7			132.5			35.2			46.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	4%	1%	0%	4%	2%	1%	2%	2%	2%	1%	3%
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)	76	1671	0	213	1750	0	80	135	174	241	284	124
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases	2			6			8		8	4		4
Detector Phase	5	2		1	6		3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	5.0	3.0	3.0	5.0	3.0
Minimum Split (s)	6.5	21.5		6.5	21.5		6.5	11.5	6.5	6.5	11.5	6.5
Total Split (s)	20.0	85.0		12.0	77.0		14.0	25.0	12.0	28.0	39.0	20.0
Total Split (%)	13.3%	56.7%		8.0%	51.3%		9.3%	16.7%	8.0%	18.7%	26.0%	13.3%
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5	3.5	3.5	4.5	3.5
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0	0.0	0.0	2.0	0.0
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	6.5		3.5	6.5		3.5	6.5	3.5	3.5	6.5	3.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Act Effect Green (s)	89.8	78.5		96.0	83.4		29.1	16.5	36.2	44.8	28.7	43.5
Actuated g/C Ratio	0.60	0.52		0.64	0.56		0.19	0.11	0.24	0.30	0.19	0.29

PMEX Existing Evening Peak Hour 1:30 pm 12/06/2021 Truck Logistics Facility
ANB

Synchro 11 Report
Page 1

Lanes, Volumes, Timings

1: Villa Avenue & North Avenue

12/06/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.41	0.64		0.88	0.64		0.37	0.65	0.39	0.69	0.80	0.26
Control Delay	17.4	27.0		63.6	24.9		43.3	78.5	23.3	53.4	75.0	16.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.4	27.0		63.6	24.9		43.3	78.5	23.3	53.4	75.0	16.9
LOS	B	C		E	C		D	E	C	D	E	B
Approach Delay		26.5			29.1			46.6			55.9	
Approach LOS		C			C			D			E	
Queue Length 50th (ft)	27	417		~126	428		56	127	57	189	265	34
Queue Length 95th (ft)	50	468		#343	524		98	202	133	270	368	84
Internal Link Dist (ft)		4888			6721			1212			2644	
Turn Bay Length (ft)	250			155			130		210	275		270
Base Capacity (vph)	279	2594		241	2745		225	233	447	365	400	554
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	0.27	0.64		0.88	0.64		0.36	0.58	0.39	0.66	0.71	0.22

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 22.5 (15%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 33.3

Intersection LOS: C

Intersection Capacity Utilization 79.4%

ICU Level of Service D

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Villa Avenue & North Avenue



Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	6	5	0	7	9	357	2	4	562	11
Future Vol, veh/h	5	0	6	5	0	7	9	357	2	4	562	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	20	0	17	40	0	14	0	1	0	0	1	9
Mvmt Flow	5	0	7	5	0	8	10	392	2	4	618	12

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	848	1046	315	730	1051	197	630	0	0	394	0	0
Stage 1	632	632	-	413	413	-	-	-	-	-	-	-
Stage 2	216	414	-	317	638	-	-	-	-	-	-	-
Critical Hdwy	7.9	6.5	7.24	8.3	6.5	7.18	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.9	5.5	-	7.3	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.9	5.5	-	7.3	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.7	4	3.47	3.9	4	3.44	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	227	230	638	248	229	775	962	-	-	1176	-	-
Stage 1	394	477	-	496	597	-	-	-	-	-	-	-
Stage 2	717	597	-	573	474	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	222	226	638	242	225	775	962	-	-	1176	-	-
Mov Cap-2 Maneuver	222	226	-	242	225	-	-	-	-	-	-	-
Stage 1	389	475	-	490	589	-	-	-	-	-	-	-
Stage 2	701	589	-	564	472	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15.8		14.2		0.3		0.1	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	962	-	-	345	404	1176	-
HCM Lane V/C Ratio	0.01	-	-	0.035	0.033	0.004	-
HCM Control Delay (s)	8.8	0.1	-	15.8	14.2	8.1	0
HCM Lane LOS	A	A	-	C	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕			↕	
Traffic Vol, veh/h	26	0	40	3	1	3	27	339	10	8	537	28
Future Vol, veh/h	26	0	40	3	1	3	27	339	10	8	537	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	4	0	0	33	0	0	4	1	10	0	2	7
Mvmt Flow	29	0	45	3	1	3	30	381	11	9	603	31
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	888	1089	317	767	1099	196	634	0	0	392	0	0
Stage 1	637	637	-	447	447	-	-	-	-	-	-	-
Stage 2	251	452	-	320	652	-	-	-	-	-	-	-
Critical Hdwy	7.58	6.5	6.9	8.16	6.5	6.9	4.18	-	-	4.1	-	-
Critical Hdwy Stg 1	6.58	5.5	-	7.16	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.58	5.5	-	7.16	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.54	4	3.3	3.83	4	3.3	2.24	-	-	2.2	-	-
Pot Cap-1 Maneuver	235	217	685	242	214	819	932	-	-	1178	-	-
Stage 1	427	475	-	485	577	-	-	-	-	-	-	-
Stage 2	725	574	-	587	467	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	224	205	685	217	203	819	932	-	-	1178	-	-
Mov Cap-2 Maneuver	224	205	-	217	203	-	-	-	-	-	-	-
Stage 1	409	469	-	465	553	-	-	-	-	-	-	-
Stage 2	691	550	-	542	461	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	16.8		16.7		0.8		0.1					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	932	-	-	378	217	466	1178	-	-			
HCM Lane V/C Ratio	0.033	-	-	0.196	0.016	0.01	0.008	-	-			
HCM Control Delay (s)	9	0.2	-	16.8	21.9	12.8	8.1	0	-			
HCM Lane LOS	A	A	-	C	C	B	A	A	-			
HCM 95th %tile O(veh)	0.1	-	-	0.7	0	0	0	-	-			

Capacity Analysis Summary Sheets
2027 No Build Weekday Morning Peak Hour Conditions

Lanes, Volumes, Timings
1: Villa Avenue & North Avenue

12/06/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	1637	46	132	1397	167	47	131	205	191	165	68
Future Volume (vph)	57	1637	46	132	1397	167	47	131	205	191	165	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	10	10	10
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		0	155		0	130		210	275		270
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	205			150			80			135		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.996			0.984				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	4659	0	1719	4625	0	1745	1841	1394	1560	1848	1334
Flt Permitted	0.088			0.060			0.643			0.368		
Satd. Flow (perm)	161	4659	0	109	4625	0	1181	1841	1394	604	1848	1334
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			22				81			75
Link Speed (mph)		40			35			25			40	
Link Distance (ft)		4968			6801			1292			2724	
Travel Time (s)		84.7			132.5			35.2			46.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	11%	7%	5%	11%	5%	0%	5%	12%	8%	1%	13%
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)	63	1850	0	145	1719	0	52	144	225	210	181	75
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases	2			6			8		8	4		4
Detector Phase	5	2		1	6		3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	5.0	3.0	3.0	5.0	3.0
Minimum Split (s)	6.5	21.5		6.5	21.5		6.5	11.5	6.5	6.5	11.5	6.5
Total Split (s)	13.0	85.0		16.0	88.0		13.0	19.0	16.0	30.0	36.0	13.0
Total Split (%)	8.7%	56.7%		10.7%	58.7%		8.7%	12.7%	10.7%	20.0%	24.0%	8.7%
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5	3.5	3.5	4.5	3.5
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0	0.0	0.0	2.0	0.0
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	6.5		3.5	6.5		3.5	6.5	3.5	3.5	6.5	3.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Act Effect Green (s)	91.6	81.1		98.5	84.9		26.4	15.2	32.9	44.2	31.4	45.3
Actuated g/C Ratio	0.61	0.54		0.66	0.57		0.18	0.10	0.22	0.29	0.21	0.30

AMNB No Build Morning Peak Hour 2:35 pm 12/06/2021 Truck Logistics Facility
ANB

Synchro 11 Report
Page 1

Lanes, Volumes, Timings
1: Villa Avenue & North Avenue

12/06/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.36	0.73		0.76	0.65		0.22	0.77	0.61	0.65	0.47	0.16
Control Delay	15.6	28.9		51.7	24.0		41.5	91.5	41.2	53.2	57.3	8.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.6	28.9		51.7	24.0		41.5	91.5	41.2	53.2	57.3	8.5
LOS	B	C		D	C		D	F	D	D	E	A
Approach Delay		28.4			26.2			58.4			47.6	
Approach LOS		C			C			E			D	
Queue Length 50th (ft)	21	510		74	414		37	139	126	166	158	0
Queue Length 95th (ft)	39	570		#170	480		72	#285	227	248	241	40
Internal Link Dist (ft)		4888			6721			1212			2644	
Turn Bay Length (ft)	250			155			130		210	275		270
Base Capacity (vph)	200	2521		206	2625		253	186	380	347	386	472
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	0.32	0.73		0.70	0.65		0.21	0.77	0.59	0.61	0.47	0.16

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 22.5 (15%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 32.2

Intersection LOS: C

Intersection Capacity Utilization 74.6%

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.

Splits and Phases: 1: Villa Avenue & North Avenue

 Ø1	 Ø2 (R)	 Ø3	 Ø4
16 s	85 s	13 s	36 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
13 s	88 s	30 s	19 s

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	0	11	3	1	1	7	311	3	3	364	8
Future Vol, veh/h	10	0	11	3	1	1	7	311	3	3	364	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	20	0	0	33	0	0	29	5	67	33	3	0
Mvmt Flow	12	0	13	3	1	1	8	362	3	3	423	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	632	815	216	598	818	183	432	0	0	365	0	0
Stage 1	434	434	-	380	380	-	-	-	-	-	-	-
Stage 2	198	381	-	218	438	-	-	-	-	-	-	-
Critical Hdwy	7.9	6.5	6.9	8.16	6.5	6.9	4.68	-	-	4.76	-	-
Critical Hdwy Stg 1	6.9	5.5	-	7.16	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.9	5.5	-	7.16	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.7	4	3.3	3.83	4	3.3	2.49	-	-	2.53	-	-
Pot Cap-1 Maneuver	331	314	795	328	313	834	954	-	-	996	-	-
Stage 1	525	585	-	537	617	-	-	-	-	-	-	-
Stage 2	736	617	-	683	582	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	326	309	795	319	308	834	954	-	-	996	-	-
Mov Cap-2 Maneuver	326	309	-	319	308	-	-	-	-	-	-	-
Stage 1	519	583	-	531	610	-	-	-	-	-	-	-
Stage 2	726	610	-	669	580	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13	15.1	0.2	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	954	-	-	472	361	996	-
HCM Lane V/C Ratio	0.009	-	-	0.052	0.016	0.004	-
HCM Control Delay (s)	8.8	0	-	13	15.1	8.6	0
HCM Lane LOS	A	A	-	B	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕			↕	
Traffic Vol, veh/h	4	0	8	3	0	0	24	317	4	0	353	25
Future Vol, veh/h	4	0	8	3	0	0	24	317	4	0	353	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	75	0	25	67	0	0	8	5	0	0	3	4
Mvmt Flow	5	0	10	4	0	0	29	377	5	0	420	30
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	682	875	225	648	888	191	450	0	0	382	0	0
Stage 1	435	435	-	438	438	-	-	-	-	-	-	-
Stage 2	247	440	-	210	450	-	-	-	-	-	-	-
Critical Hdwy	9	6.5	7.4	8.84	6.5	6.9	4.26	-	-	4.1	-	-
Critical Hdwy Stg 1	8	5.5	-	7.84	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	8	5.5	-	7.84	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	4.25	4	3.55	4.17	4	3.3	2.28	-	-	2.2	-	-
Pot Cap-1 Maneuver	224	290	712	250	285	825	1065	-	-	1188	-	-
Stage 1	412	584	-	424	582	-	-	-	-	-	-	-
Stage 2	564	581	-	616	575	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	218	280	712	240	275	825	1065	-	-	1188	-	-
Mov Cap-2 Maneuver	218	280	-	240	275	-	-	-	-	-	-	-
Stage 1	398	584	-	409	562	-	-	-	-	-	-	-
Stage 2	544	561	-	608	575	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	14.2		20.2		0.7		0					
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	1065	-	-	406 240	-	1188	-	-				
HCM Lane V/C Ratio	0.027	-	-	0.035 0.015	-	-	-	-				
HCM Control Delay (s)	8.5	0.1	-	14.2 20.2	0	0	-	-				
HCM Lane LOS	A	A	-	B C	A	A	-	-				
HCM 95th %tile O(veh)	0.1	-	-	0.1 0	-	0	-	-				

Capacity Analysis Summary Sheets
2027 No Build Weekday Evening Peak Hour Conditions

Lanes, Volumes, Timings
1: Villa Avenue & North Avenue

12/06/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	1525	109	208	1540	170	78	132	170	235	278	121
Future Volume (vph)	74	1525	109	208	1540	170	78	132	170	235	278	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	10	10	10
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		0	155		0	130		210	275		270
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	205			150			80			135		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.990			0.985				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	4947	0	1805	4922	0	1728	1895	1531	1652	1848	1463
Flt Permitted	0.079			0.075			0.428			0.402		
Satd. Flow (perm)	149	4947	0	142	4922	0	778	1895	1531	699	1848	1463
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			17				102			74
Link Speed (mph)		40			35			25			40	
Link Distance (ft)		4968			6801			1292			2724	
Travel Time (s)		84.7			132.5			35.2			46.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	4%	1%	0%	4%	2%	1%	2%	2%	2%	1%	3%
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)	77	1703	0	217	1781	0	81	138	177	245	290	126
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases	2			6			8		8	4		4
Detector Phase	5	2		1	6		3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	5.0	3.0	3.0	5.0	3.0
Minimum Split (s)	6.5	21.5		6.5	21.5		6.5	11.5	6.5	6.5	11.5	6.5
Total Split (s)	20.0	85.0		12.0	77.0		14.0	25.0	12.0	28.0	39.0	20.0
Total Split (%)	13.3%	56.7%		8.0%	51.3%		9.3%	16.7%	8.0%	18.7%	26.0%	13.3%
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5	3.5	3.5	4.5	3.5
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0	0.0	0.0	2.0	0.0
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	6.5		3.5	6.5		3.5	6.5	3.5	3.5	6.5	3.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Act Effect Green (s)	89.8	78.5		95.5	83.1		29.2	16.6	36.1	45.1	29.0	43.8
Actuated g/C Ratio	0.60	0.52		0.64	0.55		0.19	0.11	0.24	0.30	0.19	0.29

PMNB No Build Evening Peak Hour 2:35 pm 12/06/2021 Truck Logistics Facility
ANB

Synchro 11 Report
Page 1

Lanes, Volumes, Timings
1: Villa Avenue & North Avenue

12/06/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.43	0.66		0.93	0.65		0.38	0.66	0.40	0.70	0.81	0.26
Control Delay	18.1	27.3		74.5	25.5		43.5	79.0	23.8	53.8	75.7	17.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.1	27.3		74.5	25.5		43.5	79.0	23.8	53.8	75.7	17.7
LOS	B	C		E	C		D	E	C	D	E	B
Approach Delay		26.9			30.8			47.1			56.5	
Approach LOS		C			C			D			E	
Queue Length 50th (ft)	27	429		~154	444		57	130	60	192	270	37
Queue Length 95th (ft)	50	481		#360	539		99	206	137	275	375	86
Internal Link Dist (ft)		4888			6721			1212			2644	
Turn Bay Length (ft)	250			155			130		210	275		270
Base Capacity (vph)	275	2594		233	2734		222	233	445	365	400	555
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	0.28	0.66		0.93	0.65		0.36	0.59	0.40	0.67	0.72	0.23

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 22.5 (15%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 34.2

Intersection LOS: C

Intersection Capacity Utilization 80.5%

ICU Level of Service D

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Villa Avenue & North Avenue



Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	6	5	0	7	9	363	2	4	572	11
Future Vol, veh/h	5	0	6	5	0	7	9	363	2	4	572	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	20	0	17	40	0	14	0	1	0	0	1	9
Mvmt Flow	5	0	7	5	0	8	10	399	2	4	629	12

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	863	1064	321	743	1069	201	641	0	0	401	0	0
Stage 1	643	643	-	420	420	-	-	-	-	-	-	-
Stage 2	220	421	-	323	649	-	-	-	-	-	-	-
Critical Hdwy	7.9	6.5	7.24	8.3	6.5	7.18	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.9	5.5	-	7.3	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.9	5.5	-	7.3	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.7	4	3.47	3.9	4	3.44	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	221	225	633	242	223	770	953	-	-	1169	-	-
Stage 1	388	472	-	490	593	-	-	-	-	-	-	-
Stage 2	713	592	-	568	469	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	216	221	633	236	219	770	953	-	-	1169	-	-
Mov Cap-2 Maneuver	216	221	-	236	219	-	-	-	-	-	-	-
Stage 1	383	470	-	483	585	-	-	-	-	-	-	-
Stage 2	696	584	-	559	467	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	16.1		14.4		0.3		0.1	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	953	-	-	337	396	1169	-
HCM Lane V/C Ratio	0.01	-	-	0.036	0.033	0.004	-
HCM Control Delay (s)	8.8	0.1	-	16.1	14.4	8.1	0
HCM Lane LOS	A	A	-	C	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	0	40	3	1	3	27	345	10	8	547	28
Future Vol, veh/h	26	0	40	3	1	3	27	345	10	8	547	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	4	0	0	33	0	0	4	1	0	0	2	7
Mvmt Flow	29	0	45	3	1	3	30	388	11	9	615	31
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	904	1108	323	780	1118	200	646	0	0	399	0	0
Stage 1	649	649	-	454	454	-	-	-	-	-	-	-
Stage 2	255	459	-	326	664	-	-	-	-	-	-	-
Critical Hdwy	7.58	6.5	6.9	8.16	6.5	6.9	4.18	-	-	4.1	-	-
Critical Hdwy Stg 1	6.58	5.5	-	7.16	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.58	5.5	-	7.16	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.54	4	3.3	3.83	4	3.3	2.24	-	-	2.2	-	-
Pot Cap-1 Maneuver	229	212	679	236	209	814	922	-	-	1171	-	-
Stage 1	420	469	-	480	573	-	-	-	-	-	-	-
Stage 2	721	570	-	582	461	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	218	201	679	211	198	814	922	-	-	1171	-	-
Mov Cap-2 Maneuver	218	201	-	211	198	-	-	-	-	-	-	-
Stage 1	402	463	-	460	549	-	-	-	-	-	-	-
Stage 2	686	546	-	537	455	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	17.2		16.9		0.8		0.1					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	922	-	-	370	211	458	1171	-	-			
HCM Lane V/C Ratio	0.033	-	-	0.2	0.016	0.01	0.008	-	-			
HCM Control Delay (s)	9	0.2	-	17.2	22.3	12.9	8.1	0	-			
HCM Lane LOS	A	A	-	C	C	B	A	A	-			
HCM 95th %tile O(veh)	0.1	-	-	0.7	0	0	0	-	-			

Capacity Analysis Summary Sheets
2027 Projected Weekday Morning Peak Hour Conditions

Lanes, Volumes, Timings
1: Villa Avenue & North Avenue

12/06/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	1637	46	132	1397	183	47	133	205	192	165	70
Future Volume (vph)	73	1637	46	132	1397	183	47	133	205	192	165	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	10	10	10
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		0	155		0	130		210	275		270
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	205			150			80			135		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.996			0.983				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	4659	0	1719	4622	0	1745	1841	1394	1560	1848	1334
Flt Permitted	0.084			0.060			0.643			0.362		
Satd. Flow (perm)	155	4659	0	109	4622	0	1181	1841	1394	594	1848	1334
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			24				81			77
Link Speed (mph)		40			35			25			40	
Link Distance (ft)		4968			6801			1292			2724	
Travel Time (s)		84.7			132.5			35.2			46.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	11%	7%	5%	11%	5%	0%	5%	12%	8%	1%	13%
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)	80	1850	0	145	1736	0	52	146	225	211	181	77
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases	2			6			8		8	4		4
Detector Phase	5	2		1	6		3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	5.0	3.0	3.0	5.0	3.0
Minimum Split (s)	6.5	21.5		6.5	21.5		6.5	11.5	6.5	6.5	11.5	6.5
Total Split (s)	13.0	85.0		16.0	88.0		13.0	19.0	16.0	30.0	36.0	13.0
Total Split (%)	8.7%	56.7%		10.7%	58.7%		8.7%	12.7%	10.7%	20.0%	24.0%	8.7%
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5	3.5	3.5	4.5	3.5
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0	0.0	0.0	2.0	0.0
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	6.5		3.5	6.5		3.5	6.5	3.5	3.5	6.5	3.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Act Effect Green (s)	91.8	80.9		98.2	84.2		26.5	15.3	33.0	44.4	31.5	45.9
Actuated g/C Ratio	0.61	0.54		0.65	0.56		0.18	0.10	0.22	0.30	0.21	0.31

AMPR Projected Morning Peak Hour 2:35 pm 12/06/2021 Truck Logistics Facility
ANB

Synchro 11 Report
Page 1

Lanes, Volumes, Timings
1: Villa Avenue & North Avenue

12/06/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.45	0.74		0.76	0.67		0.22	0.78	0.61	0.66	0.47	0.17
Control Delay	18.2	29.0		51.8	24.6		41.4	91.8	41.2	53.4	57.2	8.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.2	29.0		51.8	24.6		41.4	91.8	41.2	53.4	57.2	8.5
LOS	B	C		D	C		D	F	D	D	E	A
Approach Delay		28.6			26.7			58.7			47.5	
Approach LOS		C			C			E			D	
Queue Length 50th (ft)	27	510		74	424		37	141	127	167	158	0
Queue Length 95th (ft)	48	570		#171	490		72	#289	227	249	241	40
Internal Link Dist (ft)		4888			6721			1212			2644	
Turn Bay Length (ft)	250			155			130		210	275		270
Base Capacity (vph)	197	2515		206	2605		254	187	381	346	388	475
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	0.41	0.74		0.70	0.67		0.20	0.78	0.59	0.61	0.47	0.16

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 22.5 (15%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 32.4

Intersection LOS: C

Intersection Capacity Utilization 74.8%

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.

Splits and Phases: 1: Villa Avenue & North Avenue



Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↕			↕↕	
Traffic Vol, veh/h	10	0	11	5	0	0	7	312	8	6	364	8
Future Vol, veh/h	10	0	11	5	0	0	7	312	8	6	364	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	20	0	0	0	0	0	29	5	0	0	2	0
Mvmt Flow	12	0	13	6	0	0	8	363	9	7	423	9
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	640	830	216	610	830	186	432	0	0	372	0	0
Stage 1	442	442	-	384	384	-	-	-	-	-	-	-
Stage 2	198	388	-	226	446	-	-	-	-	-	-	-
Critical Hdwy	7.9	6.5	6.9	7.5	6.5	6.9	4.68	-	-	4.1	-	-
Critical Hdwy Stg 1	6.9	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.9	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.7	4	3.3	3.5	4	3.3	2.49	-	-	2.2	-	-
Pot Cap-1 Maneuver	326	308	795	383	308	831	954	-	-	1198	-	-
Stage 1	519	580	-	616	615	-	-	-	-	-	-	-
Stage 2	736	612	-	762	577	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	321	302	795	372	302	831	954	-	-	1198	-	-
Mov Cap-2 Maneuver	321	302	-	372	302	-	-	-	-	-	-	-
Stage 1	513	575	-	609	608	-	-	-	-	-	-	-
Stage 2	728	605	-	744	572	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	13.1		14.8		0.2		0.1					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	954	-	-	467	372	1198	-	-				
HCM Lane V/C Ratio	0.009	-	-	0.052	0.016	0.006	-	-				
HCM Control Delay (s)	8.8	0	-	13.1	14.8	8	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile O(veh)	0	-	-	0.2	0	0	-	-				

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕			↕	
Traffic Vol, veh/h	4	0	8	4	0	0	24	352	3	0	355	25
Future Vol, veh/h	4	0	8	4	0	0	24	352	3	0	355	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	75	0	25	100	0	0	8	5	100	0	2	4
Mvmt Flow	5	0	10	5	0	0	29	419	4	0	423	30

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	706	919	227	691	932	212	453	0	0	423	0	0
Stage 1	438	438	-	479	479	-	-	-	-	-	-	-
Stage 2	268	481	-	212	453	-	-	-	-	-	-	-
Critical Hdwy	9	6.5	7.4	9.5	6.5	6.9	4.26	-	-	4.1	-	-
Critical Hdwy Stg 1	8	5.5	-	8.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	8	5.5	-	8.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	4.25	4	3.55	4.5	4	3.3	2.28	-	-	2.2	-	-
Pot Cap-1 Maneuver	214	273	710	193	269	800	1063	-	-	1147	-	-
Stage 1	410	582	-	343	558	-	-	-	-	-	-	-
Stage 2	545	557	-	552	573	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	208	263	710	185	259	800	1063	-	-	1147	-	-
Mov Cap-2 Maneuver	208	263	-	185	259	-	-	-	-	-	-	-
Stage 1	395	582	-	331	538	-	-	-	-	-	-	-
Stage 2	525	537	-	545	573	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.5		25		0.6		0	
HCM LOS	B		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1063	-	-	393 185	-	1147	-
HCM Lane V/C Ratio	0.027	-	-	0.036 0.026	-	-	-
HCM Control Delay (s)	8.5	0.1	-	14.5 25	0	0	-
HCM Lane LOS	A	A	-	B D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1 0.1	-	0	-

HCM 6th TWSC
4: Villa Avenue & Proposed Middle Site Access Drive

12/06/2021

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	326	30	0	380
Future Vol, veh/h	0	1	326	30	0	380
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	5	0	0	2
Mvmt Flow	0	1	343	32	0	400
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	188	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	828	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	828	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	9.4	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT			
Capacity (veh/h)	-	-	828			
HCM Lane V/C Ratio	-	-	0.001			
HCM Control Delay (s)	-	-	9.4			
HCM Lane LOS	-	-	A			
HCM 95th %tile Q(veh)	-	-	0			

Capacity Analysis Summary Sheets
2027 Projected Weekday Evening Peak Hour Conditions

Lanes, Volumes, Timings
1: Villa Avenue & North Avenue

12/06/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	1525	109	208	1540	173	78	133	170	255	280	141
Future Volume (vph)	77	1525	109	208	1540	173	78	133	170	255	280	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	10	10	10
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		0	155		0	130		210	275		270
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	205			150			80			135		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.990			0.985				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	4947	0	1805	4917	0	1728	1895	1531	1636	1848	1436
Flt Permitted	0.075			0.075			0.462			0.398		
Satd. Flow (perm)	136	4947	0	142	4917	0	840	1895	1531	685	1848	1436
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			17				102			76
Link Speed (mph)		40			35			25			40	
Link Distance (ft)		4968			6801			1292			2724	
Travel Time (s)		84.7			132.5			35.2			46.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	4%	1%	0%	4%	3%	1%	2%	2%	3%	1%	5%
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)	80	1703	0	217	1784	0	81	139	177	266	292	147
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases	2			6			8		8	4		4
Detector Phase	5	2		1	6		3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	5.0	3.0	3.0	5.0	3.0
Minimum Split (s)	6.5	21.5		6.5	21.5		6.5	11.5	6.5	6.5	11.5	6.5
Total Split (s)	20.0	85.0		12.0	77.0		14.0	25.0	12.0	28.0	39.0	20.0
Total Split (%)	13.3%	56.7%		8.0%	51.3%		9.3%	16.7%	8.0%	18.7%	26.0%	13.3%
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5	3.5	3.5	4.5	3.5
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0	0.0	0.0	2.0	0.0
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	6.5		3.5	6.5		3.5	6.5	3.5	3.5	6.5	3.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Act Effect Green (s)	90.1	78.5		94.0	81.8		29.2	16.7	35.2	46.0	30.0	45.2
Actuated g/C Ratio	0.60	0.52		0.63	0.55		0.19	0.11	0.23	0.31	0.20	0.30

PMPR Projected Evening Peak Hour 2:35 pm 12/06/2021 Truck Logistics Facility
ANB

Synchro 11 Report
Page 1

Lanes, Volumes, Timings

1: Villa Avenue & North Avenue

12/06/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.46	0.66		0.98	0.66		0.37	0.66	0.41	0.75	0.79	0.30
Control Delay	19.6	27.3		87.4	26.5		42.6	79.2	24.1	56.6	72.9	19.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.6	27.3		87.4	26.5		42.6	79.2	24.1	56.6	72.9	19.7
LOS	B	C		F	C		D	E	C	E	E	B
Approach Delay		26.9			33.1			47.2			55.6	
Approach LOS		C			C			D			E	
Queue Length 50th (ft)	29	429		~172	456		56	131	61	209	269	50
Queue Length 95th (ft)	53	481		#362	547		99	207	137	300	379	106
Internal Link Dist (ft)		4888			6721			1212			2644	
Turn Bay Length (ft)	250			155			130		210	275		270
Base Capacity (vph)	260	2594		221	2688		231	233	437	365	400	556
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	0.31	0.66		0.98	0.66		0.35	0.60	0.41	0.73	0.73	0.26

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 22.5 (15%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.98

Intersection Signal Delay: 35.2

Intersection LOS: D

Intersection Capacity Utilization 81.7%

ICU Level of Service D

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Villa Avenue & North Avenue



Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	6	40	0	3	9	364	2	1	564	11
Future Vol, veh/h	5	0	6	40	0	3	9	364	2	1	564	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	20	0	17	0	0	0	0	1	0	0	1	9
Mvmt Flow	5	0	7	44	0	3	10	400	2	1	620	12

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	848	1050	316	733	1055	201	632	0	0	402	0	0
Stage 1	628	628	-	421	421	-	-	-	-	-	-	-
Stage 2	220	422	-	312	634	-	-	-	-	-	-	-
Critical Hdwy	7.9	6.5	7.24	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.9	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.9	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.7	4	3.47	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	227	229	637	312	227	813	960	-	-	1168	-	-
Stage 1	396	479	-	586	592	-	-	-	-	-	-	-
Stage 2	713	592	-	679	476	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	224	226	637	305	224	813	960	-	-	1168	-	-
Mov Cap-2 Maneuver	224	226	-	305	224	-	-	-	-	-	-	-
Stage 1	391	479	-	578	584	-	-	-	-	-	-	-
Stage 2	701	584	-	671	476	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15.7		18.2		0.3		0	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	960	-	-	347	319	1168	-
HCM Lane V/C Ratio	0.01	-	-	0.035	0.148	0.001	-
HCM Control Delay (s)	8.8	0.1	-	15.7	18.2	8.1	0
HCM Lane LOS	A	A	-	C	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.5	0	-

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕			↕	
Traffic Vol, veh/h	26	0	40	10	0	0	27	354	8	0	582	28
Future Vol, veh/h	26	0	40	10	0	0	27	354	8	0	582	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	4	0	0	100	0	0	4	1	100	0	1	7
Mvmt Flow	29	0	45	11	0	0	30	398	9	0	654	31

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	929	1137	343	790	1148	204	685	0	0	407	0	0
Stage 1	670	670	-	463	463	-	-	-	-	-	-	-
Stage 2	259	467	-	327	685	-	-	-	-	-	-	-
Critical Hdwy	7.58	6.5	6.9	9.5	6.5	6.9	4.18	-	-	4.1	-	-
Critical Hdwy Stg 1	6.58	5.5	-	8.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.58	5.5	-	8.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.54	4	3.3	4.5	4	3.3	2.24	-	-	2.2	-	-
Pot Cap-1 Maneuver	219	203	659	157	200	809	891	-	-	1163	-	-
Stage 1	408	459	-	353	568	-	-	-	-	-	-	-
Stage 2	718	565	-	450	451	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	212	194	659	141	191	809	891	-	-	1163	-	-
Mov Cap-2 Maneuver	212	194	-	141	191	-	-	-	-	-	-	-
Stage 1	390	459	-	337	543	-	-	-	-	-	-	-
Stage 2	686	540	-	419	451	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	17.6		32.7		0.8		0	
HCM LOS	C		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	891	-	-	360 141	-	1163	-
HCM Lane V/C Ratio	0.034	-	-	0.206 0.08	-	-	-
HCM Control Delay (s)	9.2	0.2	-	17.6 32.7	0	0	-
HCM Lane LOS	A	A	-	C D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8 0.3	-	0	-

HCM 6th TWSC
4: Villa Avenue & Proposed Middle Site Access Drive

12/06/2021

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	4	371	9	0	610
Future Vol, veh/h	0	4	371	9	0	610
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	1	0	0	1
Mvmt Flow	0	4	391	9	0	642
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	200	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	814	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	814	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	9.4	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT			
Capacity (veh/h)	-	-	814	-		
HCM Lane V/C Ratio	-	-	0.005	-		
HCM Control Delay (s)	-	-	9.4	-		
HCM Lane LOS	-	-	A	-		
HCM 95th %tile Q(veh)	-	-	0	-		