



MEETING AGENDA

PLAN COMMISSION
Wednesday, March 14, 2018
7:30 P.M.
MEMORIAL HALL – MEMORIAL BUILDING

1. CALL TO ORDER

2. MINUTES - Minutes of February 14, 2018

3. FINDINGS AND RECOMMENDATIONS

- a) Case A-05-2018 – 36 E. Hinsdale Avenue – Exterior Appearance Review for front and rear building façade improvements in the B-2 Central Business District
- b) Case A-45-2017 – Non-compliant, Off-Site Signage on median at Ogden Avenue and Salt Creek Lane – MedProperties (8 Salt Creek Campus LLC) – New Ground Sign (will also require variation review/approval by the ZBA)

4. SIGN PERMIT REVIEW

- a) Case A-11-2018 – 777 N. York Road (Gateway Square) – Impact Physical Fitness – 1 New Awning sign (at front entrance facing plaza courtyard) and Wall Sign (facing York Rd.) **OR** 1 New Awning Sign (at front entrance facing plaza courtyard) and 1 New Awning Sign (facing York Rd.)

5. PUBLIC HEARING - All those wishing to provide public testimony must be sworn in and after the applicant makes their presentation will be recognized by the Chair to speak.

- a) Case A-44-2017 – 540 W. Ogden Ave. - Kensington School - Map Amendment and concurrent tentative Plat of Subdivision to subdivide and rezone approximately 1.74 acres to an O-2 Limited Office District and subdivide approximately 2.26 acres into 8 R-4 Single Family District lots. *continued from February 14, 2018, PC meeting*

6. SCHEDULE OF PUBLIC HEARING - No discussion will take place except to determine a time and date of hearing. (note: the next PC meeting is on April 11, 2018)

- a) Case A-09-2018 – 45 S. Washington suite 302 (3rd floor), - Inner Jasmine Yoga and Fitness – Special Use Permit for a Yoga Studio in the B-2 General Business District
- b) Case A-12-2018 – 540 W. Ogden Ave. - Kensington School – Final Plat and concurrent Special Use Permit for a Child Daycare School and Exterior Appearance and Site Plan Review for a 1-story, 23-foot tall Child Daycare School in relation to Case A-44-2017 .

7. ADJOURNMENT

The Village of Hinsdale is subject to the requirements of the Americans with Disabilities Act of 1990. Individuals with disabilities who plan to attend this meeting and who require certain accommodations in order to allow them to observe and/or participate in this meeting, or who have questions regarding the accessibility of the meeting or the facilities, are requested to contact Darrell Langlois, ADA Coordinator at 630.789-7014 or **by TDD at 789-7022** promptly to allow the Village of Hinsdale to make reasonable accommodations for those persons. Web Site: www.villageofhinsdale.org

Approved

**MINUTES
VILLAGE OF HINSDALE
PLAN COMMISSION
February 14, 2018
MEMORIAL HALL
7:30 P.M.**

Chairman Cashman called the meeting to order at 7:30 p.m., Wednesday, February 14, 2018, in Memorial Hall, the Memorial Building, 19 East Chicago Avenue, Hinsdale, Illinois.

PRESENT: Steve Cashman, Gerald Jablonski, Anna Fiascone, Jim Krillenberger, Scott Peterson, Mark Willobee and Julie Crnovich

ABSENT: Debra Braselton and Troy Unell

ALSO PRESENT: Chan Yu Village Planner and Robb McGinnis Community Development Director
Applicant for cases: A-01-2018, A-45-2017, A-44-2017 and A-05-2018

Approval of Minutes

December 13, 2017: The PC, with no questions, **unanimously approved** the December 13, 2017, minutes as submitted, 5-0 (2 abstained, 2 absent).

January 10, 2018: The PC, with no questions, **unanimously approved** the January 10, 2018, minutes as submitted, 7-0 (2 absent).

Findings and Recommendations - Case A-38-2017 – 7 N. Grant St., 1st Floor – Responsible Driver – Text Amendment to allow Driving Schools in the O-2 Limited Office District as a Special Use (application includes concurrent Special Use Permit by Responsible Driver)

The PC, with no questions, **unanimously approved** the Findings and Recommendations, 7-0 (2 absent).

Findings and Recommendations - Case A-39-2017 – 1 Grant Square., 2nd Floor – Top Driver - Text Amendment to allow Driving Schools in the B-1 Community Business District as a Special Use, but only on the 2nd floor in the B-1 Community Business District (application includes concurrent Special Use Permit by Top Driver)

The PC, with no questions, **unanimously approved** the Findings and Recommendations, 7-0 (2 absent).

Sign Permit Review - Case A-01-2018 – 24 Chicago Ave., Unit B– FreezeFix – 1 New Wall Sign

The applicant presented the new wall sign to the PC, reviewing the materials and support system. The PC had no concerns.

The PC **unanimously approved** the sign application as submitted, 7-0 (2 absent).

Plan Commission Minutes
February 14, 2018

Sign Permit Review - Case A-45-2017 - 908 Elm St. – Non-compliant, Off-Site Signage on median at Ogden Avenue and Salt Creek Lane – MedProperties (8 Salt Creek Campus LLC) – New Ground Sign (will also require variation review/approval by the Zoning Board of Appeals)

The applicant presented the ground sign revision illustrations, as requested by the PC at last month's meeting. The ground sign exhibits included one illustration at 7 feet tall and another at 6 feet tall. Both signs featured 2 blank slots.

The PC, in general, supported the 6-foot height versus the 7-foot height. To that end, the PC **approved** the ground sign at 6 feet, as submitted (with 2 blank sign slots), 6-1 (2 absent).

(Please note, the PC approved the appearance of the signage. This request requires variation review/final decision by the ZBA and Board of Trustees too.)

The PC Chairman asked for a motion to move the Exterior Appearance review Agenda item (6) before Public Hearing item (5). The PC unanimously approved, 7-0 (2 absent).

Exterior Appearance Plan Review - Case A-05-2018 – 36 E. Hinsdale Avenue – Exterior Appearance Review for front and rear building façade improvements in the B-2 Central Business District

The PC heard testimony from the applicant's architect, Mr. Shaun Blomquist, on behalf of the building (36 E. Hinsdale Ave.) owner Ms. Jane Foster. He reviewed the front façade (facing Hinsdale Ave.) plan to replace: the existing window frames with a new aluminum, higher efficiency storefront system, current double door to single door, and creating a new entry alcove leading up to the 2nd floor for a future potential tenant. The applicant stated it will use new brick to match the existing brick and will use the salvaged existing granite base, or use matching new granite for the new entry alcove.

The applicant reviewed the rear façade plans to: remove the existing blue overhead door (including the track assembly) and infilling the opening with brick to match the existing brick, remove the existing blue door and replacing it with a new aluminum entry door with side-window, and replacing the existing blue awning sign with a blank black awning.

The rear façade plan also includes replacing the existing electrical service conduit and painting it to match the existing brick color. The rear façade existing 24"x24" louver will be replaced with a new 24"x40" louver, versus what is shown on the exhibit 24"x72". Mr. Blomquist explained to the PC that the initial design was for a worst case scenario. It will be painted to match the building. The applicant also stated that the new brick clad elevator tower, as shown on the exhibit, will not be taller than the original roof, so it will not be visible.

A Plan Commissioner asked if they will be replacing the 2nd floor windows. The applicant responded they will not replace the 2nd floor windows.

A Plan Commissioner asked if there are plans to add additional (exterior) lighting to the building. The applicant responded no.

Plan Commission Minutes

February 14, 2018

A Plan Commissioner asked if the base will be all granite. The applicant stated yes, they will remove approximately 5 feet of granite and salvage/reuse approximately 3 feet of it.

A Plan Commissioner asked what (future tenant) is being proposed for the 2nd floor. The applicant replied that he does not know, and that the application is for improvements for a general vacant space.

A Plan Commissioner asked if they have any plans for screening the dumpster in the rear alley. The applicant stated he was not entirely sure.

The PC had no issues with the proposed exterior appearance plan, and **unanimously recommended approval** for the application, as submitted, 7-0 (2 absent).

Public Hearing - Case A-44-2017 – 540 W. Ogden Ave, - Kensington School - Map Amendment and concurrent Plat of Subdivision to subdivide and rezone approximately 1.74 acres to an O-2 Limited Office District and subdivide approximately 2.26 acres into 8 R-4 Single Family District lots.

(Please see the attached transcript for Case A-44-2017 included as part of this record, Attachment 1)

The applicant (Mr. Marlas) presented to the PC, the plan to subdivide the 4 acre R-4 Single Family Residential District, for 8 code compliant R-4 lots, and one (1.74 acre) O-2 lot under the tentative plat of subdivision and concurrent map amendment application. The applicant reviewed the days/ hours of operation, client geo-demographics, number of staff/children, and pick-up/drop-off times, for the Kensington School daycare center on the potential O-2 lot.

A Plan Commissioner asked if there is a difference in traffic between the former requested site at 525-527 W. Ogden Avenue and the current site at 540 W. Ogden Avenue. The applicant reported difficulty in receiving responses from I-DOT, and moreover, never receiving a formal response. For 540 W. Ogden Avenue, the applicant reviewed it was indicated by I-DOT that it was not in favor of a left hand turn (south east) out of the subject property onto Ogden Avenue. Understanding crossing 4 lanes of traffic to turn left is difficult, the applicant stated that they are not seeking a request to turn left (north west) out of 540 W. Ogden Avenue. To that end, the applicant stated the proposed daycare ingress/egress from Ogden is: right in (east south), right out (north east) and left in (west south).

A Plan Commissioner raised a concern for the overflowing parking situation at Hinsdale Orthopedics at 550 W. Ogden Avenue (west of the subject property), and asked where the cars currently utilizing the parking lot at 540 W. Ogden Avenue will go. Mr. Marlas indicated that it is a general issue, and it is a problem for any potential development at the subject property.

A Plan Commissioner asked the applicant why the map amendment request is from an R-4 to an O-2, as compared to the IB District across the street. The applicant responded that child daycare is a special use in the O-2 District, versus the IB District, requiring a text amendment, since it is not a permitted or special use.

A Plan Commissioner asked about the Map Amendment application response of the “project will improve public utilities/water management for the site and alleviate stormwater management issues at Madison between Ogden and North Avenues. The applicant explained that it was the Village’s desire (should this project move forward), for stormwater utilities from Madison through the subject property, into an onsite

Plan Commission Minutes

February 14, 2018

storage vault under the parking lot or behind the planned playground that would slowly release across Ogden Avenue.

The applicant clarified that this Kensington School location is not a preschool, which may have long lines for drop-off and pick-up, due to a set start and end time. In contrast, by comparison to the daycare at another Kensington School location with the same size: parking lot (36 spaces), building, number of students and staff, Mr. Marlas stated that they've experienced a slow steady stream of pick-up and drop-off, due to varying parent work schedules.

The applicant's traffic consultant, KLOA senior staff member, Mr. Michael Werthmann reiterated the traffic difference between a preschool and daycare, and emphasized that the pick-up/drop-off period is spread out between a 2.5 to 3 hour period. Mr. Werthmann also stated that the majority of the families will live in Hinsdale and Clarendon Hills, so that they do not need to make the left or right turn onto Ogden Avenue, and will approach the school through Monroe Street. He explained Monroe Street has the traffic capacity for the school, but acknowledged that there will be additional traffic on Monroe Street. It was pointed out however, that Monroe Street carries only about 50-60% of the traffic Madison Street currently does.

A Commissioner asked when was the traffic study baseline count taken. Mr. Werthmann replied they did counts a year ago, but updated the data about 2 weeks ago in January 2018.

Chairman Cashman expressed strongly against not meeting the minimum parking requirements, and would like to see the parking lot reconfigured to comply with the Code, including a loading area space.

There were approximately 11 residential neighbors (near the subject property) who spoke and stated their concerns of the proposed application. The essence of the concerns revolved around additional traffic, additional parking on the neighborhood streets, and future use of the building (of note, additional parking issues specifically due to Hinsdale Orthopedics staff/client parking not utilizing the subject property [currently by a parking lease] was also stressed by the neighbors and Plan Commission). A letter was passed out to the PC on behalf of a neighbor who could not attend the public hearing (Attachment 2, dated February 12, 2018).

It was recommended by the PC, that staff and the applicant have a neighborhood meeting, including ManorCare (600 Ogden Ave.) and Hinsdale Orthopedics to discuss the issues raised by the neighbors before the next PC meeting.

The PC **unanimously approved** to continue the public hearing for Case A-44-2017 for the March 14, 2018, PC meeting, 7-0 (2 absent).

Adjournment

The meeting was adjourned at 9:08 p.m. after a unanimous vote.

Respectfully Submitted by Chan Yu, Village Planner

STATE OF ILLINOIS)
) SS:
COUNTY OF DU PAGE)

BEFORE THE VILLAGE OF HINSDALE
PLAN COMMISSION

In the Matter of:

Case A-44-2017 - 540 W. Ogden Avenue - Kensington School - Map Amendment and concurrent tentative Plat of Subdivision to subdivide and rezone approximately 1.74 acres to an 0-2 Limited Office District and subdivide approximately 2.26 acres into 8 R-4 Single Family District lots.

REPORT OF PROCEEDINGS had and testimony taken at the public hearing of the above-entitled matter before the Hinsdale Plan Commission at 19 East Chicago Avenue, Hinsdale, Illinois, on the 14th day of February, 2018, at the hour of 7:40 p.m.

BOARD MEMBERS PRESENT:

MR. STEPHEN CASHMAN, Chairman;
MS. JULIE CRNOVICH, Member;
MS. ANNA FIASCONE, Member;
MR. GERALD JABLONSKI, Member;
MR. JIM KRILLENBERGER, Member;
MR. SCOTT PETERSON, Member;
MR. MARK WILLOBEE, Member.

<p style="text-align: center;">2</p> <p>1 ALSO PRESENT:</p> <p>2 MR. CHAN YU, Village Planner;</p> <p>3 MR. ROBERT MC GINNIS, Director of</p> <p>4 Community Development/Building</p> <p>5 Commissioner;</p> <p>6 MR. CHARLES MARLAS, Owner, Kensington</p> <p>7 School;</p> <p>8 MR. MARK WERTHMANN, KLOA.</p> <p>9 * * *</p> <p>07:28:51PM 10 CHAIRMAN CASHMAN: This is for</p> <p>11 Case A-44-2017 540 West Ogden Avenue, Kensington</p> <p>12 School. It's for a Map Amendment and concurrent</p> <p>13 tentative Plat of Subdivision to subdivide and</p> <p>14 rezone approximately 1.74 acres to an 0-2</p> <p>15 Limited Office District and subdivide</p> <p>16 approximately 2.26 acres into 8 R-4 Single-</p> <p>17 Family District Lots.</p> <p>18 MR. MARLAS: Hi, everybody.</p> <p>19 CHAIRMAN CASHMAN: Please just</p> <p>20 introduce yourself for the record.</p> <p>21 And do we need to -- Also, anyone</p> <p>22 who wishes to speak on this issue or thinks they</p>	<p style="text-align: center;">4</p> <p>1 requirements. We are going to subdivide the lot</p> <p>2 into two parcels, one parcel being to maintain</p> <p>3 the R-4 zoning for a total number of 8 home</p> <p>4 sites on a cul-de-sac. Each lot will be</p> <p>5 conforming R-4. We don't have any</p> <p>6 contingencies, any zoning variances that are</p> <p>7 needed for that. And the remaining almost 2</p> <p>8 acres of property we are going to turn into an</p> <p>9 0-2 district with a special use for a daycare</p> <p>10 center for Kensington School.</p> <p>11 Traffic ingress and egress will</p> <p>12 work much, much better with the Monroe access as</p> <p>13 well as Ogden. We have had some lengthy</p> <p>14 discussions with IDOT regarding access on this</p> <p>15 site. And it was their recommendation to us</p> <p>16 that we abandon a left out on the Ogden Avenue</p> <p>17 site. So we are proposing today just a right</p> <p>18 in/right out, left in, on Ogden Avenue, which is</p> <p>19 basically identical to what is allowed on Monroe</p> <p>07:49:44PM 20 and then also full access at Monroe that can</p> <p>07:50:19PM 21 allow parents to get down into Hinsdale or</p> <p>22 Clarendon Hills that way.</p>
<p style="text-align: center;">3</p> <p>1 might, please be sworn in.</p> <p>2 (Audience members sworn en masse.)</p> <p>3 MR. MARLAS: Good evening. My name is</p> <p>4 Charles Marlas. I am the owner of Kensington</p> <p>5 School. As you all may recall, we stood before</p> <p>6 this committee about 6 or 8 months ago with the</p> <p>7 hopes of bringing Kensington School to Hinsdale</p> <p>8 on Ogden Avenue across the street from this new</p> <p>9 proposed location. That site didn't work for a</p> <p>07:48:41PM 10 various number of reasons, topography, traffic,</p> <p>11 quite a few.</p> <p>12 Then it came to our attention that</p> <p>13 this am link's property had finally come on the</p> <p>14 market and has been subject to redevelopment for</p> <p>15 a number of years; and we were fortunate enough</p> <p>16 to become a contract purchaser of that property,</p> <p>17 which we are still today.</p> <p>18 So our current plan now to bring</p> <p>19 Kensington School to Hinsdale is take this</p> <p>07:49:07PM 20 existing 4-acre site that's currently zoned R-4,</p> <p>21 which R-4 lots are a minimum of 10,000 square</p> <p>22 feet, and have a number of different other</p>	<p style="text-align: center;">5</p> <p>1 So that's kind of a little recap.</p> <p>2 If there are any questions or any discussions,</p> <p>3 which I'm sure there will be, I'm here to answer</p> <p>4 whatever questions you have.</p> <p>5 AUDIENCE MEMBER: Can you repeat that?</p> <p>6 I'm sorry. I didn't understand.</p> <p>7 AUDIENCE MEMBER: The traffic flow,</p> <p>8 could you repeat the traffic flow.</p> <p>9 MR. MARLAS: Sure. So the traffic flow</p> <p>07:50:49PM 10 will be two points, one on Ogden Avenue and one</p> <p>11 on Monroe. We will be looking for a right</p> <p>12 in/right out, left in, at Ogden and not seeking</p> <p>13 a left out at Ogden. And then Monroe will have</p> <p>14 full access.</p> <p>15 AUDIENCE MEMBER: So they can take a</p> <p>16 left down Monroe, come around off of Madison at</p> <p>17 that light, bringing all that traffic down my</p> <p>18 street. Am I interpreting that correctly?</p> <p>19 MR. YU: My apologies.</p> <p>07:51:09PM 20 MR. MARLAS: Or they can go into town</p> <p>21 where they live or they can go --</p> <p>22 CHAIRMAN CASHMAN: Let's wait and keep</p>

<p style="text-align: center;">6</p> <p>1 the public comments till later.</p> <p>2 AUDIENCE MEMBER: I just want to</p> <p>3 understand what he's saying.</p> <p>4 AUDIENCE MEMBER: I don't understand at</p> <p>5 all really where -- I wish you would maybe</p> <p>6 like draw out like how the traffic is going to</p> <p>7 go so we can totally understand what you are</p> <p>8 saying.</p> <p>9 CHAIRMAN CASHMAN: We will get to that.</p> <p>07:51:28PM 10 That's a good question.</p> <p>11 MR. YU: Also, if anyone wants to speak</p> <p>12 later, please approach.</p> <p>13 CHAIRMAN CASHMAN: You need to do it at</p> <p>14 the mike so that people can -- it's being</p> <p>15 recorded -- so they can hear it and see it.</p> <p>16 Just one question I have is, going</p> <p>17 through the packet, it does not seem that there</p> <p>18 is enough information here, a complete packet,</p> <p>19 to either do the Map Amendment or for sure the</p> <p>07:51:51PM 20 tentative Plat of Subdivision. There is a</p> <p>21 series of requirements.</p> <p>22 So my guess is that this is to get</p>	<p style="text-align: center;">8</p> <p>1 submitted yet, but it will be after this</p> <p>2 meeting.</p> <p>3 CHAIRMAN CASHMAN: If this gets</p> <p>4 continued to March, then in March we would see,</p> <p>5 in the submission before that meeting we would</p> <p>6 have the full traffic study?</p> <p>7 MR. MARLAS: Correct. Yes.</p> <p>8 Because that's crucial.</p> <p>9 CHAIRMAN CASHMAN: And I was figuring</p> <p>07:52:59PM 10 we would have neighbors here because I saw -- I</p> <p>11 don't know how many showed up at the board</p> <p>12 meeting, but I saw there was a petition where</p> <p>13 there was someone represented 56 residents and</p> <p>14 north on Monroe Street who were concerned about</p> <p>15 the cars that are going to park there and</p> <p>16 traffic.</p> <p>17 So I would like to hear questions</p> <p>18 by the Commissioners of the applicant. And then</p> <p>19 after we kind of go through, and I would love to</p> <p>07:53:22PM 20 hear from all of you, bear with us first, and</p> <p>21 then I would love to hear what you have to say.</p> <p>22 Jim?</p>
<p style="text-align: center;">7</p> <p>1 an idea of input from, obviously, the neighbors,</p> <p>2 from the Commissioners.</p> <p>3 MR. MARLAS: Sure.</p> <p>4 CHAIRMAN CASHMAN: And then you would</p> <p>5 go back and take care of the additional things</p> <p>6 that are required to properly, for us, actually</p> <p>7 review it and consider this.</p> <p>8 MR. MARLAS: Right.</p> <p>9 CHAIRMAN CASHMAN: When I was looking</p> <p>07:52:13PM 10 at the Village minutes, this is kind of the</p> <p>11 context, when they suggest or brought this to</p> <p>12 the Plan Commission and there were a couple</p> <p>13 things on there that I thought were interesting;</p> <p>14 that one, this is in the discussion of the --</p> <p>15 for this to be a motion. It said that we would</p> <p>16 have a traffic study when this came to us, and</p> <p>17 it is not in our packet. Is a traffic study</p> <p>18 being put together?</p> <p>19 MR. MARLAS: I have Mark Werthmann from</p> <p>07:52:40PM 20 KLOA. Do you have the traffic study complete?</p> <p>21 Has it been submitted to IDOT?</p> <p>22 MR. WERTHMANN: It hasn't been</p>	<p style="text-align: center;">9</p> <p>1 MR. KRILLENBERGER: This is related to</p> <p>2 traffic. What would your hours of operation be,</p> <p>3 and what do you think the population of the</p> <p>4 school will be?</p> <p>5 MR. MARLAS: So hours of operation are</p> <p>6 6:30 a.m. to 6:30 p.m., Monday through Friday.</p> <p>7 We are closed on weekends. Population of the</p> <p>8 school is approximately 150 students, so roughly</p> <p>9 130 families. We end up having lots of siblings</p> <p>07:53:50PM 10 in a school this size.</p> <p>11 MR. KRILLENBERGER: So 125 to 130</p> <p>12 families coming in. This is a daycare. So</p> <p>13 there is no --</p> <p>14 MR. MARLAS: It's a daycare.</p> <p>15 MR. KRILLENBERGER: -- beginning of</p> <p>16 operation. There is no school day --</p> <p>17 MR. MARLAS: No. It's a daycare.</p> <p>18 MR. KRILLENBERGER: -- throughout the</p> <p>19 morning.</p> <p>07:54:02PM 20 MR. MARLAS: Drop-off is from 6:30 till</p> <p>21 about 10 o'clock in the morning. Pickup is from</p> <p>22 about 3 o'clock until 6:30.</p>

<p style="text-align: center;">10</p> <p>1 CHAIRMAN CASHMAN: Can you repeat that</p> <p>2 number of students.</p> <p>3 MR. MARLAS: Number of students total</p> <p>4 about 150. But number of families, because of</p> <p>5 siblings and such, about 125, 130.</p> <p>6 CHAIRMAN CASHMAN: And typical</p> <p>7 staffing?</p> <p>8 MR. MARLAS: 22 to 24 staff.</p> <p>9 CHAIRMAN CASHMAN: Okay. Other</p> <p>07:54:30PM 10 questions, Jim?</p> <p>11 MR. KRILLENBERGER: That's all I have.</p> <p>12 CHAIRMAN CASHMAN: Scott?</p> <p>13 MR. PETERSON: I just, probably traffic</p> <p>14 I'm concerned with, otherwise everything seemed</p> <p>15 okay on a preliminary basis.</p> <p>16 CHAIRMAN CASHMAN: Just to refresh my</p> <p>17 memory, when they came before us before, was</p> <p>18 everyone on the Commission then?</p> <p>19 MR. KRILLENBERGER: Yes.</p> <p>07:54:51PM 20 MS. FIASCONE: And that's my question</p> <p>21 actually. You didn't really see a problem with</p> <p>22 traffic when you came before us when you were</p>	<p style="text-align: center;">12</p> <p>1 and realized the GAP study wasn't supportive of</p> <p>2 it. We decided to, amongst other reasons, not</p> <p>3 continue with that location.</p> <p>4 MS. FIASCONE: So we could go back and</p> <p>5 forth 100 times tonight about traffic. But</p> <p>6 until we see the report, I think I mean we</p> <p>7 shouldn't even go there.</p> <p>8 CHAIRMAN CASHMAN: That's right, issues</p> <p>9 related to traffic until we have some data to</p> <p>07:56:13PM 10 actually see --</p> <p>11 MR. MARLAS: Is there anything else</p> <p>12 that is of issue besides traffic?</p> <p>13 CHAIRMAN CASHMAN: There may be. We</p> <p>14 will get to those. See, I can't remember where</p> <p>15 we left it off.</p> <p>16 Scott, you were asking about that.</p> <p>17 MR. JABLONSKI: Did you have any more</p> <p>18 questions?</p> <p>19 MR. PETERSON: Drainage but I was going</p> <p>07:56:34PM 20 to save it for an expert.</p> <p>21 CHAIRMAN CASHMAN: What a nice guy.</p> <p>22 MR. JABLONSKI: My biggest concern is</p>
<p style="text-align: center;">11</p> <p>1 proposing the previous site. What makes that</p> <p>2 site, what happened? What happened there that</p> <p>3 makes this site so much better with traffic and</p> <p>4 whatnot?</p> <p>5 MR. MARLAS: Well, the traffic, because</p> <p>6 it took us about five or six months to hear back</p> <p>7 from IDOT across the street. We never really</p> <p>8 got a full interpretation from them. But the</p> <p>9 indication was that they were not really in</p> <p>07:55:20PM 10 favor of a left out at that location, which is</p> <p>11 why we realized that crossing four lanes of</p> <p>12 traffic is difficult at Ogden Avenue at peak</p> <p>13 hours. So that's why we are not seeking a left</p> <p>14 out on Ogden Avenue on this location. So it's a</p> <p>15 right in/right out, left in.</p> <p>16 CHAIRMAN CASHMAN: I remember when we</p> <p>17 were going through the case, that was our</p> <p>18 concern, you were exiting there, could you</p> <p>19 really turn against the flow.</p> <p>07:55:44PM 20 MR. MARLAS: It was preliminary. And</p> <p>21 it was wishful thinking actually until we</p> <p>22 actually spoke to IDOT, got our traffic study,</p>	<p style="text-align: center;">13</p> <p>1 the fact that Hinsdale Orthopaedics has all the</p> <p>2 traffic they have and they use that lot, that</p> <p>3 property as a parking area right now. Where are</p> <p>4 all those cars going to go when we add 250 more?</p> <p>5 When we lose those parking places and add 250</p> <p>6 more drop-offs and pickups a day, we are looking</p> <p>7 at a pretty congested corner.</p> <p>8 MR. MARLAS: That parking is going to</p> <p>9 go away either way, that site would be developed</p> <p>07:57:08PM 10 with something I would imagine. Hinsdale</p> <p>11 Orthopaedics is going to have that traffic</p> <p>12 overflow regardless of what goes on this old</p> <p>13 Amling's location.</p> <p>14 MR. JABLONSKI: You could not build</p> <p>15 that and build 8 houses and sell them parking.</p> <p>16 I'm being facetious. It's been 10 years that</p> <p>17 it's been a parking lot.</p> <p>18 MR. MARLAS: Right. Well, I think</p> <p>19 that's gone on long enough I think. But, yes,</p> <p>07:57:30PM 20 to answer your question, I think Hinsdale</p> <p>21 Orthopaedics is going to have to figure out what</p> <p>22 to do with their overflow. I think that will</p>

<p style="text-align: center;">14</p> <p>1 probably be the catalyst to have them probably 2 make a move further east on Ogden, which is 3 where they more than likely belong. 4 MR. JABLONSKI: I'm just worried about 5 congestion. There is a lot going on. 6 CHAIRMAN CASHMAN: It's amazing. I 7 don't know how Hinsdale Orthopaedics puts all 8 those people through that building. It's not 9 that big. 10 MR. MARLAS: That's something to 11 remember. That's a 7-day-a-week location. It's 12 open on weekends as well and late into the 13 evenings and traffic coming and going all day 14 long. Whereas our location we have a pretty 15 good chunk at the morning, and then it's really 16 quiet all day. Then a pretty good chunk of 17 traffic, and we are closed after 6:30. And 18 there is no one there on Saturday or Sunday. 19 CHAIRMAN CASHMAN: Julie? 20 MS. CRNOVICH: My main concern is 21 traffic, especially cutting through the 22 neighborhoods. And Ogden is a nightmare as we</p>	<p style="text-align: center;">16</p> <p>1 that are coming from Hinsdale would more than 2 likely be coming up through Hinsdale and, you 3 know, through Monroe. This is a Hinsdale 4 location. It's a Hinsdale school. It serves 5 Hinsdale kids and Hinsdale families. Anybody 6 coming from Clarendon Hills similarly would be 7 probably coming along Chicago Avenue and up 8 Monroe. Some will be coming to and from work 9 from the expressway and back, this and that. 10 But, you know, this is a public 11 service of Hinsdale, Hinsdale school, Hinsdale 12 community, and surrounding communities. So when 13 you say "cut-through," I don't know if it's 14 really so much a cut-through as it is a 15 destination for the families of Hinsdale. 16 MS. CRNOVICH: And my next question, 17 why rezoning to office instead of institutional? 18 MR. MARLAS: Institutional currently 19 doesn't have an actual special use for it so you 20 also need a text amendment. 21 CHAIRMAN CASHMAN: You would need a 22 text amendment.</p>
<p style="text-align: center;">15</p> <p>1 all know. And I have noticed when I'm visiting 2 someone at Manor Care Monroe is getting really 3 busy, and I think it's a lot of cut-through 4 traffic. So my concern is there is going to be 5 an additional burden to the residents in that 6 area. 7 MR. MARLAS: When you say "cut-through 8 traffic," are you talking about people that are 9 going to Monroe and avoiding Madison to get to 10 Monroe to get out to Ogden? 11 MS. CRNOVICH: I don't know where they 12 are going. There is a lot of traffic that seems 13 to cut off, come off Ogden, and go down Monroe 14 Street. And I don't know -- 15 CHAIRMAN CASHMAN: Southbound. 16 MR. MARLAS: We really see this as a 17 community school, right, serving Hinsdale and 18 Clarendon Hills primarily. We have schools in 19 LaGrange and Western Springs just over Ogden. 20 We don't foresee a whole lot of people coming 21 from Westmont and definitely not as far as 22 Downers Grove. So I would imagine that any moms</p>	<p style="text-align: center;">17</p> <p>1 MS. CRNOVICH: Okay. 2 CHAIRMAN CASHMAN: This is a special 3 use already. 4 MR. MARLAS: Yes. Special use already 5 exists in O-2. 6 CHAIRMAN CASHMAN: And Hinsdale 7 Orthopaedics is O-2? 8 MR. MARLAS: Right. 9 MS. CRNOVICH: And that's O-2? 10 MR. MARLAS: There is a O-2 across the 11 street on the northwest corner of Madison and 12 Ogden as well. 13 MS. CRNOVICH: Okay. Until we get the 14 traffic study -- 15 CHAIRMAN CASHMAN: Mark, let's talk 16 stormwater. 17 MR. WILLOBEE: First, traffic, of 18 course. 19 CHAIRMAN CASHMAN: Right. 20 MR. WILLOBEE: But yes, looking at 21 review criteria 11, they talk about this will 22 alleviate stormwater management issues. Can you</p>

<p style="text-align: center;">18</p> <p>1 explain what you are thinking from the</p> <p>2 stormwater perspective? I don't really see any</p> <p>3 space for that in the plat, and it's important</p> <p>4 early on.</p> <p>5 MR. MARLAS: Sure. So we have had a</p> <p>6 bunch of discussions with staff relative to the</p> <p>7 stormwater management issue that exists over on</p> <p>8 Madison Avenue. Madison is between North and</p> <p>9 Ogden. And it was the Village's desire, seeing</p> <p>08:01:12PM 10 we have an opportunity to redevelop this</p> <p>11 property, to bring some stormwater utilities</p> <p>12 from Madison through our property into an onsite</p> <p>13 storage vault under our parking lot or back</p> <p>14 behind our playground that would slowly release</p> <p>15 across Ogden Avenue.</p> <p>16 MR. WILLOBEE: So underground?</p> <p>17 MR. MARLAS: Underground retention,</p> <p>18 yes. So from what I understand, I didn't</p> <p>19 witness this firsthand, but I understand that</p> <p>08:01:38PM 20 Madison gets --</p> <p>21 CHAIRMAN CASHMAN: Since we have that</p> <p>22 great back-pitched pipe in this area?</p>	<p style="text-align: center;">20</p> <p>1 have that fixed in March. One of the criteria</p> <p>2 out of the 15 or so is to have availability to</p> <p>3 have adequate ingress to and egress from subject</p> <p>4 property, which the traffic conditions in the</p> <p>5 vicinity would be affected by the proposed</p> <p>6 amendment. So it's clearly a big criteria for</p> <p>7 even considering a map amendment.</p> <p>8 MS. FIASCONE: Right. So the traffic,</p> <p>9 obviously, has been brought up. But is there</p> <p>08:03:02PM 10 going to be a line of cars on Monroe Street at</p> <p>11 5 o'clock when there are people cutting through</p> <p>12 anyways, you know, backed up all the way to that</p> <p>13 new cul-de-sac, you know -- I don't know.</p> <p>14 CHAIRMAN CASHMAN: We have the traffic</p> <p>15 engineer here. So I would like to see that in</p> <p>16 the report.</p> <p>17 MR. MARLAS: We have a lot of schools</p> <p>18 that are very, very similar to this, actually</p> <p>19 identical to this one, the one in Elmhurst. It</p> <p>08:03:25PM 20 has the same number of parking spaces, 36; has</p> <p>21 the same square footage, same number of</p> <p>22 students, same number of families, same number</p>
<p style="text-align: center;">19</p> <p>1 MR. MARLAS: Yes, pretty underwater.</p> <p>2 So, yes, this will be a final solution to that</p> <p>3 problem. And we are happy to help as we are</p> <p>4 developing this to put some underwater --</p> <p>5 underground facilities on our site and slow</p> <p>6 release that water across Ogden.</p> <p>7 CHAIRMAN CASHMAN: Anna?</p> <p>8 MS. FIASCONE: Those are all my</p> <p>9 questions. I don't know if this specific</p> <p>08:02:08PM 10 ingress/egress is a site plan, more of a site</p> <p>11 plan issue? But obviously --</p> <p>12 CHAIRMAN CASHMAN: No. It's going to</p> <p>13 come under the criteria for a map amendment.</p> <p>14 There is 14 or 15 things that we need to</p> <p>15 consider, yes.</p> <p>16 MS. FIASCONE: But I kind of agree that</p> <p>17 item --</p> <p>18 CHAIRMAN CASHMAN: Item 10.</p> <p>19 MS. FIASCONE: I don't know how -- Our</p> <p>08:02:31PM 20 overheads aren't working so I don't know how we</p> <p>21 can get a visual.</p> <p>22 CHAIRMAN CASHMAN: Hopefully IT will</p>	<p style="text-align: center;">21</p> <p>1 of teachers. And traffic just kind of moves</p> <p>2 really cleanly and slowly through there on a</p> <p>3 slow, steady basis.</p> <p>4 This is not preschool where there</p> <p>5 is a car line, right? Where you may get 20 moms</p> <p>6 that are parked and the teachers are bringing</p> <p>7 their children out one by one in a preschool car</p> <p>8 line. This is childcare. Parents have to come</p> <p>9 in. They have got to come in. They have got to</p> <p>08:03:55PM 10 park. They have to walk inside and go pick up</p> <p>11 their child, maybe an infant with their car</p> <p>12 carrier, and escort them, and sign them out the</p> <p>13 building. So this isn't like a pickup or a</p> <p>14 McDonald's drivethrough. This is real drop-off.</p> <p>15 CHAIRMAN CASHMAN: Or like an</p> <p>16 elementary school.</p> <p>17 MR. MARLAS: Or like an elementary</p> <p>18 school, yes. This is as if you were going into</p> <p>19 a grocery store.</p> <p>08:04:15PM 20 MS. FIASCONE: Okay.</p> <p>21 MR. MARLAS: This is Mike Werthmann.</p> <p>22 MR. WERTHMANN: Hi, Michael Werthmann</p>

<p style="text-align: center;">22</p> <p>1 from KLOA. We are performing the study. We</p> <p>2 performed the last study. It was a very good</p> <p>3 question. And like Chuck said, they do have to</p> <p>4 come in and drop off. The big difference</p> <p>5 between this preschool and regular school is</p> <p>6 there is no start time or end time. These 130</p> <p>7 families, and there is car pooling and so forth,</p> <p>8 which reduces the traffic, is spread out over a</p> <p>9 2.5-hour, 3-hour period in the morning and in</p> <p>10 the afternoon. So it's not like they are all</p> <p>11 coming in at one time. It's spread out. People</p> <p>12 go to work at different times. Some are going</p> <p>13 to drop off at 6:30, some are going to drop off</p> <p>14 at 7:00. So that really helps the impact on the</p> <p>15 roadway system.</p> <p>16 One of the big reasons this site</p> <p>17 works better than the north site, as you</p> <p>18 indicated is -- as Chuck indicated, the majority</p> <p>19 of parents or families are going to live within</p> <p>20 Hinsdale and Clarendon Hills. So they don't</p> <p>21 have to get onto Ogden. They don't have to make</p> <p>22 that difficult turn on and off of Ogden. They</p>	<p style="text-align: center;">24</p> <p>1 show you all that within the traffic study.</p> <p>2 CHAIRMAN CASHMAN: When will you be</p> <p>3 doing your baseline counts?</p> <p>4 MR. WERTHMANN: We did counts a year</p> <p>5 ago and we went back and updated all the counts.</p> <p>6 We did them in January, about 2 weeks ago, 2.5</p> <p>7 weeks ago; so we have the counts there. The</p> <p>8 northbound traffic on Monroe, as we all know, is</p> <p>9 reduced due to the fact that you can't make a</p> <p>10 left turn onto Ogden during the day, so that</p> <p>11 helps.</p> <p>12 When it comes to Hinsdale</p> <p>13 Orthopaedics, while they generate some traffic,</p> <p>14 their traffic that wants to go west on Ogden,</p> <p>15 they can come out through Manor Care, I believe</p> <p>16 it's called, and make the left there; so that</p> <p>17 helps alleviate some of the traffic on Monroe.</p> <p>18 So all of this is working to, you know, reduce</p> <p>19 the impact on Monroe.</p> <p>20 MR. WILLOBEE: Given the variability in</p> <p>21 the start times and drop-off times or pickup</p> <p>22 times, how do you account for that in your</p>
<p style="text-align: center;">23</p> <p>1 can come up the south, up Monroe to the</p> <p>2 development, which really helps. It provides</p> <p>3 for a better, more efficient operation.</p> <p>4 There was a discussion about</p> <p>5 cut-through traffic. Monroe does carry some</p> <p>6 traffic, but it is one of two roads in the</p> <p>7 immediate area that serves south Hinsdale.</p> <p>8 You've got to go all the way to York or -- I</p> <p>9 don't even know -- to the east to be able to</p> <p>10 come down to the south. So it is going to carry</p> <p>11 some heavier traffic because it's one of the</p> <p>12 major north-south routes into Hinsdale. And all</p> <p>13 of that is in the traffic study. We will show</p> <p>14 you how it works. Pretty much everything works</p> <p>15 at a good level of service. There is capacity</p> <p>16 to accommodate this.</p> <p>17 We will add some additional traffic</p> <p>18 to Monroe. But just for comparison, Monroe</p> <p>19 carries probably about 50 to 60 percent of the</p> <p>20 traffic that Madison carries. While it does</p> <p>21 carry some traffic, it's not as high as Madison</p> <p>22 or some other streets in the area. But we will</p>	<p style="text-align: center;">25</p> <p>1 study?</p> <p>2 MR. PETERSON: Excellent question.</p> <p>3 MR. WERTHMANN: We went and surveyed</p> <p>4 another Kensington School very similar to this,</p> <p>5 the Elmhurst facility -- correct me if I'm</p> <p>6 wrong -- same number of students, same number of</p> <p>7 parents -- or not parents, employees. Excuse</p> <p>8 me. It's actually going to be the same</p> <p>9 building, same exact building.</p> <p>10 MR. MARLAS: The building is the exact</p> <p>11 building, similar to the one I referred to.</p> <p>12 MR. WERTHMANN: And just, and you will</p> <p>13 see in the study, that showed that during the</p> <p>14 peak hour, 60-minute period, there were 50</p> <p>15 vehicles coming -- and don't hold me to this --</p> <p>16 50 to 55 vehicles coming in, 55 vehicles coming</p> <p>17 out. So, you know, 50 plus parents dropping off</p> <p>18 in that hour, that's less than one a minute.</p> <p>19 And they are not all coming down Monroe. Some</p> <p>20 are going to be coming on Ogden. It's going to</p> <p>21 be distributed throughout.</p> <p>22 It does generate some traffic.</p>

<p style="text-align: right;">26</p> <p>1 It's not significant. It's not what it was at</p> <p>2 one time when Amling's was probably there. And</p> <p>3 I think a big point we have to remember is it</p> <p>4 doesn't generate traffic in the evening. It</p> <p>5 doesn't generate any traffic on weekends. It</p> <p>6 really doesn't generate any traffic during the</p> <p>7 midday.</p> <p>8 You do have some half-day programs?</p> <p>9 MR. MARLAS: Not anymore.</p> <p>08:08:48PM 10 MR. WERTHMANN: So really you are</p> <p>11 talking 2.5 hours in the morning and 2.5 in the</p> <p>12 afternoon, and then it's pretty quiet from a</p> <p>13 traffic standpoint.</p> <p>14 CHAIRMAN CASHMAN: How likely do you</p> <p>15 think it is that IDOT would allow a westbound</p> <p>16 left turn into the north drive?</p> <p>17 MR. WERTHMANN: We are working with</p> <p>18 them. We think it's a good possibility. We</p> <p>19 have met with them. They are very opposed to</p> <p>08:09:12PM 20 left out, which we can all understand. We are</p> <p>21 going to submit and try to get that. If they</p> <p>22 don't permit it, we can come in, a left on</p>	<p style="text-align: right;">28</p> <p>1 core concentration for like our Wheaton or</p> <p>2 Elmhurst locations, which are very similar to</p> <p>3 this, it's a pretty tight radius.</p> <p>4 Look, here, I can't remember really</p> <p>5 at this stage say this is where they are coming</p> <p>6 from because there is no mandate.</p> <p>7 MR. WILLOBEE: That's what I was</p> <p>8 asking.</p> <p>9 MR. MARLAS: Western Springs and</p> <p>08:10:38PM 10 LaGrange, they are all from Western Springs and</p> <p>11 LaGrange; right? Naperville, they are all from</p> <p>12 Naperville. But the actual reach varies from</p> <p>13 school to school.</p> <p>14 CHAIRMAN CASHMAN: I have a few things.</p> <p>15 Say if this gets continued to March, will you</p> <p>16 have all the detailed information that's</p> <p>17 required for that Plat of Subdivision for the</p> <p>18 tentative plat?</p> <p>19 MR. MARLAS: I hope so, yes.</p> <p>08:11:01PM 20 CHAIRMAN CASHMAN: Because we are not</p> <p>21 even close currently.</p> <p>22 MR. MARLAS: Right.</p>
<p style="text-align: right;">27</p> <p>1 Monroe, and then they come in and make a left on</p> <p>2 that first drive and won't even have to drive</p> <p>3 down further south on Monroe; so we have that</p> <p>4 second option, if necessary.</p> <p>5 CHAIRMAN CASHMAN: Okay.</p> <p>6 MR. MARLAS: Thank you for your time.</p> <p>7 MR. WILLOBEE: One more question. You</p> <p>8 stated a couple of times that it will be</p> <p>9 primarily Clarendon Hills and Hinsdale. Do you</p> <p>08:09:46PM 10 have data from your other schools to indicate</p> <p>11 the draw from the local community? I'm just</p> <p>12 speaking from my experience. I know where my</p> <p>13 boys go there are parents from a wide variety of</p> <p>14 places.</p> <p>15 MR. MARLAS: Yes. We draw actually in</p> <p>16 the outreaches to a little past a 3-mile radius.</p> <p>17 So a 3-mile radius, off the top of my head, I</p> <p>18 don't know what that is. But we could be</p> <p>19 drawing from north up into the Hinsdale</p> <p>08:10:07PM 20 community across Ogden, maybe up into Oak Brook</p> <p>21 a little bit, a little bit into Western Springs,</p> <p>22 a little bit west down into Westmont. But the</p>	<p style="text-align: right;">29</p> <p>1 CHAIRMAN CASHMAN: So if you just work</p> <p>2 closely with Robb and Chan make sure that we</p> <p>3 have all that.</p> <p>4 I did have some other comments</p> <p>5 here. I mean the site plan, I looked back at</p> <p>6 what we went through before, when we see that,</p> <p>7 your first site plan. I want to make sure you</p> <p>8 have all the setbacks on there, the dimensions.</p> <p>9 We definitely need to see the traffic study.</p> <p>08:11:30PM 10 I really have an issue with you not</p> <p>11 complying with the parking requirements. When I</p> <p>12 look at the layout, it's not dimensions. But</p> <p>13 there was talk about the 10-foot off of Ogden</p> <p>14 versus the normal setback. I just don't see how</p> <p>15 you couldn't redesign the parking and comply. I</p> <p>16 would really be opposed to something like this</p> <p>17 not meeting our parking requirements. You had 3</p> <p>18 spaces -- You had 40 across the street when we</p> <p>19 proposed it. So I would look closely at that</p> <p>08:11:56PM 20 because I think you can do it. It just takes</p> <p>21 some design.</p> <p>22 MR. MARLAS: Across the street --</p>

<p style="text-align: right;">30</p> <p>1 CHAIRMAN CASHMAN: We need the loading</p> <p>2 area. It's not shown. We did go through that</p> <p>3 before, and we need to have it. Even though</p> <p>4 this would be built and will be a preschool or</p> <p>5 early childhood center, who's to say what it</p> <p>6 could be used for 20 years from now.</p> <p>7 MR. MARLAS: So what is the loading</p> <p>8 zone exactly?</p> <p>9 CHAIRMAN CASHMAN: Basically for your</p> <p>10 size, you need one. It's basically spelled out</p> <p>11 in here. It's a 10 by 25 --</p> <p>12 MR. MARLAS: What purpose does it</p> <p>13 serve, to load what? I'm just not familiar.</p> <p>14 CHAIRMAN CASHMAN: It's spelled out for</p> <p>15 deliveries. We don't have exceptions to it.</p> <p>16 There is existing spaces that don't have it, but</p> <p>17 there is even language in our code about changes</p> <p>18 in use, that then this kicks in. And we just</p> <p>19 really -- I think you looked back and you found</p> <p>20 a place for it previously so --</p> <p>21 MR. MARLAS: Yes. It was a 2.5-acre</p> <p>22 site across the street. This is 1.7. So this</p>	<p style="text-align: right;">32</p> <p>1 from a residential property, if it was going to</p> <p>2 be reduced to less than the code requirement, I</p> <p>3 would want it to be very well-screened and</p> <p>4 landscaped. I mean it's really a gateway</p> <p>5 property to our Village.</p> <p>6 MR. MARLAS: Sure.</p> <p>7 CHAIRMAN CASHMAN: It's been an</p> <p>8 embarrassing gateway for the last decade or so.</p> <p>9 And this is an opportunity -- I mean I have</p> <p>10 seen what you build elsewhere. You don't build</p> <p>11 bad looking sites or buildings.</p> <p>12 MR. MARLAS: Thank you.</p> <p>13 CHAIRMAN CASHMAN: So I'm encouraged.</p> <p>14 But I really want to make sure when we get the</p> <p>15 details, if that gets that far, that we do this</p> <p>16 as well as possible. The traffic is going to be</p> <p>17 huge, the traffic study. I'm glad you brought</p> <p>18 your engineer. And I'm sure he'll hear some</p> <p>19 from the neighbors. But it's crucial, it has to</p> <p>20 be done right.</p> <p>21 If you look at, we had an Ogden</p> <p>22 Avenue Corridor Plan, which was done back in</p>
<p style="text-align: right;">31</p> <p>1 is a lot -- I was over parked across the street.</p> <p>2 CHAIRMAN CASHMAN: But you are dividing</p> <p>3 this lot so I really can't give you --</p> <p>4 MR. MARLAS: Yes, no, without a doubt.</p> <p>5 CHAIRMAN CASHMAN: I think you will be</p> <p>6 able to find a place. And then definitely when</p> <p>7 we get into the details to be aware of on the</p> <p>8 site plan, I mean that's going to have to be</p> <p>9 totally screened from the residential properties</p> <p>10 that are adjacent. Later we will get into</p> <p>11 landscaping.</p> <p>12 MR. MARLAS: The parking setback off</p> <p>13 Ogden is something we needed to maintain as</p> <p>14 currently existing in order to get parking up in</p> <p>15 the front of the building. So if we have to go</p> <p>16 to a 30-foot parking setback, which is as if it</p> <p>17 were a new development, that would really be a</p> <p>18 problem. So we plan to go to the ZBA with some</p> <p>19 variances on this 0-2 property.</p> <p>20 CHAIRMAN CASHMAN: Maybe we can get a</p> <p>21 little input from the Commissioners on that. My</p> <p>22 personal opinion is because you are not across</p>	<p style="text-align: right;">33</p> <p>1 2008. And there is another plan called the SE-8</p> <p>2 or 7 or something, but it studied this portion</p> <p>3 of Ogden Avenue. And this site has always been</p> <p>4 kind of identified as being residential use total.</p> <p>5 It was interesting to hear the</p> <p>6 board discussion where there is some talk</p> <p>7 about -- by I think at least one board member --</p> <p>8 about it being a commercial development of some</p> <p>9 sort or partially.</p> <p>10 MR. MARLAS: Right.</p> <p>11 CHAIRMAN CASHMAN: But I think it's</p> <p>12 important that we really, really sense that this</p> <p>13 is a residential community. Our zoning</p> <p>14 ordinance is clearly driven by residential</p> <p>15 trumps everything. And if this is going to</p> <p>16 happen, it has to be done properly. It has to</p> <p>17 be not a nuisance to the neighborhood.</p> <p>18 And traffic, it's going to be huge.</p> <p>19 So that's why to be short on parking, I just</p> <p>20 think it's a start, nonstart for me. We have to</p> <p>21 get the parking. We have to meet the codes</p> <p>22 wherever it is, the setback on the parking that,</p>

<p style="text-align: center;">34</p> <p>1 you know, something we will discuss when we see</p> <p>2 a detailed plan. But then again that would be a</p> <p>3 variance that would go to the ZBA.</p> <p>4 MR. MARLAS: We are just looking to</p> <p>5 keep the existing parking in place that exists</p> <p>6 and kind of mirrors ManorCare, kind of keep the</p> <p>7 corner congruent.</p> <p>8 CHAIRMAN CASHMAN: That may be true.</p> <p>9 But this is a complete change in use. This is</p> <p>10 an abandoned parking lot from a building that</p> <p>11 was demolished. I don't see that as a precedent</p> <p>12 in any manner.</p> <p>13 MR. MARLAS: Sure.</p> <p>14 CHAIRMAN CASHMAN: When we start with</p> <p>15 like this -- And especially when we are talking</p> <p>16 about changing our zoning map, if we are going</p> <p>17 to do that, I think we need to have as compliant</p> <p>18 and as successful a project as possible. We</p> <p>19 have enough oddities in town where we have to</p> <p>20 live with things that don't meet our code. But</p> <p>21 that's a unique thing. If you are talking about</p> <p>22 a variance against the residential neighbors, in</p>	<p style="text-align: center;">36</p> <p>1 that we have the solid fencing and buffers</p> <p>2 between these proposed residential properties</p> <p>3 that are to the south and the existing ones that</p> <p>4 are to the east.</p> <p>5 MR. MARLAS: Right.</p> <p>6 CHAIRMAN CASHMAN: So we just need more</p> <p>7 information. It's a very basic. I figured you</p> <p>8 were just kind of putting your toe in the water,</p> <p>9 see where we are at, and especially hear from</p> <p>10 neighbors.</p> <p>11 And let me see if I have any more.</p> <p>12 If not, I would love to hear -- Stormwater is</p> <p>13 big. But you are going underground because I</p> <p>14 don't know how would pull this off without doing</p> <p>15 that.</p> <p>16 MR. WILLOBEE: Things like the</p> <p>17 dumpster, the dumpster location. I know we</p> <p>18 talked about that when it backs up to</p> <p>19 residential, too.</p> <p>20 CHAIRMAN CASHMAN: And there is</p> <p>21 specific things regarding the location of the</p> <p>22 refuse enclosure and the building area.</p>
<p style="text-align: center;">35</p> <p>1 my personal opinion, I mean absolutely not. We</p> <p>2 need to protect the neighbors on Monroe, the</p> <p>3 neighbors that are on Madison that back up to</p> <p>4 you.</p> <p>5 Who owns the fence over there? Is</p> <p>6 that Amling's, the one that's blowing down?</p> <p>7 MR. MC GINNIS: Staff has been working</p> <p>8 through that now. The homeowners along there</p> <p>9 actually own that fence.</p> <p>10 CHAIRMAN CASHMAN: That's in some rough</p> <p>11 shape. It's definitely in need of some work. I</p> <p>12 want to make sure we don't have any other</p> <p>13 comments.</p> <p>14 So it looks like the staffing is</p> <p>15 about what we had across the street. When you</p> <p>16 come back to us, too, I know when we went</p> <p>17 through this before, I would really like to see</p> <p>18 everything in the rear yard. There was</p> <p>19 equipment sheds. There were two play</p> <p>20 structures. There is a path.</p> <p>21 MR. MARLAS: Yes.</p> <p>22 CHAIRMAN CASHMAN: We need to make sure</p>	<p style="text-align: center;">37</p> <p>1 MS. CRNOVICH: Screening.</p> <p>2 CHAIRMAN CASHMAN: And the screening,</p> <p>3 the parking. But I think the parking we have</p> <p>4 got to start with first getting 30 spaces and</p> <p>5 then going from there, and making sure we have</p> <p>6 all the setback information, all the utilities,</p> <p>7 all the setbacks for the residential properties,</p> <p>8 too. I can kind of see the buildable footprint,</p> <p>9 but I really want to see what's going here. The</p> <p>10 utility line, Robb, where this goes in the past,</p> <p>11 I don't know where that runs. The one that</p> <p>12 comes from Madison and goes here to the west,</p> <p>13 where is that? How does that bisect the</p> <p>14 property? I imagine it will reconstructed and</p> <p>15 improved?</p> <p>16 MR. MC GINNIS: Conceptually, the plan</p> <p>17 is to run it along that east lot line up rather</p> <p>18 than running over to Monroe and up and run</p> <p>19 through the backyards. There are some basins</p> <p>20 back there that would tie in. Part of the grand</p> <p>21 plan, at least what Burke is running through now</p> <p>22 for engineering, is a study to try and alleviate</p>

<p style="text-align: center;">38</p> <p>1 the Madison Street flooding problem to a large 2 degree and pick up those basins in the backyards 3 of Wedgewood, tie those in, and run it through 4 the east lot line of this property. And then 5 maybe, or maybe not, store vaults under the 6 Kensington parking lot until the 36-inch can 7 make it under Ogden.</p> <p>8 CHAIRMAN CASHMAN: Okay. Thanks, 9 Charles. I would like to hear now --</p> <p>08:19:08PM 10 MS. FIASCONE: I have one more 11 question. I'm sorry. I hate to harp on this 12 pickup/drop-off thing but none of your schools 13 do pickup/drop-off?</p> <p>14 MR. MARLAS: For preschool?</p> <p>15 MS. FIASCONE: Yes.</p> <p>16 MR. MARLAS: There are schools that 17 have preschool, this one won't.</p> <p>18 MS. FIASCONE: Oh. So even like the 19 2-year-olds?</p> <p>08:19:23PM 20 MR. MARLAS: 2-year-olds come in. 21 MS. FIASCONE: Okay. 22 MS. CRNOVICH: And lighting, too,</p>	<p style="text-align: center;">40</p> <p>1 think last night they were off.</p> <p>2 MS. CRNOVICH: Usually they are on.</p> <p>3 CHAIRMAN CASHMAN: They were completely 4 off. I mean when we went through Landrover, we 5 went through the details of the ordinance on 6 that property where after business hours they 7 had to put them down to security levels. And 8 it's possible that Hinsdale Orthopaedics' are 9 not dimmable so they were either all on or off.</p> <p>08:20:23PM 10 MS. CRNOVICH: Well, the tall pole is 11 off all the time, which is good. It's too tall 12 I think.</p> <p>13 CHAIRMAN CASHMAN: Any other questions 14 before we get some input? Thanks.</p> <p>15 I would love to have you come up, 16 state your name, where you live. And we'd love 17 to hear what you have to say.</p> <p>18 MR. LANDIS: Hi. My name is Dirk 19 Landis, L-a-n-d-i-s. 618 West North Street.</p> <p>08:21:00PM 20 CHAIRMAN CASHMAN: You spoke at the 21 board meeting, didn't you? 22 MR. LANDIS: I did. And I have a short</p>
<p style="text-align: center;">39</p> <p>1 something I would like to see. Any plans for 2 lighting the parking lot?</p> <p>3 MR. MARLAS: Yes. Whatever the Village 4 ordinance is we will comply with.</p> <p>5 MS. CRNOVICH: I know across the street 6 staff kindly worked with Hinsdale Orthopaedics 7 with those bright lights that came down.</p> <p>8 CHAIRMAN CASHMAN: It seems like they 9 finally enforced turning them off after business 10 hours.</p> <p>08:19:47PM 11 MR. MC GINNIS: There is a larger 12 conversation about Hinsdale Ortho and the 13 parking.</p> <p>14 CHAIRMAN CASHMAN: Those are blinding.</p> <p>15 MS. CRNOVICH: I was blinded going into 16 the parking lot.</p> <p>17 CHAIRMAN CASHMAN: I come off on North 18 because I live on north Adams and it was like, 19 gees.</p> <p>08:20:01PM 20 MS. CRNOVICH: They are much better 21 now. 22 CHAIRMAN CASHMAN: I was surprised, I</p>	<p style="text-align: center;">41</p> <p>1 written statement first I would like to read 2 just to be thorough. I have with me this 3 evening copies of a letter that went to the 4 board last summer. And if you don't have it, I 5 will give it to you now. It has 56 signatures 6 on it of every neighbor contiguous to the 7 intersection of North --</p> <p>8 CHAIRMAN CASHMAN: I did see that. 9 Actually when I looked to the board, I got the 10 board minutes, I was hoping that was like 11 attached but --</p> <p>12 MR. LANDIS: I have got about 5 or 6 13 other copies.</p> <p>14 CHAIRMAN CASHMAN: Maybe if you can 15 find that and e-mail to us, Chan.</p> <p>16 MR. CHAN: Sure.</p> <p>17 CHAIRMAN CASHMAN: So we have it.</p> <p>18 MR. CHAN: Sure.</p> <p>19 CHAIRMAN CASHMAN: Thank you.</p> <p>08:21:31PM 20 MR. LANDIS: So that was what went to 21 the board last summer just expressing initially 22 our concern. I also have with me a letter from</p>

<p style="text-align: center;">42</p> <p>1 one of the residents that's out of town and 2 wasn't able to come tonight, so I said that I 3 would simply print it off and provide that to 4 you as well.</p> <p>5 As you will see on the pictures on 6 the letter to the board, on the first two pages, 7 our blocks are basically quiet residential 8 streets, not buffer streets. For the most part, 9 we have lived in our homes for many years.</p> <p>08:22:19PM 10 While each person has their own concerns, the 11 overriding concerns are what will happen to the 12 45 to 55 cars, staff cars, by the way, which 13 means they are there all day, that park in the 14 Amling's lot once the currently available 15 property is developed.</p> <p>16 Because of existing parking 17 restrictions on Monroe between North and Ogden, 18 our three blocks are the closest places for 19 those employees to go for the necessary all-day</p> <p>08:22:44PM 20 parking. There isn't available space in their 21 patient lot. We don't want our neighborhood 22 turned into a parking lot.</p>	<p style="text-align: center;">44</p> <p>1 And sometimes if you have to sit there because 2 it's congested, then you miss the whole cycle.</p> <p>3 We know that local neighborhoods 4 surrounding proposed developments almost never 5 seek reasons to provide waivers to proposed new 6 developments. And we know that the cost of the 7 Amling's property was so high that a purely 8 residential proposal probably isn't feasible. 9 But we think that should be the sellers' and 10 buyers' problem, not the neighbors'.</p> <p>11 Moreover, any proposal that does 12 not specifically address the employee parking 13 needs of Hinsdale Orthopaedics and Manor Care 14 will become problems that are shifted to our 15 neighborhood, and we don't want that to happen. 16 And we certainly understand the proposed 17 developer's issues about, hey, that's going to 18 happen anyway. Yes, but they are asking for 19 waivers. There is never going to be a time to 20 address this again.</p> <p>08:24:22PM 21 And as one of you pointed out, once 22 the variance is given, who knows what it will be</p>
<p style="text-align: center;">43</p> <p>1 Similarly, while parking 2 restrictions could solve that, we want to be 3 able to continue to have our friends, 4 landscapers, and guests, continue to use the 5 street in front of our houses. With regards to 6 traffic, we have several concerns including but 7 not limited to traffic through our three blocks 8 heading to and back from the proposed daycare.</p> <p>9 Number two I think was taken care 10 of tonight, because it was that left turn on 11 Ogden westbound, which anybody who lives over 12 there knows that would be a nonstarter. Either 13 that or you better double your police and fire 14 response.</p> <p>08:23:19PM 15 With one proposed ingress lane from 16 Ogden and two proposed egress lanes eastbound, 17 traffic will likely get backed-up during peak 18 hours potentially blocking eastbound entry to 19 Ogden from Monroe at that light. I know, 20 anybody who uses that, you know there is time 21 pressure. And you want to hit that light 22 because it's about a 2-minute wait otherwise.</p> <p>08:23:49PM</p>	<p style="text-align: center;">45</p> <p>1 in the future. And that's great that they have 2 staggered arrival and departure because it's a 3 daycare, not a preschool, but what about the 4 next owner? It could be very much that way.</p> <p>5 Those are our concerns. And we are 6 not totally without solution or flexibility. I 7 cannot speak for everybody else, but speaking 8 for myself at the very least on the parking 9 side, the police department has said, look, we 10 understand the problem, we can address that, we 11 can use signage. What we don't want to have 12 happen is one and done. Once it's done, we are 13 forgotten. Because it may require initially a 14 fairly restrictive signage to keep cars from 15 coming up there. But then that impedes our 16 ability to use it. So we would like to see, if 17 that's the way it goes, we would like to see how 18 it's going, if we can then try a less- 19 restrictive signage and see if that works. So 20 we would like it to be a dialogue, not just, got 21 rid of the neighbors. 22 We also would like to be able to</p> <p>08:25:24PM 08:25:52PM</p>

<p style="text-align: center;">46</p> <p>1 talk about the placement of signs. It's so easy 2 to put them in between lots. We would just like 3 to have, be part of that dialogue. And as I 4 said before, we would like to be a part of 5 ongoing conversation if it's signage. 6 With regards to traffic issues, we 7 would like to make sure that some of our 8 specific questions are included in the study. 9 Thank you very much. 08:26:23PM 10 CHAIRMAN CASHMAN: Can I ask you one 11 question. 12 MR. LANDIS: Sure. 13 CHAIRMAN CASHMAN: On the issue of 14 parking restrictions, are there any restrictions 15 currently? I mean I drive past it all the time, 16 I just don't notice it. It's on Monroe on the 17 first block. 18 MR. LANDIS: On Monroe? No, that's why 19 it's kind of a concern. Right now they cannot 08:26:39PM 20 park on Monroe between North and Ogden. That 21 means ground zero is the intersection of North 22 and Monroe.</p>	<p style="text-align: center;">48</p> <p>1 alleviate a lot of the problems with not making 2 a left-hand turn. 3 I, fortunately, work in Hinsdale 4 and able to be round my house quite a bit during 5 the day. People turn left there all the time. 6 CHAIRMAN CASHMAN: I know. 7 MR. BYCZEK: It happens constantly. 8 Another problem we have, and I have called the 9 fire department about this, the firehouse is 08:28:22PM 10 east of Garfield. For some reason, when they go 11 to Manor Care, they have to come up Monroe. And 12 they constantly speed. He claimed, Oh, no, that 13 doesn't happen. He told me he'd come out and 14 take a look. 15 He called me the next day and said, 16 You are right, these guys are speeding up the 17 street; and it's going by a school. 18 The second question is why can't a 19 cul-de-sac be put in where the commercial 08:28:49PM 20 property, the school, would end and the houses 21 would begin. Just put a cul-de-sac down there 22 and then cut off Monroe. So the only traffic</p>
<p style="text-align: center;">47</p> <p>1 CHAIRMAN CASHMAN: So it's restricted, 2 no parking on like -- What is it? 3 MR. LANDIS: As I recall, one side is 4 no parking. The other side is restricted 9:00 5 to 4:00. So effectively they can't park there. 6 So left, right, and straight ahead are the first 7 places to go from that intersection. 8 CHAIRMAN CASHMAN: Excellent. Thank 9 you. Appreciate it. 08:27:18PM 10 MR. BYCZEK: Jim Byczek, B-y-c-z-e-k, 11 326 North Monroe, which is the southwest corner 12 of North and Monroe. I have some questions or 13 maybe ideas to throw out. 14 I'm a real estate broker and 15 involved in managing properties and selling 16 properties. A couple of questions come to mind. 17 Why can't a light be put at the corner of North 18 and Monroe? Or I mean Monroe and Ogden. Why 19 can't a light be installed? There is plenty of 08:27:50PM 20 spots in the Village and elsewhere where there 21 are lights within two blocks of each other. The 22 lights could definitely be timed. That would</p>	<p style="text-align: center;">49</p> <p>1 that would come in would be for the medical 2 building and the school. The rest of the 3 property would be -- The rest of the street 4 would be insulated. There is plenty of 5 properties and streets in Hinsdale that have 6 that. I work at 120 East Ogden. And there are 7 many streets along Ogden where they end, they 8 dead-end. They don't come out to Ogden. So 9 that's another idea that could happen. 08:29:26PM 10 I know, and I'm not trying to take 11 away from the developers and what they want to 12 do, because I'm very sensitive to it, being in 13 the real estate business, everything comes down 14 to dollars and cents. You were talking about 15 parking spots. And I know that there are 10 16 single-family homes that they are projecting to 17 go in of 10,000 square feet. If you take maybe 18 one less lot, you could probably get about maybe 19 30 cars onto that space. Typical parking spot 08:29:56PM 20 is 10 by 20 feet. So these are maybe some 21 things to consider on an ongoing basis. That's 22 it.</p>

<p style="text-align: center;">50</p> <p>1 CHAIRMAN CASHMAN: Thank you. It was 2 actually interesting, back in that 2008 study, 3 that intersection, they had a name describing 4 it. But it's like a potential signalized 5 intersection. It's clearly identified as a 6 traffic issue. I don't see it immediately, but 7 it's definitely emerged as an issue.</p> <p>8 Next.</p> <p>9 MS. KEELING: I'm Heidi Keeling. I'm 10 at 528 West North Street, and I also own 11 516 West North Street. I have lived there for 12 14 years. As Dirk said -- I appreciate your 13 comments very much, and I echo many of your 14 sentiments. It's a quiet residential 15 neighborhood. It's why we moved from the city 16 here.</p> <p>17 I have four kids. My prime concern 18 is safety, my prime concern is traffic, and my 19 prime concern is parking. I can appreciate the 20 need to try to find the optimal use for this 21 Amling's property. But I'm kind of a mindset of 22 if they want to do this then they should solve</p>	<p style="text-align: center;">52</p> <p>1 agreement that this is going to service the 2 Hinsdale community as a daycare center. I 3 suspect they will get a lot of people from 4 Westmont and a lot of people from other areas 5 that are going to the 294 via Ogden whatever.</p> <p>6 So I'm trying to be solutions 7 oriented, but I don't want cars parked in front 8 of my house all day. That's something I want to 9 avoid. I don't think I should have to have cars 10 brought in front of my house all day to bring 11 strangers in my neighborhood. I would like my 12 guests to park there. Moreover, I feel like 13 Hinsdale is constantly evolving -- But it is 14 nice and I like what you said about trying to 15 keep the beauty of the town. And I feel like 16 this is an opportunity to do that. But moving 17 cars up into this area is probably not the 18 answer for it. I think it will totally change 19 the way Hinsdale feels. And if this happens, 20 then it could happen for some other people as 21 well.</p> <p>22 MS. KASSA: Christine Kassa, K-a-s-s-a,</p>
<p style="text-align: center;">51</p> <p>1 of their own problems and not push their 2 problems on to me as a residential taxpayer.</p> <p>3 And same with the Orthopaedic, why 4 don't they build a double parking garage there 5 and take care of their own parking needs. I 6 think that's their problem to solve, not mine. 7 I don't want to solve their problem.</p> <p>8 I'm very concerned about the 9 traffic. It would be something that I will want 10 to stay involved with. And as they say, it 11 sounds very easy to say, oh, there won't be 12 people racing up the street. I can assure, as a 13 person who has lived there as long as I have, 14 police now stop at North and Madison because 15 people blow that stop sign all the time. I'm 16 sure they will start to do it on the other side.</p> <p>17 We have kids waiting for the bus at 18 North and Monroe, that's a school bus stop. 19 Yes, and Madison. So we have small children out 20 there with people that will be racing back and 21 forth, if it's a daycare, to get to their job. 22 And I am not really in total</p>	<p style="text-align: center;">53</p> <p>1 312 North Monroe. And I have two questions. 2 One is we talk about Hinsdale Orthopaedics and 3 their role. Have we asked them to come up with 4 an alternative plan for their parking? Have we 5 invited them to these meetings and say, what 6 would you like to do, can we find somewhere else 7 for your staff to park during the day? I 8 haven't heard you say anything about it.</p> <p>9 Second of all is we live on Monroe. 10 And yes, it's a conduit right to cross the 11 railroad tracks. So, yes, it's busy. And there 12 are people racing up and down. There is always 13 emergency vehicles coming up and down. The 14 traffic signals are routinely ignored. And I 15 frequently see people turning left despite the 16 signage.</p> <p>17 So you say we are going to put 18 restrictive signage on there. I think we are 19 going to get a horselaugh from the drivers as 20 they go through them.</p> <p>21 So we have to, if nothing else, we 22 have to have law enforcement or cameras or</p>

1 whatever it takes to keep these things in line.
 2 Especially these people who decide to turn left
 3 onto Ogden, they back up the whole street
 4 halfway down during rush hour, and then give you
 5 obscene signals when you complain to them. Oh,
 6 yes, someone flipped me the bird doing that.
 7 CHAIRMAN CASHMAN: Without signaling a
 8 turn?

08:35:33PM

9 MS. KASSA: So, no, I don't think
 10 that's what they meant by using their turn
 11 signal. So I would like to put Hinsdale
 12 Orthopaedics in as part of this dialogue instead
 13 of just saying, You are on your own, tough, get
 14 out of here.

15 And then also talk about, you know,
 16 you mentioned the traffic light, good idea. But
 17 we have to have people obey the signals and the
 18 laws. Thank you.

08:36:09PM

19 CHAIRMAN CASHMAN: Thank you.
 20 DR. SKAREDOFF: My name is Michael
 21 Skaredoff, S-k-a-r-e-d-o-f-f. I live at
 22 312 North Monroe. Christine is my wife. And

1 And perhaps they might want to rent parking
 2 space from that outfit and have a little
 3 shuttle. Because staff comes in at one time
 4 during the day, they leave one time during the
 5 day.

6 And I also see this -- My daughter
 7 used to work at the fish store down in Grant
 8 Square.

9 DR. KASSA: Burhops.

08:38:08PM

10 DR. SKAREDOFF: Burhops. And they have
 11 a parking lot for employees. So she took her
 12 little car and parked in the employee parking
 13 lot. So that way customers can be right by the
 14 store and the employees are off to the side and
 15 they have to walk a little bit, but it's their
 16 lot. So these are some issues that I think have
 17 to be looked at. But Hinsdale Orthopaedics is
 18 part of the problem, and they have to answer for
 19 it. And I don't want people's cars all over my,
 20 all over my street and blocking my driveway.

08:38:36PM

21 MS. KASSA: Yes.

22 DR. SKAREDOFF: Thank you very much.

1 most of her observations and complaints I can
 2 only echo. However, one thing I did see in
 3 Clarendon Hills, next door, they had the same
 4 issue with making left turns. A sign, nobody
 5 cares and nobody gives a tinker's damn about a
 6 sign. One thing they do care about is that they
 7 laid cement, a cement barrier, so that you only
 8 can make a right turn and you can only make a
 9 right turn into the street. I think that's, and
 10 basically nobody -- As my wife says, they will
 11 give you a horselaugh. And the only way to beat
 12 these people over the head is to lay a concrete
 13 barrier so you can't, just can't, make a left
 14 turn. And I think that's the only way to stop
 15 it. I'm sorry, but that's really -- I think
 16 that's your only solution for this issue.

08:36:59PM

17 The other thing is the Hinsdale
 18 Orthopaedics has to come up -- They are part of
 19 the problem, and they have to solve it. They
 20 really do. And one of the issues is that there
 21 is that institute place across the way, I think
 22 on Spring Road. It's not being used very much.

08:37:28PM

1 CHAIRMAN CASHMAN: Thank you.

2 MR. SADLOWSKI: Hello, my name is Don
 3 Sadlowski, S-a-d-l-o-w-s-k-i. I live at
 4 532 West North Street. It seems like not that
 5 long ago that many of us I think were sitting in
 6 this room listening to a presentation about a
 7 proposal to create a commercial corridor on
 8 Ogden Avenue and that would have impacted the
 9 Amling's property as well. A lot of my friends
 10 and neighbors were at that meeting, some of them
 11 are here tonight as well. And we lined up and I
 12 think there were probably 20 or 30 families here
 13 lining up to express their concerns about
 14 commercial development on that property and what
 15 the impact was going to be on the neighborhood.

08:39:17PM

16 There was a lot of discussion. I
 17 think at the end of the day the proposal was
 18 withdrawn and the zoning was allowed to revert
 19 to residential as it was originally intended.
 20 So here we are again a couple years later
 21 talking about the same issue, and the issues at
 22 that time are very similar to the issues today.

08:39:46PM

<p style="text-align: center;">58</p> <p>1 They are the same ones. It's all about parking. 2 It's all about traffic congestion, and it's all 3 about public safety. And those are the, I think 4 the principal issues that need to be addressed 5 in this situation. 6 With regards to the parking, while 7 I'm not a professional traffic consultant, I did 8 do a little homework this afternoon. And I 9 walked over to the Amling's lot. I counted 56 10 cars that were parked there. I walked across 11 the street and walked through the Hinsdale 12 Orthopaedics' parking lot, and I counted 7 13 available parking spaces, only 7. I then walked 14 over to the ManorCare parking lot and walked up 15 and down the aisles there. There wasn't one 16 available parking space, not to mention there 17 were 3 cars double-parked with their blinkers 18 on, obviously lining up waiting for a place to 19 park. 20 Now, I understand that Hinsdale 21 Orthopaedics is planning to move some positions 22 out of their Hinsdale location and move them to</p>	<p style="text-align: center;">60</p> <p>1 there. And maybe it will be over an hour or two 2 hours, but there will certainly be peak times 3 during that 2-hour period. It's not going to be 4 easily distributed. At least I don't believe it 5 would be. There will be peak times there. 6 Where are these people going to park? Creating 7 parking restrictions on Monroe street is an 8 interesting proposal, but it doesn't solve the 9 fundamental problem, which is there is a lack of 10 adequate parking for the existing commercial 11 facilities, yet alone adding a new one. So it 12 doesn't make a lot of sense to me, and I'm 13 concerned about the fact that putting those 14 parking restrictions on Monroe Street just 15 pushes the parking problem deeper into the 16 neighborhood. And we are going to have people 17 parking up and down North Street, up and down 18 Monroe, all through the neighborhood. 19 I share Heidi Keeling's concerns, 20 she's my next door neighbor, about the safety 21 issues involved. North Street is a very busy 22 street already because it's the only street that</p>
<p style="text-align: center;">59</p> <p>1 another location to free up customer parking in 2 their lot, and that will certainly take some of 3 those 56 cars out of that lot. But not all of 4 those 56 cars that were there today were 5 attributable Hinsdale Orthopaedics. There are 6 ManorCare people parking there as well. When I 7 was walking through the ManorCare lot, I saw 8 people walk across the street from the Amling's 9 lot, walk through the Hinsdale Orthopaedics' 10 lot, and go into ManorCare. So it's not just 11 the Hinsdale Orthopaedics' issue. This is an 12 issue that is much deeper than that. 13 And so now we are talking about 14 adding another commercial facility in that same 15 vicinity. The article that I saw in the paper 16 said that they were planning on 25 parking 17 spaces that were going to be reserved for staff, 18 and I believe it was 16 parking spaces that were 19 going to be allocated to visitors. 20 In a facility that's going to cater 21 to 130 to 150 families a day, I recognize the 22 importance of having some staggered dropoff</p>	<p style="text-align: center;">61</p> <p>1 goes back and forth south of Ogden where you can 2 crisscross Hinsdale. It's a very busy street, 3 much busier than I ever thought it was going to 4 be when we moved into our home 17 years ago. 5 And I think traffic patterns have changed a 6 little bit. I think it's busier. 7 I think the Village has recognized 8 the public safety issues that are attributable 9 to the intersection at Monroe and Ogden. I 10 applaud the fact that there is no left-hand turn 11 there. I have never turned left there in my 12 entire life. I don't even want to turn right 13 off of that street. I think anybody that does 14 takes their life in their own hands. 15 CHAIRMAN CASHMAN: You need a good 16 running start. 17 MR. SADLOWSKI: You definitely need a 18 running start. So then you wind up using 19 Madison Street, and I think Dirk was the one 20 that mentioned that's a very short cycle. You 21 can sit there for a long time, cars are lined 22 up. And they are lined up almost a block back.</p>

<p style="text-align: center;">62</p> <p>1 You miss that light, you are going to sit there</p> <p>2 for another cycle. So if we are going to add</p> <p>3 additional traffic flow that is going to likely</p> <p>4 go around that -- down North Street and down</p> <p>5 Madison Street and line up at that light again,</p> <p>6 it's going to back up into the neighborhood; and</p> <p>7 it's just going to already make an already</p> <p>8 difficult situation worse.</p> <p>9 So I guess in closing I appreciate</p> <p>08:44:15PM 10 the work that this Commission does, and it's not</p> <p>11 easy to make these kinds of decisions. But I do</p> <p>12 hope that you will reflect on the comments that</p> <p>13 are being made by the neighbors and take into</p> <p>14 account the fact that we are residents of a</p> <p>15 community who live in a very wonderful</p> <p>16 neighborhood that we happen to call home. Thank</p> <p>17 you very much.</p> <p>18 CHAIRMAN CASHMAN: Thank you.</p> <p>19 MS. IRLANDA: Hello. Good evening.</p> <p>08:44:47PM 20 Iria Irlanda, I-r-l-a-n-d-a. First initial, I.</p> <p>21 I live at 444 North Monroe, so right across the</p> <p>22 street from this development.</p>	<p style="text-align: center;">64</p> <p>1 Village has addressed this in the past. When</p> <p>2 Hinsdale Orthopaedics' parking lot was built,</p> <p>3 there were two homes that were torn down for</p> <p>4 them to build that parking lot. I was not there</p> <p>5 at the time. But I know from my neighbors that</p> <p>6 there was a lot going back and forth about what</p> <p>7 they were going to do to make that parking lot</p> <p>8 more pleasant to the eye, and they were supposed</p> <p>9 to put trees along the parking lot. They put</p> <p>08:46:26PM 10 three trees that were this tall, this tall.</p> <p>11 (Indicating.) There is three little bushes that</p> <p>12 are this tall. So the Village did not enforce</p> <p>13 what the stipulations were, what the conditions</p> <p>14 were, for turning those single-family homes into</p> <p>15 a big parking lot.</p> <p>16 And here we are one house away from</p> <p>17 that ugly parking lot. So of course, I am very</p> <p>18 concerned about what this other, you know,</p> <p>19 project is going to look like.</p> <p>08:46:57PM 20 I'm also not clear, because I don't</p> <p>21 know about acreage, does this lot that we are</p> <p>22 talking about, does that include the two homes</p>
<p style="text-align: center;">63</p> <p>1 We bought our property in 2006. We</p> <p>2 bought the property thinking, after we called</p> <p>3 the Village, we knew it was zoned an R-4</p> <p>4 property, so we knew that Amling's was closed</p> <p>5 and that it was going to be single-family homes</p> <p>6 there. Of course, it's been 12 years now; and</p> <p>7 we have bats and coyotes and empty property.</p> <p>8 CHAIRMAN CASHMAN: Are you on the east</p> <p>9 or west side of the street?</p> <p>08:45:25PM 10 MS. IRLANDA: I'm a house away from</p> <p>11 Hinsdale Orthopaedics. So not the first house,</p> <p>12 the second house over.</p> <p>13 CHAIRMAN CASHMAN: Okay.</p> <p>14 MS. IRLANDA: So, first of all,</p> <p>15 Clarendon Hills has been very smart. They've</p> <p>16 closed every street going into Clarendon Hills</p> <p>17 west of us. So all that traffic that wants to</p> <p>18 go to Clarendon Hills goes through Monroe.</p> <p>19 That's excess traffic that we see every day</p> <p>08:45:47PM 20 especially during rush hour. So, of course, I'm</p> <p>21 concerned about the traffic patterns.</p> <p>22 I'm also concerned about how the</p>	<p style="text-align: center;">65</p> <p>1 that have been for rent across the street from</p> <p>2 me since I moved there? Does anybody know that?</p> <p>3 MR. MARLAS: No. No.</p> <p>4 MS. IRLANDA: So those homes do not</p> <p>5 belong to this property?</p> <p>6 MR. MARLAS: No.</p> <p>7 MS. IRLANDA: That's good.</p> <p>8 So another concern I have is --</p> <p>9 And I do hope you do well, and I do prefer your</p> <p>08:47:30PM 10 project to the obscene project that was proposed</p> <p>11 years ago. But what if you do not do well?</p> <p>12 What if you do leave? What is this O-2 zoning</p> <p>13 and what other kind of projects could be built</p> <p>14 there?</p> <p>15 CHAIRMAN CASHMAN: There is a myriad of</p> <p>16 uses. Based, mostly office -- But if you look</p> <p>17 at the code, there is a whole list of what is</p> <p>18 permitted and what is special.</p> <p>19 MS. IRLANDA: It could be another</p> <p>08:47:56PM 20 Hinsdale Orthopaedics for example?</p> <p>21 CHAIRMAN CASHMAN: Yes.</p> <p>22 MS. IRLANDA: Well, that concerns me</p>

<p style="text-align: center;">66</p> <p>1 for the same reasons because we purchased our 2 home thinking this was going to be single-family 3 homes. Our property values are going to be very 4 much affected by whatever decision you make, and 5 I do so appreciate that you consider our 6 opinion. But, you know, my investment in my 7 home depends on your decision. And I hope you 8 make the right decision. 9 CHAIRMAN CASHMAN: Thank you. Please 10 stay involved. Thank you. 11 MR. BJORKMAN: My name is Glen 12 Bjorkman. I live at 923 South Bruner Street in 13 Hinsdale, been a long-time resident of Hinsdale 14 for over 75 years. And this property in 15 question is zoned R-2 for single-family homes. 16 I think that's the best use of the land because 17 adjacent to it to the south is residential, even 18 to the southwest on the other side of Monroe 19 Street, and to the east along Ogden Avenue for 20 about six blocks it's solid residential zoning. 21 And I think that it's the best use, and it 22 shouldn't allow some organization to take a</p>	<p style="text-align: center;">68</p> <p>1 And there are some, all the 2 surrounding towns that have preschools. So 3 there is no shortage of preschools around. 4 Perhaps they can partner with one of the 5 existing ones. But I think maybe the zoning of 6 R-2 is the best use of the land. Thank you. 7 CHAIRMAN CASHMAN: Thank you. 8 MR. JABLONSKI: One question. Are 9 those preschools or daycares? 10 MR. BJORKMAN: What? 11 MR. JABLONSKI: 8 preschools or 8 12 daycares? 13 MR. BJORKMAN: No. It's preschools. 14 Chamber of Commerce has in the guide -- 15 MR. JABLONSKI: They are talking 16 about a daycare, which is different. 17 MR. BJORKMAN: Oh, this is a daycare? 18 Oh. Oh, there is still children involving in 19 the same situation. 20 CHAIRMAN CASHMAN: Thank you. 21 MS. GILLMAN: Hello. My name is Elaine 22 Gillman. I live at 40 Glendale Avenue, up in</p>
<p style="text-align: center;">67</p> <p>1 piece of that and change it into something 2 completely different. It's not like going from 3 single-family homes to duplexes. It's going 4 from single-family homes to a larger institution 5 with a lot more people. 6 And no matter what kind of traffic 7 controls you have, there is going to be more 8 traffic there than there is now. And not 9 everybody obeys the traffic controls. There is 10 always going to be the errant driver who is 11 going to zip through there going fast. And also 12 you can't control what the young children might 13 do dashing out into a busy street. 14 I have done a little research about 15 preschools in Hinsdale through the Hinsdale 16 Chamber of Commerce. And there are at least 8 17 private ones in the Village, and none of them 18 are located on the periphery of the Village on 19 arterial streets. They are all in the interior 20 on local streets. And I think it's a safer 21 location than having a preschool on a busy 22 arterial street.</p>	<p style="text-align: center;">69</p> <p>1 Fullersburg Woods in Hinsdale. Good afternoon 2 or good evening. So a couple points I wanted to 3 make. Kensington has several different 4 locations. I actually pulled up one of their 5 applications in Elmhurst. I know he had said, 6 the gentleman before said it's a similar 7 structure. According to the application, they 8 do have a part-time program and a daycare 9 program. So currently at least in the Elmhurst 10 location on their current application on their 11 website, it does state that there is pickup at 12 11:25. I know the gentleman said before this is 13 only going to be a daycare. But I think there 14 is a potential that, if it's not successful as a 15 daycare, they do run programs that are 16 kindergarten, part-day, 2-year-old programs that 17 are part-day. So there is a potential for more 18 traffic in the afternoon hours. So I think 19 that's something to consider as well. 20 My other point was I actually sat 21 on the board for Union preschool, UCECP, for 22 three years, 2014 to 2017. And we had a very</p>

<p style="text-align: center;">70</p> <p>1 interesting experience at that preschool. 2 Probably 4 to 5 years ago we saw a change in the 3 community. The community used to be, at least 4 10 to 15 years ago, predominantly one stay- 5 at-home parent; and the program was thriving at 6 the time. So probably 5 years ago we had, we 7 experienced a great deal of low enrollment. We 8 saw a lot of dual income or dual families, 9 parents, both parents working out of the home. 08:53:10PM 10 Our program had a lot of open 11 enrollment, and we had a change. There was a 12 structural change in the program. We saw 13 probably I would say almost 30 to 40 percent of 14 our community having nannies. So nannies were 15 dropping off kids and picking them up in the 16 afternoon. And we found our afternoon program 17 suffering because parents didn't want to pay 18 their nannies to be home and not have the kids. 08:53:41PM 19 They didn't want to pay for full-day programs 20 and have their nannies home, you know, by 21 themselves. They wanted the nannies to take 22 care of the children. So they would only send</p>	<p style="text-align: center;">72</p> <p>1 My second point also is that there 2 was a really nice daycare that was built 3 recently on 63rd and Route 38. I'm not sure if 4 you are aware of it. It's called Sunshine 5 Playhouse. I have connections with the 6 direct -- There is a director's committee of 7 preschools in the community. And what I had 8 heard, and I know this is hearsay, is that they 9 were having a difficult time with enrollment. 08:55:23PM 10 They have had to lay off staff there. So again 11 I'm concerned that a beautiful, brand-new, 12 pretty much comparable, maybe not in name to 13 Kensington but very similar possible structure 14 on 83rd and Kensington or -- sorry -- 83rd and 15 63 may not be doing as well in the community. 16 And that is also a very busy road, too, on 17 Route 83. 18 My last point, again, I don't live 19 around that necessarily, right up Monroe or 08:55:52PM 20 around there. But as a resident of Hinsdale, 21 I'm really concerned with the expansion of 294 22 and the loss, potential loss of revenue of the</p>
<p style="text-align: center;">71</p> <p>1 their kids for part day, whether it's 8:30 in 2 the morning to 11:00. So we had to structurally 3 change our program. 4 So I feel this community is -- I 5 would say that there has been more of a shift, 6 at least definitely in the elementary school 7 where I go to school at Monroe, there are fewer 8 stay-at-home parents. I myself am an attorney 9 and a stay-at-home parent, so I am able to be 08:54:19PM 10 with my child during the day. But there are 11 definitely two-income families, which my point 12 being is that I think this community, at least 13 in my experience, I see more people have nannies 14 than need necessarily daycare. 15 So I know the gentleman before had 16 said that this is going to serve the community. 17 I respectfully disagree. I think this is going 18 to serve a lot of outside communities, not 19 necessarily those in Hinsdale. I think Hinsdale 08:54:47PM 20 is a community that you either stay home or you 21 can afford a nanny, not necessarily have to send 22 your child to all-day daycare.</p>	<p style="text-align: center;">73</p> <p>1 oasis. I don't know if we have a lot of empty 2 4-acre lots in Hinsdale, but my impression is 3 that we don't. And again, I understand that 4 nobody wants to have commercial property near 5 their home. But I know that Amling's supposedly 6 was a commercial property at one point. So I 7 wish there was some way to find a solution to 8 not necessarily risk the loss of a potential 9 4-acre lot in Hinsdale. So those are my points. 08:56:41PM 10 CHAIRMAN CASHMAN: Do you have any 11 questions? 12 MS. GILLMAN: Thank you very much. 13 CHAIRMAN CASHMAN: Elaine, thank you 14 very much. 15 MS. KASON: My name is Susan Kason, 16 K-a-s-o-n. I live on 123 South Adams. I use 17 Monroe to go east on Ogden when I go downtown 18 most mornings. People are always violating 19 that. They are always turning left. My 08:57:08PM 20 question to everybody here is are we comfortable 21 putting the lives of 150 children at risk with 22 increased traffic and people violating those --</p>

<p style="text-align: center;">74</p> <p>1 No matter if you have a stoplight or a sign that 2 says you can't turn left 7:00 to 7:00, it's 3 everyone; people are people. But this is 150 4 small children. Are we okay with that? That's 5 my question. 6 CHAIRMAN CASHMAN: Thank you. 7 MR. MOBERLY: Hello. Gary Moberly, 8 420 Warren Terrace in Hinsdale. We are on the 9 Madison side of the equation. We are about two 10 blocks south of Ogden, well, just east of 11 Madison. We are neighbors across the street 12 from -- I'm probably an expert on that light. 13 I'm a jogger. And the light at Madison and 14 Ogden is brutal right now. We dodge cars. Cars 15 brush up against me and my wife sometimes trying 16 to make that light. Because if the light -- If 17 you miss the light, you have a 2- or 3-minute 18 wait. So my concern would be a bunch of busy 19 parents dropping off, they are 5 minutes late 20 for work, zipping Monroe north, Madison, zipping 21 through that light. 22 I just want to say I agree with</p> <p>08:57:53PM 08:58:24PM</p>	<p style="text-align: center;">76</p> <p>1 paid for it 14 years ago. It's really not 2 relevant. It's going to be worth what it's 3 worth based on the code. So I'm going to ask 4 you to uphold the zoning code. Thank you. 5 CHAIRMAN CASHMAN: Thank you. 6 Anyone else? 7 Okay. Seeing no other neighbors or 8 community members that want to speak, additional 9 discussion by the Commissioners? Questions? 10 One thing that was mentioned, and 11 this is reminding me of the Landrover project, 12 is the idea -- I mean Hinsdale Orthopaedics is 13 definitely a part of this problem. I mean they 14 are a problem right now. So I was going to 15 encourage Charles and his group to maybe set up 16 a neighborhood meeting between now and our 17 March meeting. 18 It was very helpful, that was a 19 challenging project, taking an existing site, 20 GM, and converting it into a dealership. It was 21 helpful. It took some effort. But it was able 22 to get everyone face to face. I don't know how,</p> <p>09:00:05PM 09:00:36PM</p>
<p style="text-align: center;">75</p> <p>1 everything pretty much everybody has said so 2 far. I kind of disagree with the young lady 3 back here. To me, retail is a nonstarter. I 4 know one of the trustees mentioned that. There 5 is vacant retail all over Hinsdale. We have the 6 Garfield Center downtown is still not filled up 7 yet. I don't think we need more retail. A 8 little company called Amazon has drastically 9 changed the retail environment. 10 I kind of have a radical 11 suggestion. My friend back here mentioned it, 12 that we keep business code compliant, R-4. 13 Belloumini's, I'm sure somebody wanted to put a 14 tavern or a restaurant in there. It's now, 15 there is 4 single-family houses going in there. 16 And that's a tough location as well, it's at 17 Madison and 55th. One of them is sold. I think 18 the other one behind it might be. My hats off 19 to that developer. It took some courage to do 20 that. 21 But what R-3 or whoever owns this, 22 our friends from Evanston that own this lot,</p> <p>08:58:56PM 08:59:21PM</p>	<p style="text-align: center;">77</p> <p>1 maybe Robb and Chan can reach out to Hinsdale 2 Orthopaedics and get their involvement. If this 3 project was even developed into a park, they 4 would have to do something. They would have to 5 move. And I don't see a parking structure being 6 built anywhere in this neighborhood. I 7 certainly wouldn't want to see that, but I think 8 we need to have some discussion. I would love 9 to hear what their thoughts are. They must feel 10 like a dinosaur seeing an asteroid coming or 11 something because whatever happens here is going 12 to be bad for them. There is no way they could 13 fit there. 14 And an idea of you saying Basic 15 Life Principles or Institute, I mean the tricky 16 part is being across Ogden and shuttling people. 17 But there needs to be some type of solution. 18 The traffic is clearly an issue. The traffic 19 engineer has his hands full with our next 20 meeting, and I look forward to seeing what he 21 has to say. So I think this is going to hinge 22 on if it's going to be a development, it needs</p> <p>09:01:12PM 09:01:38PM</p>

<p style="text-align: center;">78</p> <p>1 to be code compliant. And then we need to</p> <p>2 figure out how to, if the traffic hurdle can be</p> <p>3 overcome.</p> <p>4 It's interesting, one of the</p> <p>5 community members, and I thought it was a great</p> <p>6 one, talked about what Clarendon Hills has done</p> <p>7 over the years where they basically restricted</p> <p>8 going westbound, you can't turn into Clarendon</p> <p>9 Hills. You pretty much put right turn in/right</p> <p>10 turn out on all those streets. And it's very</p> <p>11 effective. I live on Adams and there is a</p> <p>12 thoroughfare of cars. If you are going to</p> <p>13 Clarendon Hills, you come off of Monroe, and</p> <p>14 they go west on North and go down Adams. I do</p> <p>15 it. If I'm going to Clarendon Hills, that's the</p> <p>16 way I'm going to go. You avoid that area.</p> <p>17 And maybe it's time, I know when</p> <p>18 the Village voted to make that restriction from</p> <p>19 7:00 to 7:00, the idea of an island. I do think</p> <p>20 it would stop people because they would be</p> <p>21 driving over curbs. But that would mean we</p> <p>22 would to restrict westbound left-hand turns.</p>	<p style="text-align: center;">80</p> <p>1 years ago in the quarter plan, it was an issue.</p> <p>2 And it's more of an issue today because back</p> <p>3 then there were no turning restrictions.</p> <p>4 But I would like to find out the</p> <p>5 restrictions about that, and I think this is</p> <p>6 going to hinge on traffic. I mean it is some --</p> <p>7 North Avenue, it is well stated, and it's a</p> <p>8 way -- If you live in that part of town, that's</p> <p>9 how you get east and west, North or Hickory are</p> <p>10 the two main streets.</p> <p>11 MS. KASSA: Quick question. Christine</p> <p>12 Kassa. Does Hinsdale Orthopaedics have any</p> <p>13 legal or coding obligation to provide parking</p> <p>14 for their patients or their customers, or</p> <p>15 whatever you want to call them, such that they</p> <p>16 cannot overflow into our residential streets?</p> <p>17 CHAIRMAN CASHMAN: That's one for the</p> <p>18 gentlemen over there. Don't they have --</p> <p>19 Aren't they leasing the parking right now?</p> <p>20 MS. KASSA: They are leasing.</p> <p>21 MR. MC GINNIS: Correct. Again, this</p> <p>22 is part of the deeper conversation. We have had</p>
<p style="text-align: center;">79</p> <p>1 Robb, do you know if that was</p> <p>2 discussed back then? Is that something that if</p> <p>3 it's involving with IDOT? How did Clarendon</p> <p>4 Hills -- They did it on a bunch of roads.</p> <p>5 There is no way in there. You have to go all</p> <p>6 the way down to the road that's on like --</p> <p>7 either through Stonegate, which is a very</p> <p>8 circuitous route, or go down to the road that's</p> <p>9 on the west side of Hinsdale Golf Club before</p> <p>10 you can literally turn left and go down towards</p> <p>11 Chicago Avenue. They blocked it off I think</p> <p>12 probably pretty effectively.</p> <p>13 This reminds me of when Hinsdale</p> <p>14 installed the bridge. All the discussion about</p> <p>15 if we built this new bridge would it change</p> <p>16 traffic and bring all these cars into southeast</p> <p>17 Hinsdale. And if that was going to be the case,</p> <p>18 the Village was going to look at traffic devices</p> <p>19 like restricting left-hand turns off of Ogden</p> <p>20 trying to keep people from going through the</p> <p>21 residential neighborhoods. This is a big</p> <p>22 question. It was addressed 8 years ago or 10</p>	<p style="text-align: center;">81</p> <p>1 conversations with the COO of Hinsdale Ortho.</p> <p>2 They know they have a problem. Part of the</p> <p>3 problem is they have got ManorCare patients</p> <p>4 parking in their lot. They don't feel good</p> <p>5 about towing some elderly visitor's car that is</p> <p>6 visiting the cousin, whatever the case may be.</p> <p>7 There is a plan to ship some of those employees</p> <p>8 offsite. But they have acknowledged they have</p> <p>9 outgrown the facility, they have a parking</p> <p>10 problem. They are in contact with staff about</p> <p>11 trying to put in some sort of traffic control</p> <p>12 measures, a gate, what have you, to try and</p> <p>13 control some of that parking from ManorCare.</p> <p>14 But the reality is there just not enough parking</p> <p>15 for the number of cars that are there.</p> <p>16 MS. KASSA: But do they have a</p> <p>17 contractual or legal obligation with the Village</p> <p>18 to provide a certain amount of parking?</p> <p>19 MR. MC GINNIS: If it was new, yes.</p> <p>20 But that facility has been there for a long,</p> <p>21 long time.</p> <p>22 MS. CRNOVICH: Technically is that lot</p>

<p style="text-align: center;">82</p> <p>1 allowed to be used for parking according to the</p> <p>2 zoning code?</p> <p>3 MR. MC GINNIS: The Amling's lot? No,</p> <p>4 that was part of the settlement agreement. So</p> <p>5 they can continue to park cars in there until</p> <p>6 that property is sold. They have that by court</p> <p>7 order.</p> <p>8 MR. LANDIS: I have an answer to your</p> <p>9 question. At least according to the CEO, their</p> <p>10 contractual obligation is to have X number of</p> <p>11 spots per employee; and they maintain that they</p> <p>12 exceed that now. So it's not, it's not patient</p> <p>13 centric, it's employee centric. And he</p> <p>14 maintains that they exceed it.</p> <p>15 MS. KASSA: We made need to change our</p> <p>16 Village laws.</p> <p>17 CHAIRMAN CASHMAN: That's for someone</p> <p>18 above us.</p> <p>19 MR. KRILLENBERGER: How and when did</p> <p>20 this become residentially zoned? Was it out of</p> <p>21 compliance when Amling's was there?</p> <p>22 CHAIRMAN CASHMAN: It was special use,</p>	<p style="text-align: center;">84</p> <p>1 CHAIRMAN CASHMAN: Okay. Gerald?</p> <p>2 MR. JABLONSKI: I think we wait till we</p> <p>3 see the traffic study and comprehensive</p> <p>4 solution.</p> <p>5 CHAIRMAN CASHMAN: Julie?</p> <p>6 MS. CRNOVICH: I would like to thank</p> <p>7 all the neighbors for all our comments. And I'm</p> <p>8 looking forward to what we get in our next</p> <p>9 packet.</p> <p>10 MR. WILLOBEE: Yes, I agree. I'm just</p> <p>11 trying to think what the effect of it being a</p> <p>12 map amendment and whether this question of yes</p> <p>13 or no on the R-4, and changing away from that --</p> <p>14 AUDIENCE MEMBER: I'm sorry, we can't</p> <p>15 hear you.</p> <p>16 MR. WILLOBEE: Oh, sorry. I'm just</p> <p>17 saying with the fact it being a request of a map</p> <p>18 amendment changing away from R-4 to R-2, is that</p> <p>19 the bigger question right now before we even get</p> <p>20 into traffic studies and things like that?</p> <p>21 CHAIRMAN CASHMAN: Two good questions.</p> <p>22 I would encourage you at the next meeting to</p>
<p style="text-align: center;">83</p> <p>1 wasn't it?</p> <p>2 MR. MOBERLY: I can answer that.</p> <p>3 CHAIRMAN CASHMAN: Let's keep the</p> <p>4 conversation up here right now.</p> <p>5 MR. MC GINNIS: So that property was</p> <p>6 zoned R-4 when the zoning map was done in '89,</p> <p>7 and there was a lawsuit brought by the owner of</p> <p>8 Amling's to try and maintain that nonconforming</p> <p>9 use. That was the substance of the court battle</p> <p>10 that went on for several years. We were trying</p> <p>11 to protect that underlying R-4 zoning. So when</p> <p>12 Amling's was there, it was a legal nonconforming</p> <p>13 use.</p> <p>14 CHAIRMAN CASHMAN: But I thought when</p> <p>15 it changed ownership then that it reverted back</p> <p>16 to the original zoning.</p> <p>17 MR. MC GINNIS: The zoning never</p> <p>18 changed. It was always R-4. The question was</p> <p>19 whether or not they had the right to maintain</p> <p>20 that continued nonconforming use.</p> <p>21 CHAIRMAN CASHMAN: Scott?</p> <p>22 MR. PETERSON: I'm good for now.</p>	<p style="text-align: center;">85</p> <p>1 look at the criteria. I think you already did.</p> <p>2 It's pretty broad. And it even spells out the</p> <p>3 board's position on issues like this. It needs</p> <p>4 to be very seriously considered to change the</p> <p>5 zoning map. And then I think it's important to</p> <p>6 look back at the comprehensive plans. And the</p> <p>7 guidance and our zoning laws. It's a tough one</p> <p>8 because --</p> <p>9 MR. WILLOBEE: I hate to spend a lot of</p> <p>10 time if that's the big question. So that's what</p> <p>11 I'm wrestling with.</p> <p>12 CHAIRMAN CASHMAN: Anna?</p> <p>13 MS. FIASCONE: I just think that the</p> <p>14 neighborhood meeting with all businesses and</p> <p>15 neighbors involved would be really smart.</p> <p>16 CHAIRMAN CASHMAN: I think even one of</p> <p>17 the gentlemen or ladies mentioned ManorCare and</p> <p>18 Hinsdale Orthopaedic, both of them. ManorCare</p> <p>19 maybe when it opened it seemed like an adequate</p> <p>20 number of parking, but it's not even close now.</p> <p>21 And that's my concern is like if this went in</p> <p>22 for half, at least being what we require today,</p>

<div>86</div> <div> <div>1</div> <div>because is it right? Clearly could be. If</div> <div>2</div> <div>Hinsdale Orthopaedic actually meets the letter</div> <div>3</div> <div>of the code versus spaces, then it shows that</div> <div>4</div> <div>maybe we have a problem with our code, that we</div> <div>5</div> <div>don't request enough parking on people. Keep</div> <div>6</div> <div>them on site so they can be successful.</div> <div>7</div> <div>Well, we covered a lot. Charles, I</div> <div>8</div> <div>appreciate you bringing this packet. There is a</div> <div>9</div> <div>lot to do between now and -- I would like to</div> <div>10</div> <div>hear if there is a Commissioner to make a motion</div> <div>11</div> <div>to continue this to our March meeting.</div> <div>12</div> <div>So, Chan, what's the date in March?</div> <div>13</div> <div>MR. CHAN: The 14th.</div> <div>14</div> <div>MR. KRILLENBERGER: I will so motion.</div> <div>15</div> <div>MR. PETERSON: Second.</div> <div>16</div> <div>CHAIRMAN CASHMAN: Anna?</div> <div>17</div> <div>MS. FIASCONE: Aye.</div> <div>18</div> <div>MR. WILLOBEE: Aye.</div> <div>19</div> <div>MS. CRNOVICH: Aye.</div> <div>20</div> <div>CHAIRMAN CASHMAN: Aye.</div> <div>21</div> <div>MR. JABLONSKI: Aye.</div> <div>22</div> <div>MR. PETERSON: Aye.</div> </div>	<div>88</div> <div> <div>1</div> <div>STATE OF ILLINOIS)</div> <div>2</div> <div>) ss.</div> <div>3</div> <div>COUNTY OF DU PAGE)</div> <div>4</div> <div></div> <div>5</div> <div>I, JANICE H. HEINEMANN, CSR, RDR, CRR,</div> <div>6</div> <div>do hereby certify that I am a court reporter</div> <div>7</div> <div>doing business in the State of Illinois, that I</div> <div>8</div> <div>reported in shorthand the testimony given at the</div> <div>9</div> <div>hearing of said cause, and that the foregoing is</div> <div>10</div> <div>a true and correct transcript of my shorthand</div> <div>11</div> <div>notes so taken as aforesaid.</div> <div>12</div> <div></div> <div>13</div> <div></div> <div>14</div> <div></div> <div>15</div> <div>Janice H. Heinemann CSR, RDR, CRR</div> <div>16</div> <div>License No 084-001391</div> <div>17</div> <div></div> <div>18</div> <div></div> <div>19</div> <div></div> <div>20</div> <div></div> <div>21</div> <div></div> <div>22</div> <div></div> </div>
<div>87</div> <div> <div>1</div> <div>MR. KRILLENBERGER: Aye.</div> <div>2</div> <div>CHAIRMAN CASHMAN: And I encourage the</div> <div>3</div> <div>neighbors, please stay involved.</div> <div>4</div> <div>Chuck, if there is going to be a</div> <div>5</div> <div>neighborhood meeting, I would maybe communicate</div> <div>6</div> <div>with Chan; and he can be the center point for</div> <div>7</div> <div>that and let everyone know.</div> <div>8</div> <div>Do we have a motion to adjourn?</div> <div>9</div> <div>MR. KRILLENBERGER: I so move.</div> <div>10</div> <div>CHAIRMAN CASHMAN: All in favor?</div> <div>11</div> <div>(A chorus of ayes.)</div> <div>12</div> <div>* * *</div> <div>13</div> <div>(Whereupon the above-</div> <div>14</div> <div>entitled public hearing was</div> <div>15</div> <div>continued to March 14, 2017,</div> <div>16</div> <div>at 7:30 p.m)</div> <div>17</div> <div></div> <div>18</div> <div></div> <div>19</div> <div></div> <div>20</div> <div></div> <div>21</div> <div></div> <div>22</div> <div></div> </div>	

KATHLEEN W. BONO, CSR 630-834.7779

4:18, 5:10, 11:12, 11:14, 16:7, 18:8, 18:15, 32:22, 33:3, 57:8, 66:19, 68:22, 79:11, 80:7 avoid [2] - 52:9, 78:16 avoiding [1] - 15:9 aware [2] - 31:7, 72:4 aye [2] - 86:17, 86:21 Aye [5] - 86:18, 86:19, 86:20, 86:22, 87:1 ayes [1] - 87:11	better [6] - 4:12, 11:3, 22:17, 23:3, 39:20, 43:13 between [8] - 18:8, 22:5, 36:2, 42:17, 46:2, 46:20, 76:16, 86:9 big [9] - 14:9, 20:6, 22:4, 22:16, 26:3, 36:13, 64:15, 79:21, 85:10 bigger [1] - 84:19 biggest [1] - 12:22 bird [1] - 54:6 bisect [1] - 37:13 bit [6] - 27:21, 27:22, 48:4, 56:15, 61:6 BJORKMAN [4] - 66:11, 68:10, 68:13, 68:17 Bjorkman [1] - 66:12 blinded [1] - 39:15 blinding [1] - 39:14 blinkers [1] - 58:17 block [2] - 46:17, 61:22 blocked [1] - 79:11 blocking [2] - 43:18, 56:20 blocks [6] - 42:7, 42:18, 43:7, 47:21, 66:20, 74:10 blow [1] - 51:15 blowing [1] - 35:6 board [10] - 8:11, 33:6, 33:7, 40:21, 41:4, 41:9, 41:10, 41:21, 42:6, 69:21 BOARD [1] - 1:17 board's [1] - 85:3 bought [2] - 63:1, 63:2 boys [1] - 27:13 brand [1] - 72:11 brand-new [1] - 72:11 bridge [2] - 79:14, 79:15 bright [1] - 39:7 bring [4] - 3:18, 18:11, 52:10, 79:16 bringing [4] - 3:7, 5:17, 21:6, 86:8 broad [1] - 85:2 broker [1] - 47:14 Brook [1] - 27:20 brought [5] - 7:11, 20:9, 32:17, 52:10, 83:7 Bruner [1] - 66:12	brush [1] - 74:15 brutal [1] - 74:14 buffer [1] - 42:8 buffers [1] - 36:1 build [6] - 13:14, 13:15, 32:10, 51:4, 64:4 buildable [1] - 37:8 building [10] - 14:8, 21:13, 25:9, 25:10, 25:11, 31:15, 34:10, 36:22, 49:2 buildings [1] - 32:11 built [6] - 30:4, 64:2, 65:13, 72:2, 77:6, 79:15 bunch [3] - 18:6, 74:18, 79:4 burden [1] - 15:5 burhops [2] - 56:9, 56:10 Burke [1] - 37:21 bus [2] - 51:17, 51:18 bushes [1] - 64:11 busier [2] - 61:3, 61:6 business [5] - 39:9, 40:6, 49:13, 75:12, 88:7 businesses [1] - 85:14 busy [8] - 15:3, 53:11, 60:21, 61:2, 67:13, 67:21, 72:16, 74:18 buyers' [1] - 44:10 BYCZEK [3] - 47:10, 48:7 Byczek [1] - 47:10	23:10, 23:21 cars [22] - 8:15, 13:4, 20:10, 42:12, 45:14, 49:19, 52:7, 52:9, 52:17, 56:19, 58:10, 58:17, 59:3, 59:4, 61:21, 74:14, 78:12, 79:16, 81:15, 82:5 case [3] - 11:17, 79:17, 81:6 Case [2] - 1:5, 2:11 CASHMAN [105] - 1:18, 2:10, 2:19, 5:22, 6:9, 6:13, 7:4, 7:9, 8:3, 8:9, 10:1, 10:6, 10:9, 10:12, 10:16, 11:16, 12:8, 12:13, 12:21, 14:6, 14:19, 15:15, 16:21, 17:2, 17:6, 17:15, 17:19, 18:21, 19:7, 19:12, 19:18, 19:22, 20:14, 21:15, 21:18, 2:10, 2:19, 5:22, 6:9, 6:13, 7:4, 7:9, 8:3, 8:9, 10:1, 10:6, 10:9, 10:12, 10:16, 11:16, 12:8, 12:13, 12:21, 14:6, 14:19, 15:15, 16:21, 17:2, 17:6, 17:15, 17:19, 18:21, 19:7, 19:12, 19:18, 19:22, 20:14, 21:15, 24:2, 26:14, 27:5, 28:14, 28:20, 29:1, 30:1, 30:9, 30:14, 31:2, 31:5, 31:20, 32:7, 32:13, 33:11, 34:8, 34:14, 35:10, 35:22, 36:6, 36:20, 37:2, 38:8, 39:8, 39:14, 39:17, 39:22, 40:3, 40:13, 40:20, 41:8, 41:14, 41:17, 41:19, 46:10, 46:13, 47:1, 47:8, 48:6, 50:1, 54:7, 54:19, 57:1, 61:15, 62:18, 63:8, 63:13, 65:15, 65:21, 66:9, 68:7, 68:20, 73:10, 73:13, 74:6, 76:5, 80:17, 82:17, 82:22, 83:3, 83:14, 83:21, 84:1, 84:5, 84:21, 85:12, 85:16, 86:16, 86:20, 87:2, 87:10 challenging [1] - 76:19 Chamber [2] - 67:16, 68:14 Chan [5] - 29:2, 41:15, 77:1, 86:12, 87:6 CHAN [4] - 2:2, 41:16, 41:18, 86:13 change [10] - 34:9, 52:18, 67:1, 70:2, 70:11, 70:12, 71:3, 79:15, 82:15, 85:4 changed [4] - 61:5, 75:9, 83:15, 83:18 changes [1] - 30:17 changing [3] - 34:16, 84:13, 84:18 CHARLES [1] - 2:6 Charles [4] - 3:4, 38:9, 76:15, 86:7 Chicago [3] - 1:14, 16:7, 79:11 child [3] - 21:11, 71:10, 71:22	
B				
back-pitched [1] - 18:22 backed [2] - 20:12, 43:17 backed-up [1] - 43:17 backs [1] - 36:18 backyards [2] - 37:19, 38:2 bad [2] - 32:11, 77:12 barrier [2] - 55:7, 55:13 based [2] - 65:16, 76:3 baseline [1] - 24:3 basic [1] - 36:7 Basic [1] - 77:14 basins [2] - 37:19, 38:2 basis [3] - 10:15, 21:3, 49:21 bats [1] - 63:7 battle [1] - 83:9 bear [1] - 8:20 beat [1] - 55:11 beautiful [1] - 72:11 beauty [1] - 52:15 become [3] - 3:16, 44:14, 82:20 BEFORE [1] - 1:3 begin [1] - 48:21 beginning [1] - 9:15 behind [2] - 18:14, 75:18 Belloumini's [1] - 75:13 belong [2] - 14:3, 65:5 best [3] - 66:16, 66:21, 68:6				
C				
cameras [1] - 53:22 cannot [3] - 45:7, 46:19, 80:16 capacity [1] - 23:15 car [6] - 21:5, 21:7, 21:11, 22:7, 56:12, 81:5 care [5] - 7:5, 43:9, 51:5, 55:6, 70:22 Care [4] - 15:2, 24:15, 44:13, 48:11 cares [1] - 55:5 carrier [1] - 21:12 carries [2] - 23:19, 23:20 carry [3] - 23:5,				

<p>childcare [1] - 21:8</p> <p>childhood [1] - 30:5</p> <p>children [7] - 21:7, 51:19, 67:12, 68:18, 70:22, 73:21, 74:4</p> <p>chorus [1] - 87:11</p> <p>Christine [3] - 52:22, 54:22, 80:11</p> <p>Chuck [3] - 22:3, 22:18, 87:4</p> <p>chunk [2] - 14:15, 14:16</p> <p>circuitous [1] - 79:8</p> <p>city [1] - 50:15</p> <p>claimed [1] - 48:12</p> <p>Clarendon [14] - 4:22, 15:18, 16:6, 22:20, 27:9, 55:3, 63:15, 63:16, 63:18, 78:6, 78:8, 78:13, 78:15, 79:3</p> <p>cleanly [1] - 21:2</p> <p>clear [1] - 64:20</p> <p>clearly [5] - 20:6, 33:14, 50:5, 77:18, 86:1</p> <p>close [2] - 28:21, 85:20</p> <p>closed [4] - 9:7, 14:17, 63:4, 63:16</p> <p>closely [2] - 29:2, 29:19</p> <p>closest [1] - 42:18</p> <p>closing [1] - 62:9</p> <p>Club [1] - 79:9</p> <p>code [11] - 30:17, 32:2, 34:20, 65:17, 75:12, 76:3, 76:4, 78:1, 82:2, 86:3, 86:4</p> <p>codes [1] - 33:21</p> <p>coding [1] - 80:13</p> <p>comfortable [1] - 73:20</p> <p>coming [18] - 9:12, 14:13, 15:20, 16:1, 16:2, 16:6, 16:7, 16:8, 22:11, 25:15, 25:16, 25:19, 25:20, 28:5, 45:15, 53:13, 77:10</p> <p>comments [6] - 6:1, 29:4, 35:13, 50:13, 62:12, 84:7</p> <p>Commerce [2] - 67:16, 68:14</p> <p>commercial [8] - 33:8, 48:19, 57:7, 57:14, 59:14, 60:10, 73:4, 73:6</p> <p>COMMISSION [1] - 1:3</p>	<p>Commission [4] - 1:14, 7:12, 10:18, 62:10</p> <p>Commissioner [2] - 2:5, 86:10</p> <p>Commissioners [4] - 7:2, 8:18, 31:21, 76:9</p> <p>committee [2] - 3:6, 72:6</p> <p>communicate [1] - 87:5</p> <p>communities [2] - 16:12, 71:18</p> <p>community [18] - 15:17, 16:12, 27:11, 27:20, 33:13, 52:2, 62:15, 70:3, 70:14, 71:4, 71:12, 71:16, 71:20, 72:7, 72:15, 76:8, 78:5</p> <p>Community [1] - 2:4</p> <p>company [1] - 75:8</p> <p>comparable [1] - 72:12</p> <p>comparison [1] - 23:18</p> <p>complain [1] - 54:5</p> <p>complaints [1] - 55:1</p> <p>complete [3] - 6:18, 7:20, 34:9</p> <p>completely [2] - 40:3, 67:2</p> <p>compliance [1] - 82:21</p> <p>compliant [3] - 34:17, 75:12, 78:1</p> <p>comply [2] - 29:15, 39:4</p> <p>complying [1] - 29:11</p> <p>comprehensive [2] - 84:3, 85:6</p> <p>concentration [1] - 28:1</p> <p>conceptually [1] - 37:16</p> <p>concern [12] - 11:18, 12:22, 14:20, 15:4, 41:22, 46:19, 50:17, 50:18, 50:19, 65:8, 74:18, 85:21</p> <p>concerned [9] - 8:14, 10:14, 51:8, 60:13, 63:21, 63:22, 64:18, 72:11, 72:21</p> <p>concerns [7] - 42:10, 42:11, 43:6, 45:5, 57:13, 60:19, 65:22</p> <p>concrete [1] - 55:12</p> <p>concurrent [2] - 1:6,</p>	<p>2:12</p> <p>conditions [2] - 20:4, 64:13</p> <p>conduit [1] - 53:10</p> <p>conforming [1] - 4:5</p> <p>congested [2] - 13:7, 44:2</p> <p>congestion [2] - 14:5, 58:2</p> <p>congruent [1] - 34:7</p> <p>connections [1] - 72:5</p> <p>consider [5] - 7:7, 19:15, 49:21, 66:5, 69:19</p> <p>considered [1] - 85:4</p> <p>considering [1] - 20:7</p> <p>constantly [3] - 48:7, 48:12, 52:13</p> <p>consultant [1] - 58:7</p> <p>contact [1] - 81:10</p> <p>context [1] - 7:11</p> <p>contiguous [1] - 41:6</p> <p>contingencies [1] - 4:6</p> <p>continue [5] - 12:3, 43:3, 43:4, 82:5, 86:11</p> <p>continued [4] - 8:4, 28:15, 83:20, 87:15</p> <p>contract [1] - 3:16</p> <p>contractual [2] - 81:17, 82:10</p> <p>control [3] - 67:12, 81:11, 81:13</p> <p>controls [2] - 67:7, 67:9</p> <p>conversation [4] - 39:12, 46:5, 80:22, 83:4</p> <p>conversations [1] - 81:1</p> <p>converting [1] - 76:20</p> <p>COO [1] - 81:1</p> <p>copies [2] - 41:3, 41:13</p> <p>core [1] - 28:1</p> <p>corner [5] - 13:7, 17:11, 34:7, 47:11, 47:17</p> <p>correct [4] - 8:7, 25:5, 80:21, 88:10</p> <p>correctly [1] - 5:18</p> <p>Corridor [1] - 32:22</p> <p>corridor [1] - 57:7</p> <p>cost [1] - 44:6</p> <p>counted [2] - 58:9,</p>	<p>58:12</p> <p>counts [4] - 24:3, 24:4, 24:5, 24:7</p> <p>COUNTY [2] - 1:2, 88:2</p> <p>couple [5] - 7:12, 27:8, 47:16, 57:20, 69:2</p> <p>courage [1] - 75:19</p> <p>course [4] - 17:18, 63:6, 63:20, 64:17</p> <p>court [3] - 82:6, 83:9, 88:6</p> <p>cousin [1] - 81:6</p> <p>covered [1] - 86:7</p> <p>coyotes [1] - 63:7</p> <p>create [1] - 57:7</p> <p>creating [1] - 60:6</p> <p>crisscross [1] - 61:2</p> <p>criteria [5] - 17:21, 19:13, 20:1, 20:6, 85:1</p> <p>CRNOVICH [17] - 1:18, 14:20, 15:11, 16:16, 17:1, 17:9, 17:13, 37:1, 38:22, 39:5, 39:15, 39:20, 40:2, 40:10, 81:22, 84:6, 86:19</p> <p>cross [1] - 53:10</p> <p>crossing [1] - 11:11</p> <p>CRR [2] - 88:5, 88:15</p> <p>crucial [2] - 8:8, 32:19</p> <p>CSR [2] - 88:5, 88:15</p> <p>cul [4] - 4:4, 20:13, 48:19, 48:21</p> <p>cul-de-sac [4] - 4:4, 20:13, 48:19, 48:21</p> <p>curbs [1] - 78:21</p> <p>current [2] - 3:18, 69:10</p> <p>customer [1] - 59:1</p> <p>customers [2] - 56:13, 80:14</p> <p>cut [7] - 15:3, 15:7, 15:13, 16:13, 16:14, 23:5, 48:22</p> <p>cut-through [5] - 15:3, 15:7, 16:13, 16:14, 23:5</p> <p>cutting [2] - 14:21, 20:11</p> <p>cycle [3] - 44:2, 61:20, 62:2</p>	<p>dashing [1] - 67:13</p> <p>data [2] - 12:9, 27:10</p> <p>date [1] - 86:12</p> <p>daughter [1] - 56:6</p> <p>daycare [16] - 4:9, 9:12, 9:14, 9:17, 43:8, 45:3, 51:21, 52:2, 68:16, 68:17, 69:8, 69:13, 69:15, 71:14, 71:22, 72:2</p> <p>daycares [2] - 68:9, 68:12</p> <p>de [4] - 4:4, 20:13, 48:19, 48:21</p> <p>dead [1] - 49:8</p> <p>dead-end [1] - 49:8</p> <p>deal [1] - 70:7</p> <p>dealership [1] - 76:20</p> <p>decade [1] - 32:8</p> <p>decide [1] - 54:2</p> <p>decided [1] - 12:2</p> <p>decision [3] - 66:4, 66:7, 66:8</p> <p>decisions [1] - 62:11</p> <p>deeper [3] - 59:12, 60:15, 80:22</p> <p>definitely [10] - 15:21, 29:9, 31:6, 35:11, 47:22, 50:7, 61:17, 71:6, 71:11, 76:13</p> <p>degree [1] - 38:2</p> <p>deliveries [1] - 30:15</p> <p>demolished [1] - 34:11</p> <p>department [2] - 45:9, 48:9</p> <p>departure [1] - 45:2</p> <p>describing [1] - 50:3</p> <p>design [1] - 29:21</p> <p>desire [1] - 18:9</p> <p>despite [1] - 53:15</p> <p>destination [1] - 16:15</p> <p>detailed [2] - 28:16, 34:2</p> <p>details [3] - 31:7, 32:15, 40:5</p> <p>developed [3] - 13:9, 42:15, 77:3</p> <p>developer [1] - 75:19</p> <p>developer's [1] - 44:17</p> <p>developers [1] - 49:11</p> <p>developing [1] - 19:4</p> <p>development [6] - 23:2, 31:17, 33:8, 57:14, 62:22, 77:22</p>
			<p>D</p>	
			<p>damn [1] - 55:5</p>	

<p>Development / Building [1] - 2:4</p> <p>developments [2] - 44:4, 44:6</p> <p>devices [1] - 79:18</p> <p>dialogue [3] - 45:20, 46:3, 54:12</p> <p>difference [1] - 22:4</p> <p>different [5] - 3:22, 22:12, 67:2, 68:16, 69:3</p> <p>difficult [4] - 11:12, 22:22, 62:8, 72:9</p> <p>dimensions [2] - 29:8, 29:12</p> <p>dimnable [1] - 40:9</p> <p>dinosaur [1] - 77:10</p> <p>direct [1] - 72:6</p> <p>Director [1] - 2:3</p> <p>director's [1] - 72:6</p> <p>Dirk [3] - 40:18, 50:12, 61:19</p> <p>disagree [2] - 71:17, 75:2</p> <p>discuss [1] - 34:1</p> <p>discussed [1] - 79:2</p> <p>discussion [7] - 7:14, 23:4, 33:6, 57:16, 76:9, 77:8, 79:14</p> <p>discussions [3] - 4:14, 5:2, 18:6</p> <p>distributed [2] - 25:21, 60:4</p> <p>District [4] - 1:8, 1:9, 2:15, 2:17</p> <p>district [1] - 4:9</p> <p>dividing [1] - 31:2</p> <p>dodge [1] - 74:14</p> <p>dollars [1] - 49:14</p> <p>Don [1] - 57:2</p> <p>done [8] - 32:20, 32:22, 33:16, 45:12, 67:14, 78:6, 83:6</p> <p>door [2] - 55:3, 60:20</p> <p>double [3] - 43:13, 51:4, 58:17</p> <p>double-parked [1] - 58:17</p> <p>doubt [1] - 31:4</p> <p>down [27] - 4:21, 5:16, 5:17, 15:13, 23:10, 25:19, 27:3, 27:22, 35:6, 39:7, 40:7, 48:21, 49:13, 53:12, 53:13, 54:4, 56:7, 58:15, 60:17, 62:4, 64:3, 78:14, 79:6, 79:8, 79:10</p> <p>Downers [1] - 15:22</p>	<p>downtown [2] - 73:17, 75:6</p> <p>DR [4] - 54:20, 56:9, 56:10, 56:22</p> <p>drainage [1] - 12:19</p> <p>drastically [1] - 75:8</p> <p>draw [3] - 6:6, 27:11, 27:15</p> <p>drawing [1] - 27:19</p> <p>drive [4] - 26:16, 27:2, 46:15</p> <p>driven [1] - 33:14</p> <p>driver [1] - 67:10</p> <p>drivers [1] - 53:19</p> <p>drivethrough [1] - 21:14</p> <p>driveway [1] - 56:20</p> <p>driving [1] - 78:21</p> <p>drop [7] - 9:20, 13:6, 21:14, 22:4, 22:13, 24:21</p> <p>drop-off [3] - 9:20, 21:14, 24:21</p> <p>drop-offs [1] - 13:6</p> <p>dropoff [1] - 59:22</p> <p>dropping [3] - 25:17, 70:15, 74:19</p> <p>DU [2] - 1:2, 88:2</p> <p>dual [2] - 70:8</p> <p>due [1] - 24:9</p> <p>dumpster [2] - 36:17</p> <p>duplexes [1] - 67:3</p> <p>during [12] - 24:10, 25:13, 26:6, 43:17, 48:4, 53:7, 54:4, 56:4, 60:3, 63:20, 71:10</p>	<p>egress [3] - 4:11, 20:3, 43:16</p> <p>either [6] - 6:19, 13:9, 40:9, 43:12, 71:20, 79:7</p> <p>Elaine [2] - 68:21, 73:13</p> <p>elderly [1] - 81:5</p> <p>elementary [3] - 21:16, 21:17, 71:6</p> <p>Elmhurst [5] - 20:19, 25:5, 28:2, 69:5, 69:9</p> <p>elsewhere [2] - 32:10, 47:20</p> <p>embarrassing [1] - 32:8</p> <p>emerged [1] - 50:7</p> <p>emergency [1] - 53:13</p> <p>employee [4] - 44:12, 56:12, 82:11, 82:13</p> <p>employees [5] - 25:7, 42:19, 56:11, 56:14, 81:7</p> <p>empty [2] - 63:7, 73:1</p> <p>en [1] - 3:2</p> <p>enclosure [1] - 36:22</p> <p>encourage [3] - 76:15, 84:22, 87:2</p> <p>encouraged [1] - 32:13</p> <p>end [6] - 9:9, 22:6, 48:20, 49:7, 49:8, 57:17</p> <p>enforce [1] - 64:12</p> <p>enforced [1] - 39:9</p> <p>enforcement [1] - 53:22</p> <p>engineer [3] - 20:15, 32:18, 77:19</p> <p>engineering [1] - 37:22</p> <p>enrollment [3] - 70:7, 70:11, 72:9</p> <p>entire [1] - 61:12</p> <p>entitled [2] - 1:13, 87:14</p> <p>entry [1] - 43:18</p> <p>environment [1] - 75:9</p> <p>equation [1] - 74:9</p> <p>equipment [1] - 35:19</p> <p>errant [1] - 67:10</p> <p>escort [1] - 21:12</p> <p>especially [5] - 14:21, 34:15, 36:9, 54:2, 63:20</p>	<p>estate [2] - 47:14, 49:13</p> <p>Evanston [1] - 75:22</p> <p>evening [5] - 3:3, 26:4, 41:3, 62:19, 69:2</p> <p>evenings [1] - 14:13</p> <p>evolving [1] - 52:13</p> <p>exact [2] - 25:9, 25:10</p> <p>exactly [1] - 30:8</p> <p>example [1] - 65:20</p> <p>exceed [2] - 82:12, 82:14</p> <p>Excellent [1] - 47:8</p> <p>excellent [1] - 25:2</p> <p>exceptions [1] - 30:15</p> <p>excess [1] - 63:19</p> <p>excuse [1] - 25:7</p> <p>existing [9] - 3:20, 30:16, 31:14, 34:5, 36:3, 42:16, 60:10, 68:5, 76:19</p> <p>exists [3] - 17:5, 18:7, 34:5</p> <p>exiting [1] - 11:18</p> <p>expansion [1] - 72:21</p> <p>experience [3] - 27:12, 70:1, 71:13</p> <p>experienced [1] - 70:7</p> <p>expert [2] - 12:20, 74:12</p> <p>explain [1] - 18:1</p> <p>express [1] - 57:13</p> <p>expressing [1] - 41:21</p> <p>expressway [1] - 16:9</p> <p>eye [1] - 64:8</p>	<p>16:15, 20:22, 22:7, 22:19, 57:12, 59:21, 70:8, 71:11</p> <p>Family [2] - 1:9, 2:17</p> <p>family [8] - 49:16, 63:5, 64:14, 66:2, 66:15, 67:3, 67:4, 75:15</p> <p>far [3] - 15:21, 32:15, 75:2</p> <p>fast [1] - 67:11</p> <p>favor [2] - 11:10, 87:10</p> <p>feasible [1] - 44:8</p> <p>February [1] - 1:15</p> <p>feet [3] - 3:22, 49:17, 49:20</p> <p>fence [2] - 35:5, 35:9</p> <p>fencing [1] - 36:1</p> <p>few [2] - 3:11, 28:14</p> <p>fewer [1] - 71:7</p> <p>FIASCONI [14] - 1:19, 10:20, 12:4, 19:8, 19:16, 19:19, 20:8, 21:20, 38:10, 38:15, 38:18, 38:21, 85:13, 86:17</p> <p>figure [2] - 13:21, 78:2</p> <p>figured [1] - 36:7</p> <p>figuring [1] - 8:9</p> <p>filled [1] - 75:6</p> <p>final [1] - 19:2</p> <p>finally [2] - 3:13, 39:9</p> <p>fire [2] - 43:13, 48:9</p> <p>firehouse [1] - 48:9</p> <p>first [12] - 8:20, 17:17, 27:2, 29:7, 37:4, 41:1, 42:6, 46:17, 47:6, 62:20, 63:11, 63:14</p> <p>firsthand [1] - 18:19</p> <p>fish [1] - 56:7</p> <p>fit [1] - 77:13</p> <p>five [1] - 11:6</p> <p>fixed [1] - 20:1</p> <p>flexibility [1] - 45:6</p> <p>flipped [1] - 54:6</p> <p>flooding [1] - 38:1</p> <p>flow [5] - 5:7, 5:8, 5:9, 11:19, 62:3</p> <p>footage [1] - 20:21</p> <p>footprint [1] - 37:8</p> <p>foregoing [1] - 88:9</p> <p>foresee [1] - 15:20</p> <p>forgotten [1] - 45:13</p> <p>forth [5] - 12:5, 22:7, 51:21, 61:1, 64:6</p> <p>fortunate [1] - 3:15</p>
	<p style="text-align: center;">E</p> <p>e-mail [1] - 41:15</p> <p>early [2] - 18:4, 30:5</p> <p>easily [1] - 60:4</p> <p>east [11] - 14:2, 23:9, 36:4, 37:17, 38:4, 48:10, 63:8, 66:19, 73:17, 74:10, 80:9</p> <p>East [2] - 1:14, 49:6</p> <p>eastbound [2] - 43:16, 43:18</p> <p>easy [3] - 46:1, 51:11, 62:11</p> <p>echo [2] - 50:13, 55:2</p> <p>effect [1] - 84:11</p> <p>effective [1] - 78:11</p> <p>effectively [2] - 47:5, 79:12</p> <p>efficient [1] - 23:3</p> <p>effort [1] - 76:21</p>	<p>engineer [3] - 20:15, 32:18, 77:19</p> <p>engineering [1] - 37:22</p> <p>enrollment [3] - 70:7, 70:11, 72:9</p> <p>entire [1] - 61:12</p> <p>entitled [2] - 1:13, 87:14</p> <p>entry [1] - 43:18</p> <p>environment [1] - 75:9</p> <p>equation [1] - 74:9</p> <p>equipment [1] - 35:19</p> <p>errant [1] - 67:10</p> <p>escort [1] - 21:12</p> <p>especially [5] - 14:21, 34:15, 36:9, 54:2, 63:20</p>	<p style="text-align: center;">F</p> <p>face [2] - 76:22</p> <p>facetious [1] - 13:16</p> <p>facilities [2] - 19:5, 60:11</p> <p>facility [5] - 25:5, 59:14, 59:20, 81:9, 81:20</p> <p>fact [6] - 13:1, 24:9, 60:13, 61:10, 62:14, 84:17</p> <p>fairly [1] - 45:14</p> <p>familiar [1] - 30:13</p> <p>families [12] - 9:9, 9:12, 10:4, 16:5,</p>	

<p>fortunately [1] - 48:3 forward [2] - 77:20, 84:8 four [2] - 11:11, 50:17 free [1] - 59:1 frequently [1] - 53:15 Friday [1] - 9:6 friend [1] - 75:11 friends [3] - 43:3, 57:9, 75:22 front [4] - 31:15, 43:5, 52:7, 52:10 full [6] - 4:20, 5:14, 8:6, 11:8, 70:19, 77:19 full-day [1] - 70:19 Fullersburg [1] - 69:1 fundamental [1] - 60:9 future [1] - 45:1</p>	<p>Grant [1] - 56:7 great [4] - 18:22, 45:1, 70:7, 78:5 grocery [1] - 21:19 ground [1] - 46:21 group [1] - 76:15 Grove [1] - 15:22 guess [2] - 6:22, 62:9 guests [2] - 43:4, 52:12 guidance [1] - 85:7 guide [1] - 68:14 guy [1] - 12:21 guys [1] - 48:16</p>	<p>H</p> <p>half [2] - 26:8, 85:22 half-day [1] - 26:8 halfway [1] - 54:4 hand [4] - 48:2, 61:10, 78:22, 79:19 hands [2] - 61:14, 77:19 happy [1] - 19:3 harp [1] - 38:11 hate [2] - 38:11, 85:9 hats [1] - 75:18 head [2] - 27:17, 55:12 heading [1] - 43:8 hear [14] - 6:15, 8:17, 8:20, 8:21, 11:6, 32:18, 33:5, 36:9, 36:12, 38:9, 40:17, 77:9, 84:15, 86:10 heard [2] - 53:8, 72:8 hearing [3] - 1:12, 87:14, 88:9 hearsay [1] - 72:8 heavier [1] - 23:11 Heidi [2] - 50:9, 60:19 HEINEMANN [1] - 88:5 Heinemann [1] - 88:15 hello [3] - 62:19, 68:21, 74:7 Hello [1] - 57:2 help [1] - 19:3 helpful [2] - 76:18, 76:21 helps [4] - 22:14, 23:2, 24:11, 24:17 hereby [1] - 88:6 hi [2] - 21:22, 40:18 Hi [1] - 2:18</p>	<p>Hickory [1] - 80:9 high [2] - 23:21, 44:7 Hills [14] - 4:22, 15:18, 16:6, 22:20, 27:9, 55:3, 63:15, 63:16, 63:18, 78:6, 78:9, 78:13, 78:15, 79:4 hinge [2] - 77:21, 80:6 HINSDALE [1] - 1:3 Hinsdale [71] - 1:13, 1:14, 3:7, 3:19, 4:21, 13:1, 13:10, 13:20, 14:7, 15:17, 16:1, 16:2, 16:3, 16:4, 16:5, 16:11, 16:15, 17:6, 22:20, 23:7, 23:12, 24:12, 27:9, 27:19, 39:6, 39:12, 40:8, 44:13, 48:3, 49:5, 52:2, 52:13, 52:19, 53:2, 54:11, 55:17, 56:17, 58:11, 58:20, 58:22, 59:5, 59:9, 59:11, 61:2, 63:11, 64:2, 65:20, 66:13, 67:15, 69:1, 71:19, 72:20, 73:2, 73:9, 74:8, 75:5, 76:12, 77:1, 79:9, 79:13, 79:17, 80:12, 81:1, 85:18, 86:2 hit [1] - 43:21 hold [1] - 25:15 home [13] - 4:3, 61:4, 62:16, 66:2, 66:7, 70:5, 70:9, 70:18, 70:20, 71:8, 71:9, 71:20, 73:5 homeowners [1] - 35:8 homes [11] - 42:9, 49:16, 63:5, 64:3, 64:14, 64:22, 65:4, 66:3, 66:15, 67:3, 67:4 homework [1] - 58:8 hope [4] - 28:19, 62:12, 65:9, 66:7 hopefully [1] - 19:22 hopes [1] - 3:7 hoping [1] - 41:10 horselaugh [2] - 53:19, 55:11 hour [6] - 1:16, 25:14, 25:18, 54:4, 60:1, 63:20 hours [9] - 9:2, 9:5, 11:13, 26:11, 39:10, 40:6, 43:18, 60:2, 69:18 house [7] - 48:4, 52:8, 52:10, 63:10, 63:11, 63:12, 64:16 houses [4] - 13:15, 43:5, 48:20, 75:15 huge [2] - 32:17, 33:18 hurdle [1] - 78:2</p>	<p>information [4] - 6:18, 28:16, 36:7, 37:6 ingress [3] - 4:11, 20:3, 43:15 ingress/egress [1] - 19:10 initial [1] - 62:20 input [3] - 7:1, 31:21, 40:14 inside [1] - 21:10 installed [2] - 47:19, 79:14 instead [2] - 16:17, 54:12 institute [1] - 55:21 Institute [1] - 77:15 institution [1] - 67:4 institutional [2] - 16:17, 16:18 insulated [1] - 49:4 intended [1] - 57:19 interesting [6] - 7:13, 33:5, 50:2, 60:8, 70:1, 78:4 interior [1] - 67:19 interpretation [1] - 11:8 interpreting [1] - 5:18 intersection [6] - 41:7, 46:21, 47:7, 50:3, 50:5, 61:9 introduce [1] - 2:20 investment [1] - 66:6 invited [1] - 53:5 involved [6] - 47:15, 51:10, 60:21, 66:10, 85:15, 87:3 involvement [1] - 77:2 involving [2] - 68:18, 79:3 Iria [1] - 62:20 IRLANDA [7] - 62:19, 63:10, 63:14, 65:4, 65:7, 65:19, 65:22 Irlanda [1] - 62:20 island [1] - 78:19 issue [16] - 2:22, 12:12, 18:7, 19:11, 29:10, 46:13, 50:6, 50:7, 55:4, 55:16, 57:21, 59:11, 59:12, 77:18, 80:1, 80:2 issues [12] - 12:8, 17:22, 44:17, 46:6, 55:20, 56:16, 57:21, 57:22, 58:4, 60:21, 61:8, 85:3</p>
<p>G</p> <p>GAP [1] - 12:1 garage [1] - 51:4 Garfield [2] - 48:10, 75:6 Gary [1] - 74:7 gate [1] - 81:12 gateway [2] - 32:4, 32:8 gees [1] - 39:19 generate [5] - 24:13, 25:22, 26:4, 26:5, 26:6 gentleman [3] - 69:6, 69:12, 71:15 gentlemen [2] - 80:18, 85:17 GERALD [1] - 1:19 Gerald [1] - 84:1 GILLMAN [2] - 68:21, 73:12 Gillman [1] - 68:22 GINNIS [9] - 2:3, 35:7, 37:16, 39:11, 80:21, 81:19, 82:3, 83:5, 83:17 given [3] - 24:20, 44:22, 88:8 glad [1] - 32:17 Glen [1] - 66:11 Glendale [1] - 68:22 GM [1] - 76:20 Golf [1] - 79:9 grand [1] - 37:20</p>			<p>I</p> <p>I-r-l-a-n-d-a [1] - 62:20 idea [6] - 7:1, 49:9, 54:16, 76:12, 77:14, 78:19 ideas [1] - 47:13 identical [2] - 4:19, 20:19 identified [2] - 33:4, 50:5 IDOT [6] - 4:14, 7:21, 11:7, 11:22, 26:15, 79:3 ignored [1] - 53:14 ILLINOIS [2] - 1:1, 88:1 Illinois [2] - 1:15, 88:7 imagine [3] - 13:10, 15:22, 37:14 immediate [1] - 23:7 immediately [1] - 50:6 impact [3] - 22:14, 24:19, 57:15 impacted [1] - 57:8 impedes [1] - 45:15 importance [1] - 59:22 important [3] - 18:3, 33:12, 85:5 impression [1] - 73:2 improved [1] - 37:15 in/right [4] - 4:18, 5:12, 11:15, 78:9 include [1] - 64:22 included [1] - 46:8 including [1] - 43:6 income [2] - 70:8, 71:11 increased [1] - 73:22 indicate [1] - 27:10 indicated [2] - 22:18 Indicating [1] - 64:11 indication [1] - 11:9 infant [1] - 21:11</p>	

IT ^[1] - 19:22 item ^[2] - 19:17, 19:18	KLOA ^[3] - 2:8, 7:20, 22:1 knows ^[2] - 43:12, 44:22	65:12 left ^[30] - 4:16, 4:18, 5:12, 5:13, 5:16, 11:10, 11:13, 11:15, 12:15, 24:10, 24:16, 26:16, 26:20, 26:22, 27:1, 43:10, 47:6, 48:2, 48:5, 53:15, 54:2, 55:4, 55:13, 61:10, 61:11, 73:19, 74:2, 78:22, 79:10, 79:19	73:21 load ^[1] - 30:13 loading ^[2] - 30:1, 30:7 local ^[3] - 27:11, 44:3, 67:20 located ^[1] - 67:18 location ^[15] - 3:9, 11:10, 11:14, 12:3, 13:13, 14:11, 14:14, 16:4, 36:17, 36:21, 58:22, 59:1, 67:21, 69:10, 75:16 locations ^[2] - 28:2, 69:4 long-time ^[1] - 66:13 look ^[12] - 28:4, 29:12, 29:19, 32:21, 45:9, 48:14, 64:19, 65:16, 77:20, 79:18, 85:1, 85:6 looked ^[4] - 29:5, 30:19, 41:9, 56:17 looking ^[7] - 5:11, 7:9, 13:6, 17:20, 32:11, 34:4, 84:8 looks ^[1] - 35:14 lose ^[1] - 13:5 loss ^[3] - 72:22, 73:8 love ^[6] - 8:19, 8:21, 36:12, 40:15, 40:16, 77:8 low ^[1] - 70:7	24:15, 44:13, 48:11 ManorCare ^[9] - 34:6, 58:14, 59:6, 59:7, 59:10, 81:3, 81:13, 85:17, 85:18 map ^[7] - 19:13, 20:7, 34:16, 83:6, 84:12, 84:17, 85:5 Map ^[3] - 1:6, 2:12, 6:19 March ^[8] - 8:4, 20:1, 28:15, 76:17, 86:11, 86:12, 87:15 mark ^[1] - 17:15 Mark ^[1] - 7:19 MARK ^[2] - 1:21, 2:8 market ^[1] - 3:14 MARLAS ^[59] - 2:6, 2:18, 3:3, 5:9, 5:20, 7:3, 7:8, 7:19, 8:7, 9:5, 9:14, 9:17, 9:20, 10:3, 10:8, 11:5, 11:20, 12:11, 13:8, 13:18, 14:10, 15:7, 15:16, 16:18, 17:4, 17:8, 17:10, 18:5, 18:17, 19:1, 20:17, 21:17, 21:21, 25:10, 26:9, 27:6, 27:15, 28:9, 28:19, 28:22, 29:22, 30:7, 30:12, 30:21, 31:4, 31:12, 32:6, 32:12, 33:10, 34:4, 34:13, 35:21, 36:5, 38:14, 38:16, 38:20, 39:3, 65:3, 65:6
J	KRILLENBERGER			
JABLONSKI ^[10] - 1:19, 12:17, 12:22, 13:14, 14:4, 68:8, 68:11, 68:15, 84:2, 86:21 JANICE ^[1] - 88:5 Janice ^[1] - 88:15 January ^[1] - 24:6 Jim ^[3] - 8:22, 10:10, 47:10 JIM ^[1] - 1:20 job ^[1] - 5:21 jogger ^[1] - 74:13 JULIE ^[1] - 1:18 Julie ^[2] - 14:19, 84:5	L L-a-n-d-i-s ^[1] - 40:19 lack ^[1] - 60:9 ladies ^[1] - 85:17 lady ^[1] - 75:2 LaGrange ^[3] - 15:19, 28:10, 28:11 laid ^[1] - 55:7 land ^[2] - 66:16, 68:6 LANDIS ^[8] - 40:18, 40:22, 41:12, 41:20, 46:12, 46:18, 47:3, 82:8 Landis ^[1] - 40:19 Landrover ^[2] - 40:4, 76:11 landscaped ^[1] - 32:4 landscapers ^[1] - 43:4 landscaping ^[1] - 31:11 lane ^[1] - 43:15 lanes ^[2] - 11:11, 43:16 language ^[1] - 30:17 large ^[1] - 38:1 larger ^[2] - 39:11, 67:4 last ^[6] - 22:2, 32:8, 40:1, 41:4, 41:21, 72:18 late ^[2] - 14:12, 74:19 law ^[1] - 53:22 laws ^[3] - 54:18, 82:16, 85:7 lawsuit ^[1] - 83:7 lay ^[2] - 55:12, 72:10 layout ^[1] - 29:12 leasing ^[2] - 80:19, 80:20 least ^[11] - 33:7, 37:21, 45:8, 60:4, 67:16, 69:9, 70:3, 71:6, 71:12, 82:9, 85:22 leave ^[2] - 56:4,	65:12 left-hand ^[4] - 48:2, 61:10, 78:22, 79:19 legal ^[3] - 80:13, 81:17, 83:12 lengthy ^[1] - 4:13 less ^[4] - 25:18, 32:2, 45:18, 49:18 letter ^[4] - 41:3, 41:22, 42:6, 86:2 level ^[1] - 23:15 levels ^[1] - 40:7 License ^[1] - 88:15 life ^[2] - 61:12, 61:14 Life ^[1] - 77:15 light ^[14] - 5:17, 43:19, 43:21, 47:17, 47:19, 54:16, 62:1, 62:5, 74:12, 74:13, 74:16, 74:17, 74:21 lighting ^[2] - 38:22, 39:2 lights ^[3] - 39:7, 47:21, 47:22 likely ^[5] - 14:3, 16:2, 26:14, 43:17, 62:3 limited ^[1] - 43:7 Limited ^[2] - 1:8, 2:15 line ^[8] - 20:10, 21:5, 21:8, 37:10, 37:17, 38:4, 54:1, 62:5 lined ^[3] - 57:11, 61:21, 61:22 lining ^[2] - 57:13, 58:18 link's ^[1] - 3:13 list ^[1] - 65:17 listening ^[1] - 57:6 literally ^[1] - 79:10 live ^[16] - 5:21, 22:19, 34:20, 39:18, 40:16, 53:9, 54:21, 57:3, 62:15, 62:21, 66:12, 68:22, 72:18, 73:16, 78:11, 80:8 lived ^[3] - 42:9, 50:11, 51:13 lives ^[2] - 43:11,	Madison ^[21] - 5:16, 15:9, 17:11, 18:8, 18:12, 18:20, 23:20, 23:21, 35:3, 37:12, 38:1, 51:14, 51:19, 61:19, 62:5, 74:9, 74:11, 74:13, 74:20, 75:17 mail ^[1] - 41:15 main ^[2] - 14:20, 80:10 maintain ^[5] - 4:2, 31:13, 82:11, 83:8, 83:19 maintains ^[1] - 82:14 major ^[1] - 23:12 majority ^[1] - 22:18 management ^[2] - 17:22, 18:7 managing ^[1] - 47:15 mandate ^[1] - 28:6 manner ^[1] - 34:12 Manor ^[4] - 15:2,	man ^[1] - 17:15 Mark ^[1] - 7:19 MARK ^[2] - 1:21, 2:8 market ^[1] - 3:14 MARLAS ^[59] - 2:6, 2:18, 3:3, 5:9, 5:20, 7:3, 7:8, 7:19, 8:7, 9:5, 9:14, 9:17, 9:20, 10:3, 10:8, 11:5, 11:20, 12:11, 13:8, 13:18, 14:10, 15:7, 15:16, 16:18, 17:4, 17:8, 17:10, 18:5, 18:17, 19:1, 20:17, 21:17, 21:21, 25:10, 26:9, 27:6, 27:15, 28:9, 28:19, 28:22, 29:22, 30:7, 30:12, 30:21, 31:4, 31:12, 32:6, 32:12, 33:10, 34:4, 34:13, 35:21, 36:5, 38:14, 38:16, 38:20, 39:3, 65:3, 65:6 Marlas ^[1] - 3:4 masse ^[1] - 3:2 Matter ^[1] - 1:4 matter ^[3] - 1:13, 67:6, 74:1 MC ^[9] - 2:3, 35:7, 37:16, 39:11, 80:21, 81:19, 82:3, 83:5, 83:17 McDonald's ^[1] - 21:14 mean ^[14] - 12:6, 29:5, 31:8, 32:4, 32:9, 35:1, 40:4, 46:15, 47:18, 76:12, 76:13, 77:15, 78:21, 80:6 means ^[2] - 42:13, 46:21 meant ^[1] - 54:10 measures ^[1] - 81:12 medical ^[1] - 49:1 meet ^[2] - 33:21, 34:20
K				
K-a-s-o-n ^[1] - 73:16 KASON ^[1] - 73:15 Kason ^[1] - 73:15 KASSA ^[9] - 52:22, 54:9, 56:9, 56:21, 80:11, 80:20, 81:16, 82:15 Kassa ^[2] - 52:22, 80:12 KEELING ^[1] - 50:9 Keeling ^[1] - 50:9 Keeling's ^[1] - 60:19 keep ^[10] - 5:22, 34:5, 34:6, 45:14, 52:15, 54:1, 75:12, 79:20, 83:3, 86:5 Kensington ^[12] - 1:6, 2:6, 2:11, 3:4, 3:7, 3:19, 4:10, 25:4, 38:6, 69:3, 72:13, 72:14 kicks ^[1] - 30:18 kids ^[6] - 16:5, 50:17, 51:17, 70:15, 70:18, 71:1 kind ^[16] - 5:1, 7:10, 8:19, 19:16, 21:1, 33:4, 34:6, 36:8, 37:8, 46:19, 50:21, 65:13, 67:6, 75:2, 75:10 kindergarten ^[1] - 69:16 kindly ^[1] - 39:6 kinds ^[1] - 62:11			M Madison ^[21] - 5:16, 15:9, 17:11, 18:8, 18:12, 18:20, 23:20, 23:21, 35:3, 37:12, 38:1, 51:14, 51:19, 61:19, 62:5, 74:9, 74:11, 74:13, 74:20, 75:17 mail ^[1] - 41:15 main ^[2] - 14:20, 80:10 maintain ^[5] - 4:2, 31:13, 82:11, 83:8, 83:19 maintains ^[1] - 82:14 major ^[1] - 23:12 majority ^[1] - 22:18 management ^[2] - 17:22, 18:7 managing ^[1] - 47:15 mandate ^[1] - 28:6 manner ^[1] - 34:12 Manor ^[4] - 15:2,	man ^[1] - 17:15 Mark ^[1] - 7:19 MARK ^[2] - 1:21, 2:8 market ^[1] - 3:14 MARLAS ^[59] - 2:6, 2:18, 3:3, 5:9, 5:20, 7:3, 7:8, 7:19, 8:7, 9:5, 9:14, 9:17, 9:20, 10:3, 10:8, 11:5, 11:20, 12:11, 13:8, 13:18, 14:10, 15:7, 15:16, 16:18, 17:4, 17:8, 17:10, 18:5, 18:17, 19:1, 20:17, 21:17, 21:21, 25:10, 26:9, 27:6, 27:15, 28:9, 28:19, 28:22, 29:22, 30:7, 30:12, 30:21, 31:4, 31:12, 32:6, 32:12, 33:10, 34:4, 34:13, 35:21, 36:5, 38:14, 38:16, 38:20, 39:3, 65:3, 65:6 Marlas ^[1] - 3:4 masse ^[1] - 3:2 Matter ^[1] - 1:4 matter ^[3] - 1:13, 67:6, 74:1 MC ^[9] - 2:3, 35:7, 37:16, 39:11, 80:21, 81:19, 82:3, 83:5, 83:17 McDonald's ^[1] - 21:14 mean ^[14] - 12:6, 29:5, 31:8, 32:4, 32:9, 35:1, 40:4, 46:15, 47:18, 76:12, 76:13, 77:15, 78:21, 80:6 means ^[2] - 42:13, 46:21 meant ^[1] - 54:10 measures ^[1] - 81:12 medical ^[1] - 49:1 meet ^[2] - 33:21, 34:20

<p>meeting [13] - 8:2, 8:5, 8:12, 29:17, 40:21, 57:10, 76:16, 76:17, 77:20, 84:22, 85:14, 86:11, 87:5</p> <p>meetings [1] - 53:5</p> <p>meets [1] - 86:2</p> <p>MEMBER [6] - 5:5, 5:7, 5:15, 6:2, 6:4, 84:14</p> <p>Member [6] - 1:18, 1:19, 1:19, 1:20, 1:20, 1:21</p> <p>member [1] - 33:7</p> <p>MEMBERS [1] - 1:17</p> <p>members [3] - 3:2, 76:8, 78:5</p> <p>memory [1] - 10:17</p> <p>mention [1] - 58:16</p> <p>mentioned [6] - 54:16, 61:20, 75:4, 75:11, 76:10, 85:17</p> <p>met [1] - 26:19</p> <p>Michael [2] - 21:22, 54:20</p> <p>midday [1] - 26:7</p> <p>might [4] - 3:1, 56:1, 67:12, 75:18</p> <p>mike [1] - 6:14</p> <p>Mike [1] - 21:21</p> <p>mind [1] - 47:16</p> <p>mindset [1] - 50:21</p> <p>mine [1] - 51:6</p> <p>minimum [1] - 3:21</p> <p>minute [1] - 25:18</p> <p>minutes [3] - 7:10, 41:10, 74:19</p> <p>mirrors [1] - 34:6</p> <p>miss [3] - 44:2, 62:1, 74:17</p> <p>MOBERLY [2] - 74:7, 83:2</p> <p>Moberly [1] - 74:7</p> <p>moms [2] - 15:22, 21:5</p> <p>Monday [1] - 9:6</p> <p>Monroe [54] - 4:12, 4:19, 4:20, 5:11, 5:13, 5:16, 8:14, 15:2, 15:9, 15:10, 15:13, 16:3, 16:8, 20:10, 23:1, 23:5, 23:18, 24:8, 24:17, 24:19, 25:19, 27:1, 27:3, 35:2, 37:18, 42:17, 43:19, 46:16, 46:18, 46:20, 46:22, 47:11, 47:12, 47:18, 48:11, 48:22, 51:18, 53:1, 53:9, 54:22, 60:7, 60:14,</p>	<p>60:18, 61:9, 62:21, 63:18, 66:18, 71:7, 72:19, 73:17, 74:20, 78:13</p> <p>months [2] - 3:6, 11:6</p> <p>moreover [2] - 44:11, 52:12</p> <p>morning [6] - 9:19, 9:21, 14:15, 22:9, 26:11, 71:2</p> <p>mornings [1] - 73:18</p> <p>most [3] - 42:8, 55:1, 73:18</p> <p>mostly [1] - 65:16</p> <p>motion [4] - 7:15, 86:10, 86:14, 87:8</p> <p>move [5] - 14:2, 58:21, 58:22, 77:5, 87:9</p> <p>moved [3] - 50:15, 61:4, 65:2</p> <p>moves [1] - 21:1</p> <p>moving [1] - 52:16</p> <p>MR [141] - 1:18, 1:19, 1:20, 1:20, 1:21, 2:2, 2:3, 2:6, 2:8, 2:18, 3:3, 5:9, 5:19, 5:20, 6:11, 7:3, 7:8, 7:19, 7:22, 8:7, 9:1, 9:5, 9:11, 9:14, 9:15, 9:17, 9:18, 9:20, 10:3, 10:8, 10:11, 10:13, 10:19, 11:5, 11:20, 12:11, 12:17, 12:19, 12:22, 13:8, 13:14, 13:18, 14:4, 14:10, 15:7, 15:16, 16:18, 17:4, 17:8, 17:10, 17:17, 17:20, 18:5, 18:16, 18:17, 19:1, 20:17, 21:17, 21:21, 21:22, 24:4, 24:20, 25:2, 25:3, 25:10, 25:12, 26:9, 26:10, 26:17, 27:6, 27:7, 27:15, 28:7, 28:9, 28:19, 28:22, 29:22, 30:7, 30:12, 30:21, 31:4, 31:12, 32:6, 32:12, 33:10, 34:4, 34:13, 35:7, 35:21, 36:5, 36:16, 37:16, 38:14, 38:16, 38:20, 39:3, 39:11, 40:18, 40:22, 41:12, 41:16, 41:18, 41:20, 46:12, 46:18, 47:3, 47:10, 48:7, 57:2, 61:17, 65:3, 65:6, 66:11, 68:8,</p>	<p>68:10, 68:11, 68:13, 68:15, 68:17, 74:7, 80:21, 81:19, 82:3, 82:8, 82:19, 83:2, 83:5, 83:17, 83:22, 84:2, 84:10, 84:16, 85:9, 86:13, 86:14, 86:15, 86:18, 86:21, 86:22, 87:1, 87:9</p> <p>MS [49] - 1:18, 1:19, 10:20, 12:4, 14:20, 15:11, 16:16, 17:1, 17:9, 17:13, 19:8, 19:16, 19:19, 20:8, 21:20, 37:1, 38:10, 38:15, 38:18, 38:21, 38:22, 39:5, 39:15, 39:20, 40:2, 40:10, 50:9, 52:22, 54:9, 56:21, 62:19, 63:10, 63:14, 65:4, 65:7, 65:19, 65:22, 68:21, 73:12, 73:15, 80:11, 80:20, 81:16, 81:22, 82:15, 84:6, 85:13, 86:17, 86:19</p> <p>must [1] - 77:9</p> <p>myriad [1] - 65:15</p>	<p>85:3</p> <p>neighbor [2] - 41:6, 60:20</p> <p>neighborhood [14] - 33:17, 42:21, 44:15, 50:15, 52:11, 57:15, 60:16, 60:18, 62:6, 62:16, 76:16, 77:6, 85:14, 87:5</p> <p>neighborhoods [3] - 14:22, 44:3, 79:21</p> <p>neighbors [16] - 7:1, 8:10, 32:19, 34:22, 35:2, 35:3, 36:10, 45:21, 57:10, 62:13, 64:5, 74:11, 76:7, 84:7, 85:15, 87:3</p> <p>neighbors ' [1] - 44:10</p> <p>never [5] - 11:7, 44:4, 44:19, 61:11, 83:17</p> <p>new [8] - 3:8, 20:13, 31:17, 44:5, 60:11, 72:11, 79:15, 81:19</p> <p>next [9] - 16:16, 45:4, 48:15, 50:8, 55:3, 60:20, 77:19, 84:8, 84:22</p> <p>nice [3] - 12:21, 52:14, 72:2</p> <p>night [1] - 40:1</p> <p>nightmare [1] - 14:22</p> <p>nobody [4] - 55:4, 55:5, 55:10, 73:4</p> <p>nonconforming [3] - 83:8, 83:12, 83:20</p> <p>none [2] - 38:12, 67:17</p> <p>nonstart [1] - 33:20</p> <p>nonstarter [2] - 43:12, 75:3</p> <p>normal [1] - 29:14</p> <p>north [8] - 8:14, 22:17, 23:12, 26:16, 27:19, 39:18, 60:21, 74:20</p> <p>North [23] - 18:8, 39:17, 40:19, 41:7, 42:17, 46:20, 46:21, 47:11, 47:12, 47:17, 50:10, 50:11, 51:14, 51:18, 53:1, 54:22, 57:4, 60:17, 62:4, 62:21, 78:14, 80:7, 80:9</p> <p>north-south [1] - 23:12</p> <p>northbound [1] -</p>	<p>24:8</p> <p>northwest [1] - 17:11</p> <p>notes [1] - 88:11</p> <p>nothing [1] - 53:21</p> <p>notice [1] - 46:16</p> <p>noticed [1] - 15:1</p> <p>nuisance [1] - 33:17</p> <p>number [16] - 3:10, 3:15, 3:22, 4:3, 10:2, 10:3, 10:4, 20:20, 20:21, 20:22, 25:6, 81:15, 82:10, 85:20</p> <p>Number [1] - 43:9</p>
O				
<p>o'clock [3] - 9:21, 9:22, 20:11</p> <p>Oak [1] - 27:20</p> <p>oasis [1] - 73:1</p> <p>obey [1] - 54:17</p> <p>obeys [1] - 67:9</p> <p>obligation [3] - 80:13, 81:17, 82:10</p> <p>obscene [2] - 54:5, 65:10</p> <p>observations [1] - 55:1</p> <p>obviously [4] - 7:1, 19:11, 20:9, 58:18</p> <p>oddities [1] - 34:19</p> <p>OF [6] - 1:1, 1:2, 1:3, 1:11, 88:1, 88:2</p> <p>office [2] - 16:17, 65:16</p> <p>Office [2] - 1:8, 2:15</p> <p>offs [1] - 13:6</p> <p>offsite [1] - 81:8</p> <p>Ogden [51] - 1:5, 2:11, 3:8, 4:13, 4:16, 4:18, 5:10, 5:12, 5:13, 11:12, 11:14, 14:2, 14:22, 15:10, 15:13, 15:19, 17:12, 18:9, 18:15, 19:6, 22:21, 22:22, 24:10, 24:14, 25:20, 27:20, 29:13, 31:13, 32:21, 33:3, 38:7, 42:17, 43:11, 43:16, 43:19, 46:20, 47:18, 49:6, 49:7, 49:8, 52:5, 54:3, 57:8, 61:1, 61:9, 66:19, 73:17, 74:10, 74:14, 77:16, 79:19</p> <p>old [1] - 13:12</p> <p>once [3] - 42:14, 44:21, 45:12</p>				

<p>one [56] - 4:2, 5:10, 6:16, 7:14, 14:18, 20:1, 20:19, 21:7, 22:11, 22:16, 23:6, 23:11, 25:11, 25:18, 26:2, 27:7, 30:10, 33:7, 35:6, 37:11, 38:10, 38:17, 42:1, 43:15, 44:21, 45:12, 46:10, 47:3, 49:18, 53:2, 55:2, 55:6, 55:20, 56:3, 56:4, 58:15, 60:11, 61:19, 64:16, 68:4, 68:8, 69:4, 70:4, 73:6, 75:4, 75:17, 75:18, 76:10, 78:4, 78:6, 80:17, 85:7, 85:16</p> <p>ones [4] - 36:3, 58:1, 67:17, 68:5</p> <p>ongoing [2] - 46:5, 49:21</p> <p>onsite [1] - 18:12</p> <p>open [2] - 14:12, 70:10</p> <p>opened [1] - 85:19</p> <p>operation [4] - 9:2, 9:5, 9:16, 23:3</p> <p>opinion [3] - 31:22, 35:1, 66:6</p> <p>opportunity [3] - 18:10, 32:9, 52:16</p> <p>opposed [2] - 26:19, 29:16</p> <p>optimal [1] - 50:20</p> <p>option [1] - 27:4</p> <p>order [2] - 31:14, 82:7</p> <p>ordinance [3] - 33:14, 39:4, 40:5</p> <p>organization [1] - 66:22</p> <p>oriented [1] - 52:7</p> <p>original [1] - 83:16</p> <p>originally [1] - 57:19</p> <p>Ortho [2] - 39:12, 81:1</p> <p>Orthopaedic [3] - 51:3, 85:18, 86:2</p> <p>Orthopaedics [19] - 13:1, 13:11, 13:21, 14:7, 17:7, 24:13, 39:6, 44:13, 53:2, 54:12, 55:18, 56:17, 58:21, 59:5, 63:11, 65:20, 76:12, 77:2, 80:12</p> <p>Orthopaedics ' [5] - 40:8, 58:12, 59:9, 59:11, 64:2</p>	<p>otherwise [2] - 10:14, 43:22</p> <p>outfit [1] - 56:2</p> <p>outgrown [1] - 81:9</p> <p>outreaches [1] - 27:16</p> <p>outside [1] - 71:18</p> <p>overcome [1] - 78:3</p> <p>overflow [3] - 13:12, 13:22, 80:16</p> <p>overheads [1] - 19:20</p> <p>overriding [1] - 42:11</p> <p>own [8] - 35:9, 42:10, 50:10, 51:1, 51:5, 54:13, 61:14, 75:22</p> <p>Owner [1] - 2:6</p> <p>owner [3] - 3:4, 45:4, 83:7</p> <p>ownership [1] - 83:15</p> <p>owns [2] - 35:5, 75:21</p>	<p>38:6, 39:2, 39:13, 39:16, 42:16, 42:20, 42:22, 43:1, 44:12, 45:8, 46:14, 47:2, 47:4, 49:15, 49:19, 50:19, 51:4, 51:5, 53:4, 56:1, 56:11, 56:12, 58:1, 58:6, 58:12, 58:13, 58:14, 58:16, 59:1, 59:6, 59:16, 59:18, 60:7, 60:10, 60:14, 60:15, 60:17, 64:2, 64:4, 64:7, 64:9, 64:15, 64:17, 77:5, 80:13, 80:19, 81:4, 81:9, 81:13, 81:14, 81:18, 82:1, 85:20, 86:5</p> <p>part [17] - 37:20, 42:8, 46:3, 46:4, 54:12, 55:18, 56:18, 69:8, 69:16, 69:17, 71:1, 76:13, 77:16, 80:8, 80:22, 81:2, 82:4</p> <p>part-day [2] - 69:16, 69:17</p> <p>part-time [1] - 69:8</p> <p>partially [1] - 33:9</p> <p>partner [1] - 68:4</p> <p>past [4] - 27:16, 37:10, 46:15, 64:1</p> <p>path [1] - 35:20</p> <p>patient [2] - 42:21, 82:12</p> <p>patients [2] - 80:14, 81:3</p> <p>patterns [2] - 61:5, 63:21</p> <p>pay [2] - 70:17, 70:19</p> <p>peak [5] - 11:12, 25:14, 43:17, 60:2, 60:5</p> <p>people [32] - 6:14, 14:8, 15:8, 15:20, 20:11, 22:11, 48:5, 51:12, 51:15, 51:20, 52:3, 52:4, 52:20, 53:12, 53:15, 54:2, 54:17, 55:12, 59:6, 59:8, 60:6, 60:16, 67:5, 71:13, 73:18, 73:22, 74:3, 77:16, 78:20, 79:20, 86:5</p> <p>people's [1] - 56:19</p> <p>per [1] - 82:11</p> <p>percent [2] - 23:19, 70:13</p> <p>performed [1] - 22:2</p> <p>performing [1] - 22:1</p>	<p>perhaps [2] - 56:1, 68:4</p> <p>period [3] - 22:9, 25:14, 60:3</p> <p>periphery [1] - 67:18</p> <p>permit [1] - 26:22</p> <p>permitted [1] - 65:18</p> <p>person [2] - 42:10, 51:13</p> <p>personal [2] - 31:22, 35:1</p> <p>perspective [1] - 18:2</p> <p>PETERSON [7] - 1:20, 10:13, 12:19, 25:2, 83:22, 86:15, 86:22</p> <p>petition [1] - 8:12</p> <p>pick [2] - 21:10, 38:2</p> <p>picking [1] - 70:15</p> <p>pickup [4] - 9:21, 21:13, 24:21, 69:11</p> <p>pickup/drop [2] - 38:12, 38:13</p> <p>pickup/drop-off [2] - 38:12, 38:13</p> <p>pickups [1] - 13:6</p> <p>pictures [1] - 42:5</p> <p>piece [1] - 67:1</p> <p>pipe [1] - 18:22</p> <p>pitched [1] - 18:22</p> <p>place [5] - 30:20, 31:6, 34:5, 55:21, 58:18</p> <p>placement [1] - 46:1</p> <p>places [4] - 13:5, 27:14, 42:18, 47:7</p> <p>PLAN [1] - 1:3</p> <p>plan [14] - 3:18, 19:10, 19:11, 29:5, 29:7, 31:8, 31:18, 33:1, 34:2, 37:16, 37:21, 53:4, 80:1, 81:7</p> <p>Plan [3] - 1:13, 7:12, 32:22</p> <p>Planner [1] - 2:2</p> <p>planning [2] - 58:21, 59:16</p> <p>plans [2] - 39:1, 85:6</p> <p>Plat [4] - 1:6, 2:13, 6:20, 28:17</p> <p>plat [2] - 18:3, 28:18</p> <p>play [1] - 35:19</p> <p>playground [1] - 18:14</p> <p>Playhouse [1] - 72:5</p> <p>pleasant [1] - 64:8</p> <p>plenty [2] - 47:19, 49:4</p>	<p>plus [1] - 25:17</p> <p>point [7] - 26:3, 69:20, 71:11, 72:1, 72:18, 73:6, 87:6</p> <p>pointed [1] - 44:21</p> <p>points [3] - 5:10, 69:2, 73:9</p> <p>pole [1] - 40:10</p> <p>police [3] - 43:13, 45:9, 51:14</p> <p>pooling [1] - 22:7</p> <p>population [1] - 9:3</p> <p>Population [1] - 9:7</p> <p>portion [1] - 33:2</p> <p>position [1] - 85:3</p> <p>positions [1] - 58:21</p> <p>possibility [1] - 26:18</p> <p>possible [4] - 32:16, 34:18, 40:8, 72:13</p> <p>potential [5] - 50:4, 69:14, 69:17, 72:22, 73:8</p> <p>potentially [1] - 43:18</p> <p>precedent [1] - 34:11</p> <p>predominantly [1] - 70:4</p> <p>prefer [1] - 65:9</p> <p>preliminary [2] - 10:15, 11:20</p> <p>preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1</p> <p>preschools [7] - 67:15, 68:2, 68:3, 68:9, 68:11, 68:13, 72:7</p> <p>PRESENT [2] - 1:17, 2:1</p> <p>presentation [1] - 57:6</p> <p>pressure [1] - 43:21</p> <p>pretty [12] - 13:7, 14:14, 14:16, 19:1, 23:14, 26:12, 28:3, 72:12, 75:1, 78:9, 79:12, 85:2</p> <p>previous [1] - 11:1</p> <p>previously [1] - 30:20</p> <p>primarily [2] - 15:18, 27:9</p> <p>prime [3] - 50:17, 50:18, 50:19</p> <p>principal [1] - 58:4</p> <p>Principles [1] - 77:15</p> <p>print [1] - 42:3</p> <p>private [1] - 67:17</p>
--	--	---	---	---

<p>problem ^[19] - 10:21, 19:3, 31:18, 38:1, 44:10, 45:10, 48:8, 51:6, 51:7, 55:19, 56:18, 60:9, 60:15, 76:13, 76:14, 81:2, 81:3, 81:10, 86:4</p> <p>problems ^[4] - 44:14, 48:1, 51:1, 51:2</p> <p>PROCEEDINGS ^[1] - 1:11</p> <p>professional ^[1] - 58:7</p> <p>program ^[7] - 69:8, 69:9, 70:5, 70:10, 70:12, 70:16, 71:3</p> <p>programs ^[4] - 26:8, 69:15, 69:16, 70:19</p> <p>project ^[7] - 34:18, 64:19, 65:10, 76:11, 76:19, 77:3</p> <p>projecting ^[1] - 49:16</p> <p>projects ^[1] - 65:13</p> <p>properly ^[2] - 7:6, 33:16</p> <p>properties ^[6] - 31:9, 36:2, 37:7, 47:15, 47:16, 49:5</p> <p>property ^[31] - 3:13, 3:16, 4:8, 13:3, 18:11, 18:12, 20:4, 31:19, 32:1, 32:5, 37:14, 38:4, 40:6, 42:15, 44:7, 48:20, 49:3, 50:21, 57:9, 57:14, 63:1, 63:2, 63:4, 63:7, 65:5, 66:3, 66:14, 73:4, 73:6, 82:6, 83:5</p> <p>proposal ^[5] - 44:8, 44:11, 57:7, 57:17, 60:8</p> <p>proposed ^[11] - 3:9, 20:5, 29:19, 36:2, 43:8, 43:15, 43:16, 44:4, 44:5, 44:16, 65:10</p> <p>proposing ^[2] - 4:17, 11:1</p> <p>protect ^[2] - 35:2, 83:11</p> <p>provide ^[4] - 42:3, 44:5, 80:13, 81:18</p> <p>provides ^[1] - 23:2</p> <p>public ^[6] - 1:12, 6:1, 16:10, 58:3, 61:8, 87:14</p> <p>pull ^[1] - 36:14</p> <p>pulled ^[1] - 69:4</p> <p>purchased ^[1] - 66:1</p>	<p>purchaser ^[1] - 3:16</p> <p>purely ^[1] - 44:7</p> <p>purpose ^[1] - 30:12</p> <p>push ^[1] - 51:1</p> <p>pushes ^[1] - 60:15</p> <p>put ^[14] - 7:18, 19:4, 40:7, 46:2, 47:17, 48:19, 48:21, 53:17, 54:11, 64:9, 75:13, 78:9, 81:11</p> <p>puts ^[1] - 14:7</p> <p>putting ^[3] - 36:8, 60:13, 73:21</p> <p style="text-align: center;">Q</p> <p>quarter ^[1] - 80:1</p> <p>questions ^[14] - 5:2, 5:4, 8:17, 10:10, 12:18, 19:9, 40:13, 46:8, 47:12, 47:16, 53:1, 73:11, 76:9, 84:21</p> <p>quick ^[1] - 80:11</p> <p>quiet ^[4] - 14:16, 26:12, 42:7, 50:14</p> <p>quite ^[2] - 3:11, 48:4</p> <p style="text-align: center;">R</p> <p>R-2 ^[3] - 66:15, 68:6, 84:18</p> <p>R-3 ^[1] - 75:21</p> <p>R-4 ^[13] - 1:8, 2:16, 3:20, 3:21, 4:3, 4:5, 63:3, 75:12, 83:6, 83:11, 83:18, 84:13, 84:18</p> <p>racing ^[3] - 51:12, 51:20, 53:12</p> <p>radical ^[1] - 75:10</p> <p>radius ^[3] - 27:16, 27:17, 28:3</p> <p>railroad ^[1] - 53:11</p> <p>rather ^[1] - 37:17</p> <p>RDR ^[2] - 88:5, 88:15</p> <p>reach ^[2] - 28:12, 77:1</p> <p>read ^[1] - 41:1</p> <p>real ^[3] - 21:14, 47:14, 49:13</p> <p>reality ^[1] - 81:14</p> <p>realized ^[2] - 11:11, 12:1</p> <p>really ^[34] - 6:5, 10:21, 11:7, 11:9, 11:19, 14:15, 15:2, 15:16, 16:14, 18:2, 21:2, 22:14, 23:2,</p>	<p>26:6, 26:10, 28:4, 29:10, 29:16, 30:19, 31:3, 31:17, 32:4, 32:14, 33:12, 35:17, 37:9, 51:22, 55:15, 55:20, 72:2, 72:21, 76:1, 85:15</p> <p>rear ^[1] - 35:18</p> <p>reason ^[1] - 48:10</p> <p>reasons ^[5] - 3:10, 12:2, 22:16, 44:5, 66:1</p> <p>recap ^[1] - 5:1</p> <p>recently ^[1] - 72:3</p> <p>recognize ^[1] - 59:21</p> <p>recognized ^[1] - 61:7</p> <p>recommendation ^[1] - 4:15</p> <p>reconstructed ^[1] - 37:14</p> <p>record ^[1] - 2:20</p> <p>recorded ^[1] - 6:15</p> <p>redesign ^[1] - 29:15</p> <p>redevelop ^[1] - 18:10</p> <p>redevelopment ^[1] - 3:14</p> <p>reduce ^[1] - 24:18</p> <p>reduced ^[2] - 24:9, 32:2</p> <p>reduces ^[1] - 22:8</p> <p>referred ^[1] - 25:11</p> <p>reflect ^[1] - 62:12</p> <p>refresh ^[1] - 10:16</p> <p>refuse ^[1] - 36:22</p> <p>regarding ^[2] - 4:14, 36:21</p> <p>regardless ^[1] - 13:12</p> <p>regards ^[3] - 43:5, 46:6, 58:6</p> <p>regular ^[1] - 22:5</p> <p>related ^[2] - 9:1, 12:9</p> <p>relative ^[1] - 18:6</p> <p>release ^[2] - 18:14, 19:6</p> <p>relevant ^[1] - 76:2</p> <p>remaining ^[1] - 4:7</p> <p>remember ^[5] - 11:16, 12:14, 14:11, 26:3, 28:4</p> <p>reminding ^[1] - 76:11</p> <p>reminds ^[1] - 79:13</p> <p>rent ^[2] - 56:1, 65:1</p> <p>repeat ^[3] - 5:5, 5:8, 10:1</p> <p>report ^[2] - 12:6, 20:16</p> <p>REPORT ^[1] - 1:11</p> <p>reported ^[1] - 88:8</p>	<p>reporter ^[1] - 88:6</p> <p>represented ^[1] - 8:13</p> <p>request ^[2] - 84:17, 86:5</p> <p>require ^[2] - 45:13, 85:22</p> <p>required ^[2] - 7:6, 28:17</p> <p>requirement ^[1] - 32:2</p> <p>requirements ^[4] - 4:1, 6:21, 29:11, 29:17</p> <p>research ^[1] - 67:14</p> <p>reserved ^[1] - 59:17</p> <p>resident ^[2] - 66:13, 72:20</p> <p>residential ^[18] - 31:9, 32:1, 33:4, 33:13, 33:14, 34:22, 36:2, 36:19, 37:7, 42:7, 44:8, 50:14, 51:2, 57:19, 66:17, 66:20, 79:21, 80:16</p> <p>residentially ^[1] - 82:20</p> <p>residents ^[4] - 8:13, 15:5, 42:1, 62:14</p> <p>respectfully ^[1] - 71:17</p> <p>response ^[1] - 43:14</p> <p>rest ^[2] - 49:2, 49:3</p> <p>restaurant ^[1] - 75:14</p> <p>restrict ^[1] - 78:22</p> <p>restricted ^[3] - 47:1, 47:4, 78:7</p> <p>restricting ^[1] - 79:19</p> <p>restriction ^[1] - 78:18</p> <p>restrictions ^[8] - 42:17, 43:2, 46:14, 60:7, 60:14, 80:3, 80:5</p> <p>restrictive ^[3] - 45:14, 45:19, 53:18</p> <p>retail ^[4] - 75:3, 75:5, 75:7, 75:9</p> <p>retention ^[1] - 18:17</p> <p>revenue ^[1] - 72:22</p> <p>revert ^[1] - 57:18</p> <p>reverted ^[1] - 83:15</p> <p>review ^[2] - 7:7, 17:21</p> <p>rezone ^[2] - 1:7, 2:14</p> <p>rezoning ^[1] - 16:17</p> <p>rid ^[1] - 45:21</p> <p>risk ^[2] - 73:8, 73:21</p>	<p>Road ^[1] - 55:22</p> <p>road ^[3] - 72:16, 79:6, 79:8</p> <p>roads ^[2] - 23:6, 79:4</p> <p>roadway ^[1] - 22:15</p> <p>robb ^[1] - 79:1</p> <p>Robb ^[3] - 29:2, 37:10, 77:1</p> <p>ROBERT ^[1] - 2:3</p> <p>role ^[1] - 53:3</p> <p>room ^[1] - 57:6</p> <p>rough ^[1] - 35:10</p> <p>roughly ^[1] - 9:8</p> <p>round ^[1] - 48:4</p> <p>route ^[1] - 79:8</p> <p>Route ^[2] - 72:3, 72:17</p> <p>routes ^[1] - 23:12</p> <p>routinely ^[1] - 53:14</p> <p>run ^[4] - 37:17, 37:18, 38:3, 69:15</p> <p>running ^[4] - 37:18, 37:21, 61:16, 61:18</p> <p>runs ^[1] - 37:11</p> <p>rush ^[2] - 54:4, 63:20</p> <p style="text-align: center;">S</p> <p>S-a-d-l-o-w-s-k-i ^[1] - 57:3</p> <p>S-k-a-r-e-d-o-f ^[1] - 54:21</p> <p>sac ^[4] - 4:4, 20:13, 48:19, 48:21</p> <p>SADLOWSKI ^[2] - 57:2, 61:17</p> <p>Sadlowski ^[1] - 57:3</p> <p>safer ^[1] - 67:20</p> <p>safety ^[4] - 50:18, 58:3, 60:20, 61:8</p> <p>sat ^[1] - 69:20</p> <p>Saturday ^[1] - 14:18</p> <p>save ^[1] - 12:20</p> <p>saw ^[7] - 8:10, 8:12, 59:7, 59:15, 70:2, 70:8, 70:12</p> <p>School ^[8] - 1:6, 2:7, 2:12, 3:5, 3:7, 3:19, 4:10, 25:4</p> <p>school ^[18] - 9:4, 9:8, 9:10, 9:16, 15:17, 16:4, 16:11, 21:16, 21:18, 22:5, 28:13, 48:17, 48:20, 49:2, 51:18, 71:6, 71:7</p> <p>schools ^[5] - 15:18, 20:17, 27:10, 38:12, 38:16</p> <p>scott ^[1] - 83:21</p>
---	---	--	--	--

<p>SCOTT [1] - 1:20 Scott [2] - 10:12, 12:16 screened [2] - 31:9, 32:3 screening [2] - 37:1, 37:2 SE-8 [1] - 33:1 second [6] - 27:4, 48:18, 53:9, 63:12, 72:1, 86:15 security [1] - 40:7 see [35] - 6:15, 8:4, 10:21, 12:6, 12:10, 12:14, 15:16, 18:2, 20:15, 25:13, 29:6, 29:9, 29:14, 34:1, 34:11, 35:17, 36:9, 36:11, 37:8, 37:9, 39:1, 41:8, 42:5, 45:16, 45:17, 45:19, 50:6, 53:15, 55:2, 56:6, 63:19, 71:13, 77:5, 77:7, 84:3 seeing [4] - 18:9, 76:7, 77:10, 77:20 seek [1] - 44:5 seeking [2] - 5:12, 11:13 seem [1] - 6:17 sell [1] - 13:15 sellers' [1] - 44:9 selling [1] - 47:15 send [2] - 70:22, 71:21 sense [2] - 33:12, 60:12 sensitive [1] - 49:12 sentiments [1] - 50:14 series [1] - 6:21 seriously [1] - 85:4 serve [3] - 30:13, 71:16, 71:18 serves [2] - 16:4, 23:7 service [3] - 16:11, 23:15, 52:1 serving [1] - 15:17 set [1] - 76:15 setback [5] - 29:14, 31:12, 31:16, 33:22, 37:6 setbacks [2] - 29:8, 37:7 settlement [1] - 82:4 several [3] - 43:6, 69:3, 83:10 shape [1] - 35:11 share [1] - 60:19</p>	<p>sheds [1] - 35:19 shift [1] - 71:5 shifted [1] - 44:14 ship [1] - 81:7 short [3] - 33:19, 40:22, 61:20 shortage [1] - 68:3 shorthand [2] - 88:8, 88:10 show [2] - 23:13, 24:1 showed [2] - 8:11, 25:13 shown [1] - 30:2 shows [1] - 86:3 shuttle [1] - 56:3 shuttling [1] - 77:16 siblings [2] - 9:9, 10:5 side [9] - 45:9, 47:3, 47:4, 51:16, 56:14, 63:9, 66:18, 74:9, 79:9 sign [5] - 21:12, 51:15, 55:4, 55:6, 74:1 signage [6] - 45:11, 45:14, 45:19, 46:5, 53:16, 53:18 signal [1] - 54:11 signaling [1] - 54:7 signalized [1] - 50:4 signals [3] - 53:14, 54:5, 54:17 signatures [1] - 41:5 significant [1] - 26:1 signs [1] - 46:1 similar [7] - 20:18, 25:4, 25:11, 28:2, 57:22, 69:6, 72:13 similarly [2] - 16:6, 43:1 simply [1] - 42:3 single [8] - 49:16, 63:5, 64:14, 66:2, 66:15, 67:3, 67:4, 75:15 Single [2] - 1:9, 2:16 single-family [8] - 49:16, 63:5, 64:14, 66:2, 66:15, 67:3, 67:4, 75:15 sit [3] - 44:1, 61:21, 62:1 site [20] - 3:9, 3:20, 4:15, 4:17, 11:1, 11:2, 11:3, 13:9, 19:5, 19:10, 22:16, 22:17, 29:5, 29:7, 30:22, 31:8, 33:3, 76:19,</p>	<p>86:6 sites [2] - 4:4, 32:11 sitting [1] - 57:5 situation [3] - 58:5, 62:8, 68:19 six [2] - 11:6, 66:20 size [2] - 9:10, 30:10 SKAREDOFF [3] - 54:20, 56:10, 56:22 Skaredoff [1] - 54:21 slow [2] - 19:5, 21:3 slowly [2] - 18:14, 21:2 small [2] - 51:19, 74:4 smart [2] - 63:15, 85:15 sold [2] - 75:17, 82:6 solid [2] - 36:1, 66:20 solution [6] - 19:2, 45:6, 55:16, 73:7, 77:17, 84:4 solutions [1] - 52:6 solve [6] - 43:2, 50:22, 51:6, 51:7, 55:19, 60:8 someone [4] - 8:13, 15:2, 54:6, 82:17 sometimes [2] - 44:1, 74:15 somewhere [1] - 53:6 sorry [6] - 5:6, 38:11, 55:15, 72:14, 84:14, 84:16 sort [2] - 33:9, 81:11 sounds [1] - 51:11 South [2] - 66:12, 73:16 south [9] - 23:1, 23:7, 23:10, 23:12, 27:3, 36:3, 61:1, 66:17, 74:10 southbound [1] - 15:15 southeast [1] - 79:16 southwest [2] - 47:11, 66:18 space [5] - 18:3, 42:20, 49:19, 56:2, 58:16 spaces [8] - 20:20, 29:18, 30:16, 37:4, 58:13, 59:17, 59:18, 86:3 speaking [2] - 27:12, 45:7 special [6] - 4:9, 16:19, 17:2, 17:4,</p>	<p>65:18, 82:22 specific [3] - 19:9, 36:21, 46:8 specifically [1] - 44:12 speed [1] - 48:12 speeding [1] - 48:16 spelled [2] - 30:10, 30:14 spells [1] - 85:2 spend [1] - 85:9 spot [1] - 49:19 spots [3] - 47:20, 49:15, 82:11 spread [2] - 22:8, 22:11 Spring [1] - 55:22 Springs [4] - 15:19, 27:21, 28:9, 28:10 square [3] - 3:21, 20:21, 49:17 Square [1] - 56:8 ss [1] - 88:1 SS [1] - 1:1 staff [10] - 10:8, 18:6, 35:7, 39:6, 42:12, 53:7, 56:3, 59:17, 72:10, 81:10 staffing [2] - 10:7, 35:14 stage [1] - 28:5 staggered [2] - 45:2, 59:22 standpoint [1] - 26:13 start [8] - 22:6, 24:21, 33:20, 34:14, 37:4, 51:16, 61:16, 61:18 State [1] - 88:7 STATE [2] - 1:1, 88:1 state [2] - 40:16, 69:11 statement [1] - 41:1 stay [7] - 51:10, 66:10, 70:4, 71:8, 71:9, 71:20, 87:3 stay-at-home [2] - 71:8, 71:9 steady [1] - 21:3 STEPHEN [1] - 1:18 still [3] - 3:17, 68:18, 75:6 stipulations [1] - 64:13 Stonegate [1] - 79:7 stood [1] - 3:5 stop [5] - 51:14, 51:15, 51:18, 55:14, 78:20</p>	<p>stoplight [1] - 74:1 storage [1] - 18:13 store [4] - 21:19, 38:5, 56:7, 56:14 stormwater [5] - 17:16, 17:22, 18:2, 18:7, 18:11 Stormwater [1] - 36:12 straight [1] - 47:6 strangers [1] - 52:11 street [31] - 3:8, 5:18, 11:7, 17:11, 29:18, 29:22, 30:22, 31:1, 35:15, 39:5, 43:5, 48:17, 49:3, 51:12, 54:3, 55:9, 56:20, 58:11, 59:8, 60:7, 60:22, 61:2, 61:13, 62:22, 63:9, 63:16, 65:1, 67:13, 67:22, 74:11 Street [16] - 8:14, 15:14, 20:10, 38:1, 40:19, 50:10, 50:11, 57:4, 60:14, 60:17, 60:21, 61:19, 62:4, 62:5, 66:12, 66:19 streets [10] - 23:22, 42:8, 49:5, 49:7, 67:19, 67:20, 78:10, 80:10, 80:16 structural [1] - 70:12 structurally [1] - 71:2 structure [3] - 69:7, 72:13, 77:5 structures [1] - 35:20 students [5] - 9:8, 10:2, 10:3, 20:22, 25:6 studied [1] - 33:2 studies [1] - 84:20 study [19] - 7:16, 7:17, 7:20, 8:6, 11:22, 12:1, 17:14, 22:1, 22:2, 23:13, 24:1, 25:1, 25:13, 29:9, 32:17, 37:22, 46:8, 50:2, 84:3 subdivide [5] - 1:7, 1:8, 2:13, 2:15, 4:1 Subdivision [4] - 1:7, 2:13, 6:20, 28:17 subject [2] - 3:14, 20:3 submission [1] - 8:5 submit [1] - 26:21 submitted [2] - 7:21,</p>
--	--	--	--	---

<p>8:1 substance [1] - 83:9 successful [3] - 34:18, 69:14, 86:6 suffering [1] - 70:17 suggest [1] - 7:11 suggestion [1] - 75:11 summer [2] - 41:4, 41:21 Sunday [1] - 14:18 Sunshine [1] - 72:4 supportive [1] - 12:1 supposed [1] - 64:8 supposedly [1] - 73:5 surprised [1] - 39:22 surrounding [3] - 16:12, 44:4, 68:2 surveyed [1] - 25:3 Susan [1] - 73:15 suspect [1] - 52:3 sworn [2] - 3:1, 3:2 system [1] - 22:15</p>	<p>throw [1] - 47:13 tie [2] - 37:20, 38:3 tight [1] - 28:3 timed [1] - 47:22 tinker's [1] - 55:5 today [6] - 3:17, 4:17, 57:22, 59:4, 80:2, 85:22 toe [1] - 36:8 together [1] - 7:18 tonight [4] - 12:5, 42:2, 43:10, 57:11 took [4] - 11:6, 56:11, 75:19, 76:21 top [1] - 27:17 topography [1] - 3:10 torn [1] - 64:3 total [4] - 4:3, 10:3, 33:4, 51:22 totally [4] - 6:7, 31:9, 45:6, 52:18 tough [3] - 54:13, 75:16, 85:7 towards [1] - 79:10 towing [1] - 81:5 town [5] - 5:20, 34:19, 42:1, 52:15, 80:8 towns [1] - 68:2 tracks [1] - 53:11 traffic [89] - 3:10, 4:11, 5:7, 5:8, 5:9, 5:17, 6:6, 7:16, 7:17, 7:20, 8:6, 8:16, 9:2, 10:13, 10:22, 11:3, 11:5, 11:12, 11:22, 12:5, 12:9, 12:12, 13:2, 13:11, 14:13, 14:17, 14:21, 15:4, 15:8, 15:12, 17:14, 17:17, 20:4, 20:8, 20:14, 21:1, 22:8, 23:5, 23:6, 23:11, 23:13, 23:17, 23:20, 23:21, 24:1, 24:8, 24:13, 24:14, 24:17, 25:22, 26:4, 26:5, 26:6, 26:13, 29:9, 32:16, 32:17, 33:18, 43:6, 43:7, 43:17, 46:6, 48:22, 50:6, 50:18, 51:9, 53:14, 54:16, 58:2, 58:7, 61:5, 62:3, 63:17, 63:19, 63:21, 67:6, 67:8, 67:9, 69:18, 73:22, 77:18, 78:2, 79:16, 79:18, 80:6, 81:11, 84:3, 84:20</p>	<p>transcript [1] - 88:10 trees [2] - 64:9, 64:10 tricky [1] - 77:15 true [2] - 34:8, 88:10 trumps [1] - 33:15 trustees [1] - 75:4 try [6] - 26:21, 37:22, 45:18, 50:20, 81:12, 83:8 trying [8] - 49:10, 52:6, 52:14, 74:15, 79:20, 81:11, 83:10, 84:11 turn [21] - 4:8, 11:19, 22:22, 24:10, 26:16, 43:10, 48:2, 48:5, 54:2, 54:8, 54:10, 55:8, 55:9, 55:14, 61:10, 61:12, 74:2, 78:8, 78:9, 78:10, 79:10 turned [2] - 42:22, 61:11 turning [5] - 39:9, 53:15, 64:14, 73:19, 80:3 turns [3] - 55:4, 78:22, 79:19 two [16] - 4:2, 5:10, 23:6, 35:19, 42:6, 43:9, 43:16, 47:21, 53:1, 60:1, 64:3, 64:22, 71:11, 74:9, 80:10, 84:21 two-income [1] - 71:11 type [1] - 77:17 typical [2] - 10:6, 49:19</p>	<p>27:19, 27:20, 31:14, 35:3, 36:18, 37:17, 37:18, 38:2, 40:15, 43:17, 45:15, 48:11, 48:16, 51:12, 52:17, 53:3, 53:12, 53:13, 54:3, 55:18, 57:11, 57:13, 58:14, 58:18, 59:1, 60:17, 61:18, 61:22, 62:5, 62:6, 68:22, 69:4, 70:15, 72:19, 74:15, 75:6, 76:15, 83:4 updated [1] - 24:5 uphold [1] - 76:4 uses [2] - 43:20, 65:16 utilities [2] - 18:11, 37:6 utility [1] - 37:10</p>	<p>W</p> <p>wait [4] - 5:22, 43:22, 74:18, 84:2 waiting [2] - 51:17, 58:18 waivers [2] - 44:5, 44:19 walk [4] - 21:10, 56:15, 59:8, 59:9 walked [5] - 58:9, 58:10, 58:11, 58:13, 58:14 walking [1] - 59:7 wants [4] - 6:11, 24:14, 63:17, 73:4 Warren [1] - 74:8 water [2] - 19:6, 36:8 website [1] - 69:11 Wedgewood [1] - 38:3 weekends [3] - 9:7, 14:12, 26:5 weeks [2] - 24:6, 24:7 well-screened [1] - 32:3 Werthmann [3] - 7:19, 21:21, 21:22 WERTHMANN [8] - 2:8, 7:22, 21:22, 24:4, 25:3, 25:12, 26:10, 26:17 west [8] - 24:14, 27:22, 37:12, 63:9, 63:17, 78:14, 79:9, 80:9 West [5] - 2:11, 40:19, 50:10, 50:11, 57:4 westbound [4] - 26:15, 43:11, 78:8, 78:22 Western [3] - 15:19, 27:21, 28:10 western [1] - 28:9 Westmont [3] - 15:21, 27:22, 52:4 whatnot [1] - 11:4 Wheaton [1] - 28:1 whereas [1] - 14:14 whole [4] - 15:20, 44:2, 54:3, 65:17 wide [1] - 27:13 wife [3] - 54:22, 55:10, 74:15 WILLOBEE [12] - 1:21, 17:17, 17:20, 18:16, 24:20, 27:7,</p>
<p>T</p> <p>tall [5] - 40:10, 40:11, 64:10, 64:12 tavern [1] - 75:14 taxpayer [1] - 51:2 teachers [2] - 21:1, 21:6 technically [1] - 81:22 tentative [4] - 1:6, 2:13, 6:20, 28:18 Terrace [1] - 74:8 testimony [2] - 1:11, 88:8 text [2] - 16:20, 16:22 THE [1] - 1:3 themselves [1] - 70:21 they've [1] - 63:15 thinking [4] - 11:21, 18:1, 63:2, 66:2 thinks [1] - 2:22 thorough [1] - 41:2 thoroughfare [1] - 78:12 thoughts [1] - 77:9 three [5] - 42:18, 43:7, 64:10, 64:11, 69:22 thriving [1] - 70:5 throughout [2] - 9:18, 25:21</p>		<p>U</p> <p>UCECP [1] - 69:21 ugly [1] - 64:17 under [4] - 18:13, 19:13, 38:5, 38:7 underground [4] - 18:16, 18:17, 19:5, 36:13 underlying [1] - 83:11 underwater [2] - 19:1, 19:4 Union [1] - 69:21 unique [1] - 34:21 up [49] - 8:11, 9:9, 16:2, 16:7, 20:9, 20:12, 21:10, 23:1,</p>	<p>V</p> <p>vacant [1] - 75:5 values [1] - 66:3 variability [1] - 24:20 variance [3] - 34:3, 34:22, 44:22 variances [2] - 4:6, 31:19 varies [1] - 28:12 variety [1] - 27:13 various [1] - 3:10 vault [1] - 18:13 vaults [1] - 38:5 vehicles [4] - 25:15, 25:16, 53:13 versus [2] - 29:14, 86:3 via [1] - 52:5 vicinity [2] - 20:5, 59:15 Village [15] - 2:2, 7:10, 32:5, 39:3, 47:20, 61:7, 63:3, 64:1, 64:12, 67:17, 67:18, 78:18, 79:18, 81:17, 82:16 VILLAGE [1] - 1:3 Village's [1] - 18:9 violating [2] - 73:18, 73:22 visiting [2] - 15:1, 81:6 visitor's [1] - 81:5 visitors [1] - 59:19 visual [1] - 19:21 voted [1] - 78:18</p>	

28:7, 36:16, 84:10,
84:16, 85:9, 86:18

wind ^[1] - 61:18

wish ^[2] - 6:5, 73:7

wishes ^[1] - 2:22

wishful ^[1] - 11:21

withdrawn ^[1] -

57:18

witness ^[1] - 18:19

wonderful ^[1] - 62:15

Woods ^[1] - 69:1

works ^[4] - 22:17,
23:14, 45:19

worried ^[1] - 14:4

worse ^[1] - 62:8

worth ^[2] - 76:2, 76:3

wrestling ^[1] - 85:11

written ^[1] - 41:1

Y

yard ^[1] - 35:18

year ^[1] - 24:4

years ^[19] - 3:15,
13:16, 30:6, 42:9,
50:12, 57:20, 61:4,
63:6, 65:11, 66:14,
69:22, 70:2, 70:4,
70:6, 76:1, 78:7,
79:22, 80:1, 83:10

York ^[1] - 23:8

young ^[2] - 67:12,
75:2

yourself ^[1] - 2:20

YU ^[3] - 2:2, 5:19,
6:11

Z

ZBA ^[2] - 31:18, 34:3

zero ^[1] - 46:21

zip ^[1] - 67:11

zipping ^[2] - 74:20

zone ^[1] - 30:8

zoned ^[5] - 3:20,
63:3, 66:15, 82:20,
83:6

zoning ^[16] - 4:3, 4:6,
33:13, 34:16, 57:18,
65:12, 66:20, 68:5,
76:4, 82:2, 83:6,
83:11, 83:16, 83:17,
85:5, 85:7

406 North Monroe St

Hinsdale, IL 60521

February 12, 2018

Dear Tom,

My husband, Ed and I are very concerned about the traffic and parking problems that will arise from the Kensington School plan. First of all, when the reconstruction of Route 83 was done in the early 90's Monroe St became the first street motorists can turn onto to go south into Hinsdale or Clarendon Hills. The morning is busy with motorists heading to and from Ogden Ave. From 3:30 until 6pm there is a high volume of traffic every afternoon. How could Monroe St. possibly handle 150 more cars for the preschool not to mention the lines that come from the volume of cars picking up or dropping off at the same time? Monroe would turn into gridlock at the stop sign. There should be a traffic study done ASAP.

Next we have the cars from the medical office. Previous to Amlings vacating the property there were always cars parked on our streets. Once Amlings left and 40-50 cars are now parked at the former Amlings lot we have not had congestion on our streets. Where are all these cars going to be parked now? The patients will be forced to park down on North St since there is no parking allowed on Monroe St. A plan needs to be put in place with Manor Care and the medical building occupants to stop this from happening. Any new business opening in Hinsdale has to show to the village their parking plan which Kensington has done. However, since they will be displacing 40 cars from their parking place the village needs to be responsible for seeing that a parking plan is created and implemented. Please seriously think where 40 cars would park around your house. It is a real concern.

Thank you for considering all of the concerns of our neighborhood.

Sincerely,

Kathy Napleton

HINSDALE PLAN COMMISSION

RE: Case A-05-2018 – Applicant: Shaun Blomquist (Rebecca Olson Architect, LLC) – 36 E. Hinsdale Avenue

Request: Exterior Appearance Review for front and rear building façade work in the B-2 Central Business District

DATE OF PLAN COMMISSION (PC) REVIEW: February 14, 2018

DATE OF BOARD OF TRUSTEES 1ST READING: March 6, 2018

FINDINGS AND RECOMMENDATION

I. FINDINGS

1. The PC heard testimony from the applicant's architect, Mr. Shaun Blomquist, on behalf of the building (36 E. Hinsdale Ave.) owner Ms. Jane Foster. He reviewed the front façade (facing Hinsdale Ave.) plan to replace: the existing window frames with a new aluminum, higher efficiency storefront system, current double door to single door, and creating a new entry alcove leading up to the 2nd floor for a future potential tenant. The applicant stated it will use new brick to match the existing brick and will use the salvaged existing granite base, or use matching new granite for the new entry alcove.
2. A Plan Commissioner asked if they will be replacing the 2nd floor windows. The applicant responded they will not replace the 2nd floor windows.
3. The applicant reviewed the rear façade plans to: remove the existing blue overhead door (including the track assembly) and infilling the opening with brick to match the existing brick, remove the existing blue door and replacing it with a new aluminum entry door with side-window, and replacing the existing blue awning sign with a blank black awning. The rear façade plan also includes replacing the existing electrical service conduit and painting it to match the existing brick color.
4. The rear façade existing 24"x24" louver will be replaced with a new 24"x40" louver, versus what is shown on the exhibit 24"x72". Mr. Blomquist explained to the PC that the initial design was for a worst case scenario. It will be painted to match the building.
5. The applicant explained that the new brick clad elevator tower, as shown on the exhibit, will not be taller than the original roof, so it will not be visible.
6. A Plan Commissioner asked if there are plans to add additional (exterior) lighting to the building. The applicant responded no.
7. A Plan Commissioner asked if the base will be all granite. The applicant stated yes, they will remove approximately 5 feet of granite and salvage/reuse approximately 3 feet of it.
8. A Plan Commissioner asked what (future tenant) is being proposed for the 2nd floor. The applicant replied that he does not know, and that the application is for improvements for a general vacant space.
9. A Plan Commissioner asked if they have any plans for screening the dumpster in the rear alley. The applicant stated he was not entirely sure.

II. RECOMMENDATIONS

Following a motion to recommend approval of the proposed exterior appearance plan as submitted, the Village of Hinsdale Plan Commission, on a vote of seven (7) "Ayes," and two (2) "Absent," recommends that the President and Board of Trustees approve the application as submitted.

THE HINSDALE PLAN COMMISSION By: _____, Chairman

Dated this _____ day of _____, 2018.

HINSDALE PLAN COMMISSION

RE: Case A-45-2017 – Applicant: 8 Salt Creek Campus LLC / MedProperties – 8 Salt Creek Lane

Request: Off-Site Signage on Median at Ogden Ave. and Salt Creek Lane in the O-3 General Office District

DATE OF PLAN COMMISSION (PC) REVIEW: January 10, 2018, and February 14, 2018

DATE OF ZONING BOARD OF APPEALS (ZBA) REVIEW (V-02-18) : February 22, 2018

DATE OF BOARD OF TRUSTEES 1ST READING: TBD after ZBA Final Decision

FINDINGS AND RECOMMENDATION

I. FINDINGS

1. On January 10, 2018, the PC heard testimony from the applicant's attorney, Mr. Peter Coules, on behalf of the applicant, 8 Salt Creek Campus LLC/MedProperties. He reviewed the proposed ground sign and the history of the initial request in 2015. It was part of an 8 ground sign variation application by MedProperties, for the properties at 8, 10 and 12 Salt Creek Lane and 901 and 907 Elm Street. On June 10, 2015, the PC expressed concern over the location of this off-premise ground sign on the median, citing concerns over the line-of-sight, size of the sign and sign content. To this end, the PC recommended approval of the sign to the Board of Trustees with the condition that it is 6' tall and 4' wide (24 SF) with only the text "Salt Creek Lane" on both sides. (On August 27, 2015, the applicant removed the sign from the application, citing that it was unlikely to be approved as designed/presented.)
2. The proposed illuminated, off-premise identification ground sign requested at the January 10, 2018, PC meeting was 8' tall and 6' wide (48 SF). The content, per the concerns of the PC in 2015, does not include MedProperties branding, and exhibits generic locations and services north of Salt Creek Lane. Per the recommendation by IDOT, the sign construction is designed with breakaway features, and included the breakaway post detail for the base of the sign, indicating it is approved by the Federal Highway Administration and designed to collapse under a 10 MPH crash.
3. The PC in general, at the January 10, 2018 public meeting, expressed that the sign is too large and contained too much information. Most of the Commissioners preferred a 6-foot height versus the proposed 8-foot height. To that end, the PC recommended the applicant revise its illustrations to show the sign at 6 feet, with: "Salt Creek Lane" ; "Salt Creek Lane" and "Immediate Care" ; and "Salt Creek Lane" with "Immediate Care" and 1 or 2 open text slots. The PC unanimously continued the sign application for the February 14, 2018, PC meeting, to review revised illustrations based on the above PC recommendations, 8-0 (1 absent).
4. On February 14, 2018, the PC heard testimony from the applicant's attorney, Mr. Peter Coules, who presented the ground sign revision illustrations, as requested by the PC at the January 10, 2018, meeting. The ground sign exhibits included one illustration at 7 feet tall (42 SF) and another at 6 feet tall (36 SF). Both signs featured 2 blank slots.
5. The PC, in general, supported the 6-foot height versus the 7-foot height. To that end, the PC approved the ground sign at 6 feet, as submitted (with 2 blank sign slots; see Attachment 1 "Option 2"), 6-1 (2 absent). Mr. Coules asked for clarification on the opposition vote, if it was due to the number of slots, or sign in general. The Commissioner stated due to the number of slots (2 vs. 1).
6. This application requires review by the Zoning Board of Appeals (ZBA) since it includes variations beyond the sign modifications the PC is authorized to permit. The PC will forward its decision/recommendations to the ZBA based on the standards (Section 11-607(E)) for sign permits.

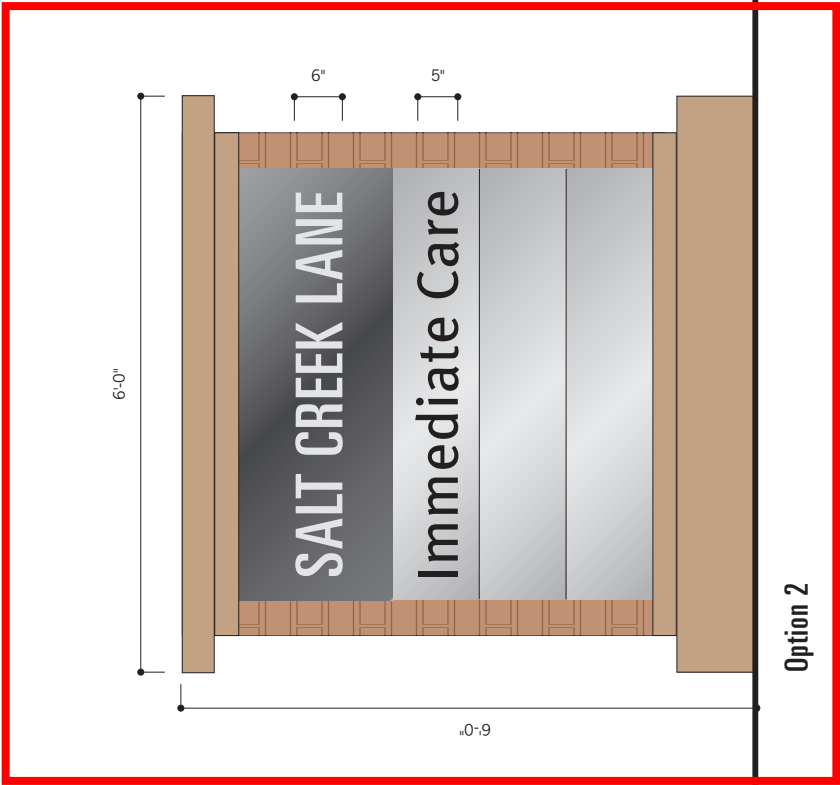
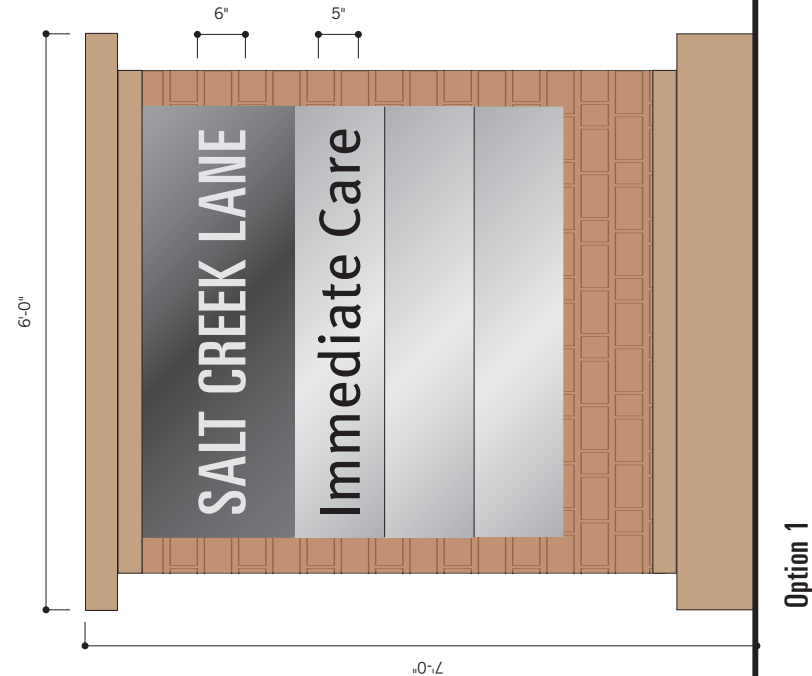
II. RECOMMENDATIONS

Following a motion to approve the proposed appearance of the sign, as submitted for Option 2, 6-foot height and 2 blank sign slots (see Attachment 1), the Village of Hinsdale Plan Commission, on a vote of six (6) "Ayes," one (1) "Nay", and two (2) "Absent," recommends that the President and Board of Trustees approve the application as submitted.

THE HINSDALE PLAN COMMISSION By: _____, Chairman

Dated this _____ day of _____, 2018.

Option 2 Approved by the PC
on February 14, 2018.



Scale: 1/2" = 1'

Option 2 Approved by the PC
on February 14, 2018.




MEMORANDUM

DATE: March 14, 2018

TO: Chairman Cashman and Plan Commissioners

CC: Kathleen A. Gargano, Village Manager
Robb McGinnis, Director of Community Development/Building Commissioner

FROM: Chan Yu, Village Planner 

RE: 777 N. York Rd., Unit 11 (Gateway Square) – Impact Physical Therapy– Retroactive Sign Application - Request for 2 Awning Signs OR 1 Illuminated Wall Sign and 1 Awning Sign Case A-11-2018

Summary

The Village of Hinsdale has received a sign application from Sign Co. Plus Inc., on behalf of Impact Physical Therapy, requesting retroactive approval to install 2 new awning signs OR 1 new illuminated wall sign and 1 new awning sign at 777 N. York Road, unit 11, in the B-1 Community Business District and Design Review Overlay District.

Request and Analysis

In the B-1 Community Business District, the number of signs permitted is 1 sign per user having a separate entrance in a multi-tenant building, unless the tenant space has more than 1 exterior wall that fronts a public street or a public parking lot, then 1 sign per such wall shall be permitted. Impact Physical Therapy is located on the north end of Gateway Square at 777 N. York Road, in unit 11. The unit 11 tenant space faces York Road, and its entrance door faces the shopping plaza courtyard.

This sign application includes 2 options for the Plan Commission (PC) to consider; Option 1: (1) awning sign facing York Road and (1) awning sign at the front entrance door facing the plaza courtyard; or Option 2: 1 new illuminated wall sign facing York Road and 1 awning sign at the front entrance door facing the plaza courtyard.

Option 1's awning valance text is 5 SF in area, with white text only. The proposed text facing York Road displays "Impact Physical Therapy", and the text facing the plaza courtyard displays "Chicago Recovery Room".

Option 2's proposed illuminated wall sign is 40 SF in area (2'-10" tall and 14'-2" long), with white and black text and logo. The square footage of the wall facing York Road is approximately 804 SF (12' tall and 67' long). In the B-1 District, the maximum surface area for a wall sign is 5% of the wall area. To that end, the applicant is requesting for the maximum allowable area for its wall sign.

The channel letters of the wall sign are made of aluminum and the face of the letters are made of plastic. It is illuminated by LED and projects from the wall by 7-inches. As part of Option 2, the applicant



MEMORANDUM

is also requesting an awning valance sign, facing the plaza courtyard, displaying the text, "Chicago Recovery Room".

Process

Per Section 11-607(D) and the nature of the request, this application would require a meeting before the PC and does not require public notification. The PC maintains final authority on signage with no further action required by the Board of Trustees.

Per Section 11-607(E), no sign permit shall be granted pursuant to this section unless the applicant shall establish that:

1. Visual Compatibility: The proposed sign will be visually compatible with the building on which the sign is proposed to be located and surrounding buildings and structures in terms of height, size, proportion, scale, materials, texture, colors, and shapes.
2. Quality of Design and Construction: The proposed sign will be constructed and maintained with a design and materials of high quality and good relationship with the design and character of the neighborhood.
3. Appropriateness to Activity: The proposed sign is appropriate to and necessary for the activity to which it pertains.
4. Appropriateness to Site: The proposed sign will be appropriate to its location in terms of design, landscaping, and orientation on the site, and will not create a hazard to pedestrian or vehicular traffic, detract from the value or enjoyment of neighboring properties, or unduly increase the number of signs in the area.

Attachments:

- Attachment 1 – Sign Application and Exhibits
- Attachment 2 - Village of Hinsdale Zoning Map and Subject Property
- Attachment 3 - Street View of 777 N. York Rd., Unit 11
- Attachment 4 - Aerial Map of 777 N. York Rd., Unit 11



VILLAGE OF HINSDALE
COMMUNITY DEVELOPMENT DEPARTMENT
APPLICATION FOR SIGN PERMIT

Applicant

Name: Adrian Muresan
Address: 920 N. Ridge Ave
City/Zip: Lombard IL 60148
Phone/Fax: () 312-835-1317
E-Mail: signcompanyplus@gmail.com
Contact Name: ADRIAN

Contractor

Name: SIGN CO PLUS
Address: 920 N. Ridge Ave
City/Zip: Lombard IL 60148
Phone/Fax: () 708-655-7446
E-Mail: signcoplus201@yahoo.com
Contact Name: JOHN

ADDRESS OF SIGN LOCATION: 777 N. YORK RD

ZONING DISTRICT: Please Select One

SIGN TYPE: Please Select One WALL SIGN

ILLUMINATION Please Select One INTERNALLY ILLUMINATED

Sign Information:

Overall Size (Square Feet): 40 (2'10" x 14')

Overall Height from Grade: 12 Ft.

Proposed Colors (Maximum of Three Colors):

- ① White
- ② Black
- ③

Site Information:

Lot/Street Frontage: 67'

Building/Tenant Frontage: 67'

Existing Sign Information: N/A

Business Name: Impact Physical Therapy

Size of Sign: 40 Square Feet

Business Name:

Size of Sign: _____ Square Feet

I hereby acknowledge that I have read this application and the attached instruction sheet and state that it is correct and agree to comply with all Village of Hinsdale Ordinances.

Signature of Applicant

Date

11/10/2017

Signature of Building Owner

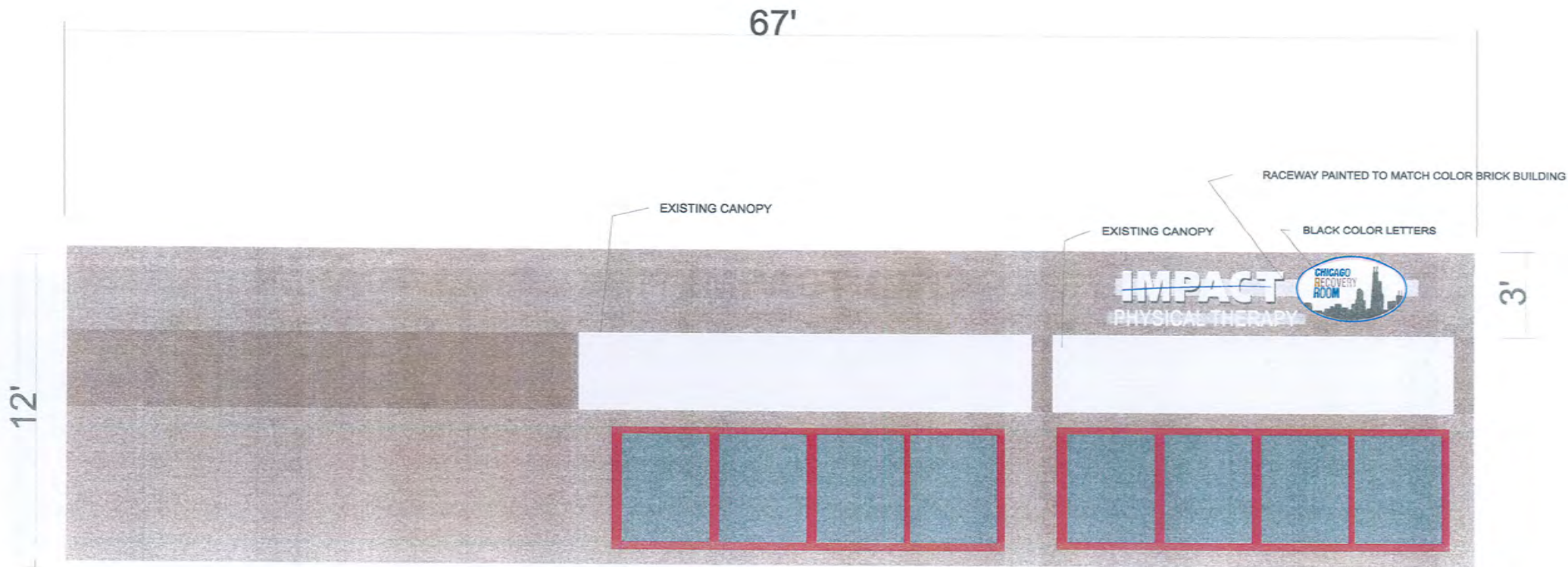
Date

12/1/2017

FOR OFFICE USE ONLY – DO NOT WRITE BELOW THIS LINE

Total square footage: 0 x \$4.00 = 0 (Minimum \$75.00)

Plan Commission Approval Date: _____ Administrative Approval Date: _____



BUILDING STREET ELEVATION

Company		
Contact	Phone	
Address		
City	State	Zip

Customer Approval	Date
Landlord Approval	Date

SIGN CO PLUS^{INC}
 Sign Repair & Service

signcoplus.com

708-655-7446



Company		
Contact	Phone	
Address		
City	State	Zip

Customer Approval	Date
Landlord Approval	Date

SIGN CO PLUS INC
 Sign Repair & Service

signcoplus.com

708-655-7446



VILLAGE OF HINSDALE
COMMUNITY DEVELOPMENT DEPARTMENT
APPLICATION FOR SIGN PERMIT

Applicant
Name: <u>Adrian Muresan</u>
Address: <u>920 N. Ridge Ave</u>
City/Zip: <u>Lombard IL 60148</u>
Phone/Fax: () <u>312-835-1317</u>
E-Mail: <u>signcompanyplus@gmail.com</u>
Contact Name: <u>ADRIAN</u>

Contractor
Name: <u>SIGN CO PLUS</u>
Address: <u>920 N. Ridge Ave</u>
City/Zip: <u>Lombard IL 60148</u>
Phone/Fax: () <u>708-655-7446</u>
E-Mail: <u>signcoplus200@yahoo.com</u>
Contact Name: <u>JOHN</u>

ADDRESS OF SIGN LOCATION: <u>777 N. YORK RD</u>
ZONING DISTRICT: Please Select One
SIGN TYPE: Please Select One <u>AWNING (VALENCE)</u>
ILLUMINATION Please Select One <u>NON-ILLUMINATED</u>

Sign Information:
Overall Size (Square Feet): <u>5 SF</u>
Overall Height from Grade: <u>8</u> Ft.
Proposed Colors (Maximum of Three Colors):
① <u>White</u>
②
③

Site Information:
Lot/Street Frontage: <u>67'</u>
Building/Tenant Frontage: <u>67'</u>
Existing Sign Information: <u>N/A</u>
Business Name: <u>Impact Physical Therapy</u>
Size of Sign: <u>5 SF</u> Square Feet
Business Name:
Size of Sign: _____ Square Feet

I hereby acknowledge that I have read this application and the attached instruction sheet and state that it is correct and agree to comply with all Village of Hinsdale Ordinances.	
Signature of Applicant: <u>[Signature]</u>	Date: <u>11/10/2017</u>
Signature of Building Owner: <u>[Signature]</u>	Date: <u>12/1/2017</u>
FOR OFFICE USE ONLY - DO NOT WRITE BELOW THIS LINE	
Total square footage: <u>0</u> x \$4.00 = <u>0</u> (Minimum \$75.00)	
Plan Commission Approval Date: _____	Administrative Approval Date: _____



VILLAGE OF HINSDALE
COMMUNITY DEVELOPMENT DEPARTMENT
APPLICATION FOR SIGN PERMIT

Applicant

Name: Adrian Muresan
Address: 920 N. Ridge Ave
City/Zip: Lombard IL 60148
Phone/Fax: () 312-835-1317
E-Mail: signcompanyplus@gmail.com
Contact Name: ADRIAN

Contractor

Name: SIGN CO PLUS
Address: 920 N. Ridge Ave
City/Zip: Lombard IL 60148
Phone/Fax: () 708-655-7446
E-Mail: signcoplus200@yahoo.com
Contact Name: JOHN

ADDRESS OF SIGN LOCATION: 777 N. YORK RD

ZONING DISTRICT: Please Select One

SIGN TYPE: Please Select One AWNING (VALENCE)

ILLUMINATION Please Select One NON-ILLUMINATED

Sign Information:

Overall Size (Square Feet): 5 SF
Overall Height from Grade: 8 Ft.
Proposed Colors (Maximum of Three Colors):

- ① White
- ②
- ③

Site Information:

Lot/Street Frontage: 67'
Building/Tenant Frontage: 67'
Existing Sign Information: N/A
Business Name:
Size of Sign: Square Feet
Business Name: CHICAGO RECOVERY ROOM
Size of Sign: 5 SF Square Feet

I hereby acknowledge that I have read this application and the attached instruction sheet and state that it is correct and agree to comply with all Village of Hinsdale Ordinances.

Signature of Applicant

Date

11/10/2017

Signature of Building Owner

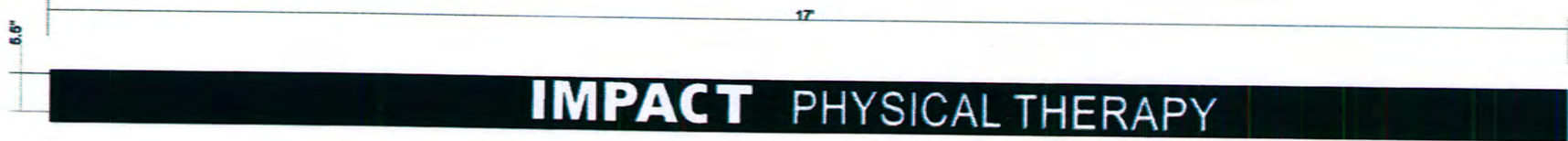
Date

12/1/2017

FOR OFFICE USE ONLY - DO NOT WRITE BELOW THIS LINE

Total square footage: 0 x \$4.00 = 0 (Minimum \$75.00)

Plan Commission Approval Date: Administrative Approval Date:



street elevation



parking elevation

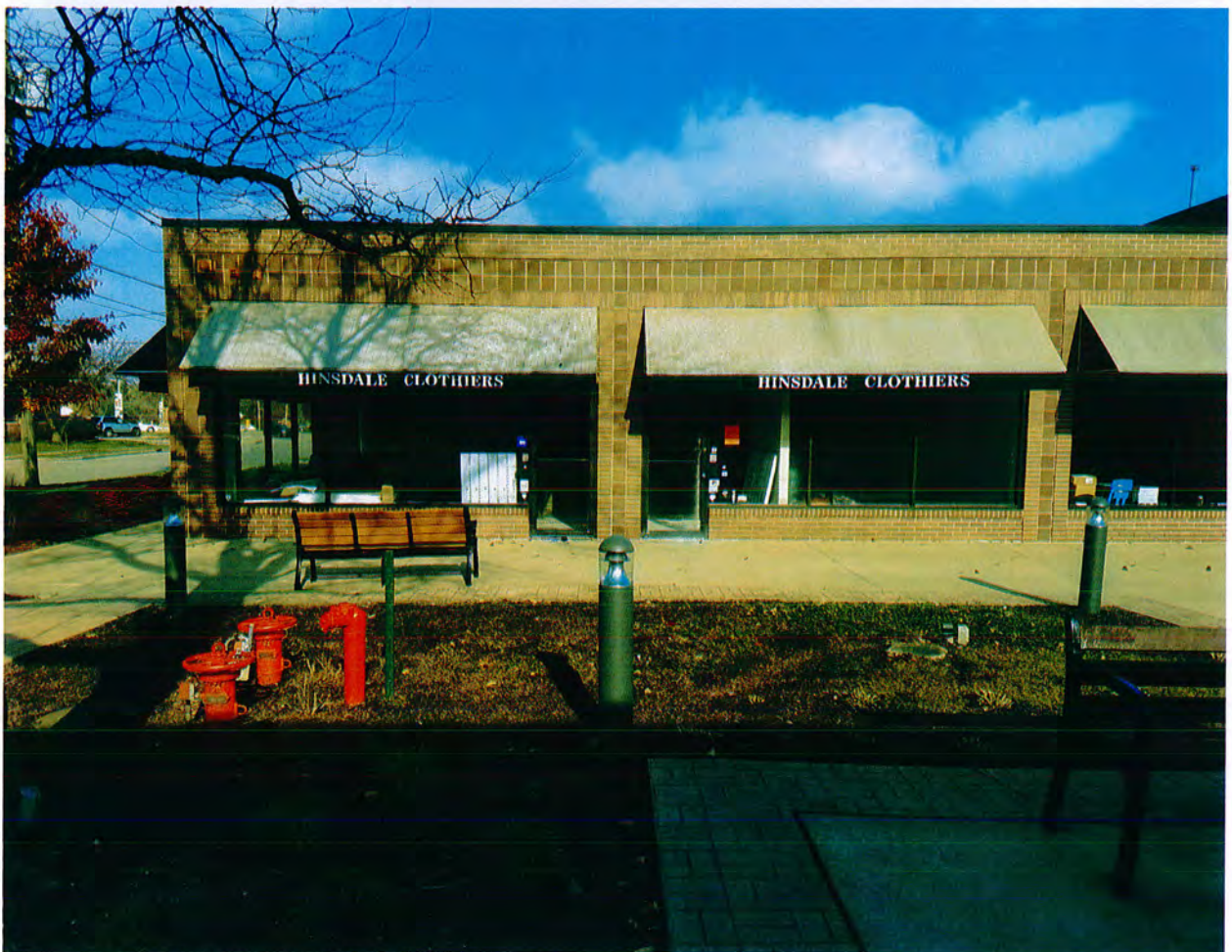
Company		
Contact	Phone	
Address		
City	State	Zip

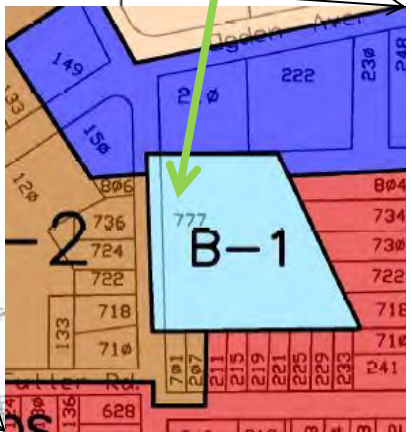
Customer Approval	Date
Landlord Approval	Date

[Handwritten signature] *12/11/2017*

SIGN CO PLUS INC
Sign Repair & Service
708-655-7446

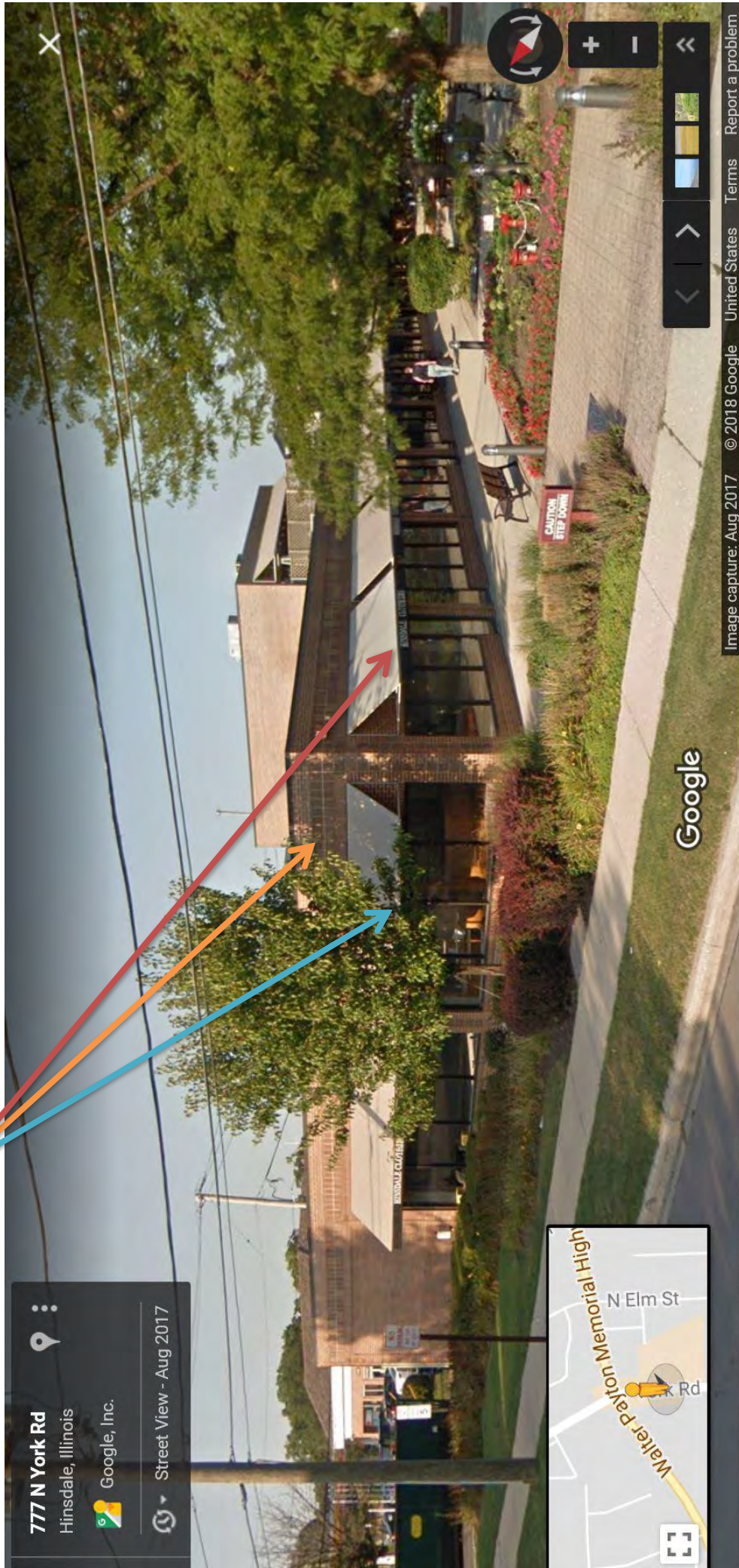
signcoplus.com





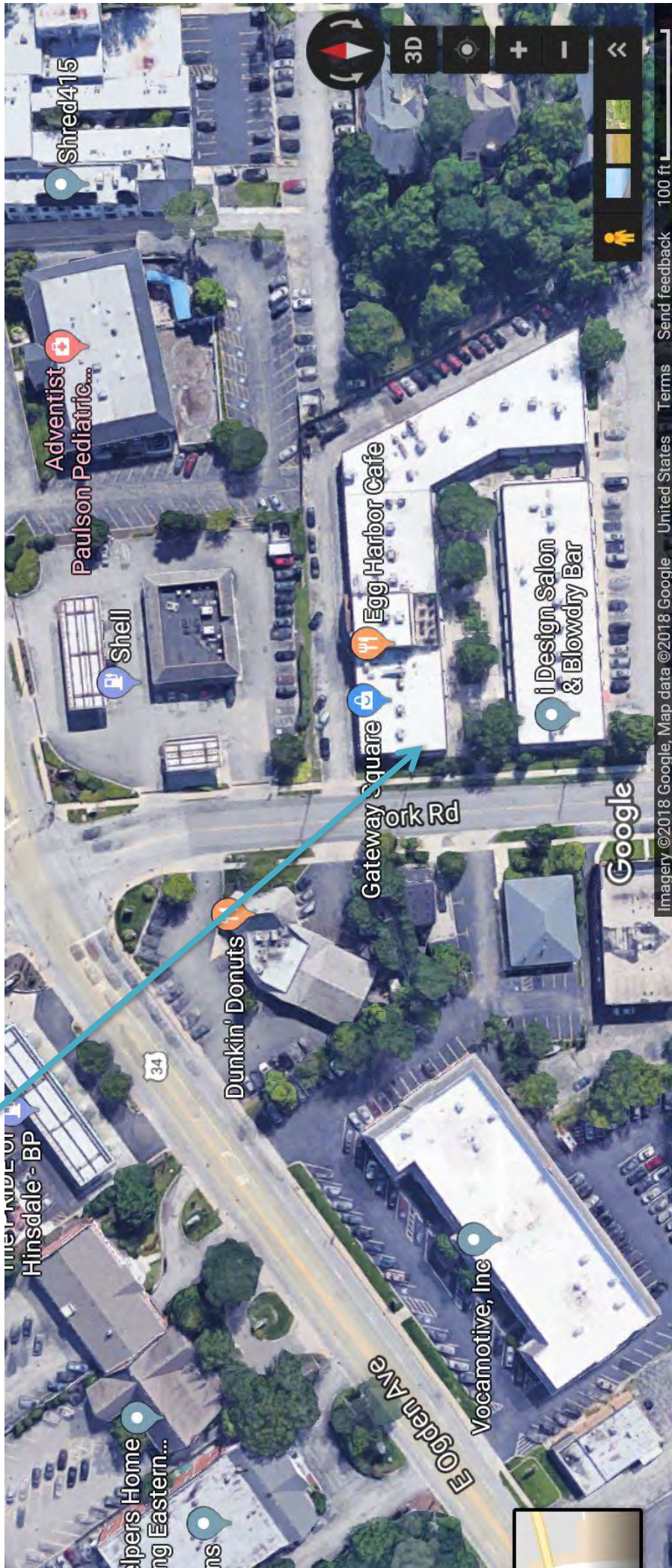
Attachment 3: Street View 777 N. York Rd., Unit 11 (facing north east)

Proposed Signage Locations



Attachment 4: Aerial Map of 777 N. York Rd., Unit 11

Proposed Signage Locations






MEMORANDUM

DATE: March 14, 2018

TO: Chairman Cashman and Plan Commissioners

CC: Kathleen A. Gargano, Village Manager
Robb McGinnis, Director of Community Development/Building Commissioner

FROM: Chan Yu, Village Planner 

RE: **Public Hearing** for Map Amendment and Tentative Plat of Subdivision
Request to Subdivide and Amend 4 Acre R-4 Lot into (8) R-4 Lots and (1) O-2 Lot
540 W. Ogden Avenue - Kensington School — Case A-44-2017
Continuation from February 14, 2018, Plan Commission Public Hearing

Summary

The Village of Hinsdale has received an application from Charles Marlas, of Kensington School, requesting approval for a Map Amendment and concurrent Tentative Plat of Subdivision to 540 W. Ogden Avenue. The vacant subject property is currently zoned R-4 Single Family Residential and is 172,640 SF (4 acres) in area.

The request is to subdivide the southern half of the lot, 2.26 acres in area, into 8 code compliant R-4 residential lots. The land use to the east and south of the proposed residential lots are also R-4 residential. The entrance into the proposed new cul-de-sac is on Monroe Street. The permitted height of single family homes in the R-4 district is 3 stories/35 feet, and is taller than the planned 1-story/23 foot tall Kensington School at the northern half of the lot.

The request also proposes to subdivide 1.74 acres of the northern half of the lot, facing Ogden Avenue, and amend the zoning from R-4 residential to an O-2 office district. On Ogden Avenue, the subject property would be east of an O-2 parcel at 550 W. Ogden Avenue and southwest of an O-2 parcel at 501 W. Ogden Avenue. Per the code, the bulk and height regulations of the O-2 district encourage development that is architecturally consistent with smaller sites and compatible with nearby residential uses.

At the Plan Commission (PC) public hearing on February 14, 2018, the applicant presented the request, with most of the discussion based on traffic, parking and the services provided by Kensington School (Attachment 6). Per the applicant, the proposed Kensington School will be modeled after its current location in Elmhurst, Illinois. The hours of operation are between 6:30 AM to 6:30 PM on weekdays, and the school is closed on the weekend. The population of the school was stated to be approximately 150 students with 22 to 24 staff members. The hours of operation and the school size is consistent with the attached traffic impact study prepared by the applicant's traffic consultant KLOA (Attachment 7). Per the recommendation by the PC on February 14, 2018, the applicant organized a neighborhood meeting on February 27, 2018, graciously hosted by a neighborhood resident. A summary of the neighborhood meeting is included by the applicant (Attachment 8).



MEMORANDUM

For the March 14, 2018, PC meeting, the applicant has applied for a Final Plat of Subdivision, Special Use Permit and concurrent Exterior Appearance/Site Plan to construct a new 15,000 SF, 23-foot tall, one-story child daycare school. For the PC to consider these new applications, the PC, on March 14, 2018, must schedule the Public Hearing for the April 11, 2018, PC meeting, for review (Case A-12-2018). Should the PC schedule the Public Hearing, the applicant must meet the notification requirements for the April 11, 2018, public meeting.

Request and Analysis

Per the recommendation by the PC at the February 14, 2018, public meeting, the applicant has redesigned the parking lot to meet Code, from 36 to 39 spaces (Attachment 9). Per the Code, child daycare services require 1 space per employee plus 1 for each 10 children OR 3 spaces for each 1,000 SF of net floor area, whichever is greater. For the former, the calculation is 15 spaces based on the student population and 24 spaces based on staff for 39 parking spaces. Per the Table of Compliance, the applicant has certified the net floor area of the building is equal to or no greater than 13,000 SF.

The revised site plan and tentative plat, shows the refuse area relocated to the west side of the lot, opposite from the residential lots on the east. The tentative plat shows the proposed building lines, setback lines and the layout and dimensions of the proposed lots. In regards to potential zoning variation/relief inquiries relating to the below (1), (2), and (3) , and Village Attorney opinions:

- (1) Current setback requirements along Ogden Avenue and Monroe Street; the existing nonconformity is allowed by an existing specific agreement between the property owner MIH (Mitch Saywitz) and the Village. This agreement specifically allows the nonconformity to exist for the current application, and is consistent with Village policy to allow the parking to continue in its current location, on the subject property, even though nonconforming.
- (2) Wider entry/curb-cut than what the Village Code allows for the property onto Ogden Avenue; IDOT is requiring the property to have a wider curb-cut onto Ogden Avenue. IDOT has the jurisdiction to control curb-cuts to its rights-of-way, and that would supersede the Village Code.
- (3) Allow a "land bank" arrangement in lieu of a loading space, like the Code allows for such land-banking for parking spaces (Section 9-104(E)); no such "land-banking" flexibility for the required loading zone may be given. However, the PC and Village Board may consider imposing a condition for the Special Use permit that a loading zone not be provided for the proposed school, because to do so would be a detriment to the use of the property and/or surrounding area.

Given the above, the potential request(s) for zoning variation/relief may not be necessary for the Zoning Board of Appeals (ZBA) to consider.

The applicant has submitted a Traffic Impact Study (TIS) for the proposed Kensington School and 8 code compliant R-4 residential lots. As referenced in the applicant's neighborhood meeting summary letter (Attachment 8), there are concerns regarding the terms, "preschool" compared to "child daycare", based on the February 14, 2018, PC public hearing discussions. To clarify, the TIS data for the proposed development plan is based on this description:

"The site is to be developed with eight single-family homes on the south side of the site and an approximate 15,000 square-foot Kensington School on the north side of the site. As proposed, the school will provide a full-day preschool program with a maximum enrollment of 150 students and approximately 21 to 23 staff members that will operate between 6:30 A.M. and



MEMORANDUM

6:30 P.M. According to the operator, most students will be dropped off between 6:30 and 8:30 A.M. and picked up between 3:30 and 6:00 P.M. All parents will be required to park and walk their child to and from the school. The school will have a total of 39 parking spaces.”

Per the TIS, on page 14, the traffic generation estimates are based on the existing Kensington School in Elmhurst, Illinois, surveyed on Wednesday, December 9, 2015, during the morning (6 AM to 9 AM) and evening (4 PM to 6 PM) peak periods. Given, the estimated Kensington School generated traffic volumes are 108 vehicle trips in the morning peak hour, and 112 vehicle trips in the evening peak hour. More detailed existing traffic volume and development generated peak hour traffic volume data tables are on pages 26 and 27, respectively. The KLOA TIS conclusion is on page 29.

Process

On January 10, 2018, the PC scheduled a public hearing for this request for the February 14, 2018, PC meeting. Within forty five (45) days following the conclusion of the public hearing, the PC shall transmit to the BOT its recommendation in the form specified by subsection [11-103\(H\)](#). The failure of the PC to act within forty five (45) days following the conclusion of such hearing, or such further time to which the applicant may agree, shall be deemed a recommendation for the approval of the proposed amendment as submitted.

Attachments:

- Attachment 1 – Map Amendment and Plan Commission Applications
- Attachment 2 - Zoning Map and Project Location
- Attachment 3 - Zoning Map highlighting all the O-2 Districts in Hinsdale
- Attachment 4 - Zoning Code Section 6-101 Purposes: Office Districts
- Attachment 5 - Parcel Aerial Map and Birds Eye View of 540 W. Ogden Avenue
- Attachment 6 - PC Public Hearing Transcript (February 14, 2018, PC meeting)
- Attachment 7 - Traffic Impact Study by KLOA (dated March 8, 2018)
- Attachment 8 - February 27, 2018, Neighborhood Meeting Summary by Applicant (dated 02.28.18)
- Attachment 9 - Updated Site Plan and Tentative Plat of Subdivision



**VILLAGE OF HINSDALE
COMMUNITY DEVELOPMENT
DEPARTMENT**

PLAN COMMISSION APPLICATION

I. GENERAL INFORMATION

Applicant

Name: KENSINGTON SCHOOL
Address: 743 MCCLINTOCK DRIVE
City/Zip: BURR RIDGE 60527
Phone/Fax: (630) 990 / 8000
E-Mail: CMARLAS@KENSINGTONSCHOOL.COM

Owner

Name: MIH, LLC
Address: 820 DAVIS STREET
City/Zip: EVANSTON, IL 60201
Phone/Fax: (847) 558 / 2532
E-Mail: MITCHELL@BUILDERSNAB.COM

Others, if any, involved in the project (i.e. Architect, Attorney, Engineer)

Name: LANCE LAUDERDALE
Title: ARCHITECT
Address: 743 MCCLINTOCK DR
City/Zip: BURR RIDGE, 60527
Phone/Fax: (630) 990 / 8000
E-Mail: LANCELAUDERDALE@GMAIL.COM

Name: JAMES KAPUSTIAK
Title: CIVIL ENGINEER
Address: 9575 HIGGINS RD. STE 700
City/Zip: ROSEMONT, IL 60018
Phone/Fax: (847) 696 / 4065
E-Mail: JCAPUSTIAK@SPACECOINC.COM

Disclosure of Village Personnel: (List the name, address and Village position of any officer or employee of the Village with an interest in the owner of record, the Applicant or the property that is the subject of this application, and the nature and extent of that interest)

- 1) _____
- 2) _____
- 3) _____

II. SITE INFORMATION

Address of subject property: 540 W OGDEN AVE, HINSDALE, IL 60521

Property identification number (P.I.N. or tax number): 09 - 02 - 213 - 001/2/3/4

Brief description of proposed project: 4 ACRE PARCEL TO BE SUBDIVIDED AS APPROX 1.74 ACRES O-2

WITH A SPECIAL USE FOR DAYCARE. REMAINING 2.26 ACRES TO REMAIN R-4 SUBDIVIDED INTO 8 CODE COMPLIANT
HOME SITES.

General description or characteristics of the site: SE CORNER OF OGDEN AVENUE AND MONROE

VACANT PROPERTY.

Existing zoning and land use: R-4

Surrounding zoning and existing land uses:

North: IB & O2

South: R-4

East: R-4

West: O-2

Proposed zoning and land use: O2 & R-4

Please mark the approval(s) you are seeking and attach all applicable applications and standards for each approval requested:

☒ Site Plan Approval 11-604

☐ Design Review Permit 11-605E

☐ Exterior Appearance 11-606E

☒ Special Use Permit 11-602E

Special Use Requested: DAY CARE

☒ Map and Text Amendments 11-601E
Amendment Requested: _____

☐ Planned Development 11-603E

☐ Development in the B-2 Central Business
District Questionnaire

TABLE OF COMPLIANCE

Address of subject property: 540 W. OGDEN AVE. LOTS 2 THRU 9 - RESIDENTIALThe following table is based on the R-4 Zoning District.

You may write "N/A" if the application does NOT affect the building/subject property.	Minimum Code Requirements	Existing Development	Proposed Development
Lot Area (SF)	10,000		10,000 +
Lot Depth	125'		129' +
Lot Width	INT. LOT - 70' 80% = 56' CORNER LOT - 90'		LOTS 2,7 = 81' OTHER LOTS = 56'
Building Height	35.5'		35'
Number of Stories	3		3
Front Yard Setback	35'		35'
Corner Side Yard Setback	35'		LOTS 2,7 = 35'
Interior Side Yard Setback	8'		8'
Rear Yard Setback	25'		25'
Maximum Floor Area Ratio (F.A.R.)*	.24 PLUS 1,100 SF 4,220 SF		4,200 SF
Maximum Total Building Coverage*	.25 3,250 SF		3,200 SF
Maximum Total Lot Coverage*	.50 6,500 SF		4,400 SF
Parking Requirements	3 PER DWELLING UNIT		3
Parking front yard setback	NOT ALLOWED		N/A
Parking corner side yard setback	NOT ALLOWED		N/A
Parking interior side yard setback	8'		8'
Parking rear yard setback	25'		25'
Loading Requirements	N/A		N/A
Accessory Structure Information			

* Must provide actual square footage number and percentage.

Where any lack of compliance is shown, state the reason and explain the Village's authority, if any, to approve the application despite such lack of compliance: _____

TABLE OF COMPLIANCE

Address of subject property: 540 W. OGDEN AVE. LOT 1 - CHILD DAYCARE CENTERThe following table is based on the D-2 Zoning District.

You may write "N/A" if the application does NOT affect the building/subject property.	Minimum Code Requirements	Existing Development	Proposed Development
Lot Area (SF)	25,000		75,973
Lot Depth	125		211'
Lot Width	100		297'
Building Height	40		23'
Number of Stories	3		1
Front Yard Setback	100' F/ Q OF OGDEN		110' F/ Q OF OGDEN
Corner Side Yard Setback	25'		64'
Interior Side Yard Setback	10'		48'
Rear Yard Setback	20'		44'
Maximum Floor Area Ratio (F.A.R.)*	.50 37,986		.19 15,000 SF
Maximum Total Building Coverage*	N/A		
Maximum Total Lot Coverage*	.80 60,778		.76 57,732 SF
Parking Requirements	39		36
Parking front yard setback	25'		10'
Parking corner side yard setback	25'		37'
Parking interior side yard setback	10'		10'
Parking rear yard setback			N/A
Loading Requirements	1		0
Accessory Structure Information			

* Must provide actual square footage number and percentage.

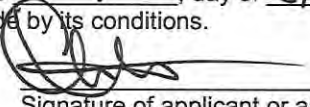
Where any lack of compliance is shown, state the reason and explain the Village's authority, if any, to approve the application despite such lack of compliance: _____

CERTIFICATION


The Applicant certifies and acknowledges and agrees that:

- A. The statements contained in this application are true and correct to the best of the Applicant's knowledge and belief. The owner of the subject property, if different from the applicant, states that he or she consents to the filing of this application and that all information contained in this application is true and correct to the best of his or her knowledge.
- B. The applicant understands that an incomplete or nonconforming application will not be considered. In addition, the applicant understands that the Village may require additional information prior to the consideration of this application which may include, but is not limited to, the following items:
1. Minimum yard and setback dimensions and, where relevant, relation of yard and setback dimensions to the height, width, and depth of any structure.
 2. A vehicular and pedestrian circulation plan showing the location, dimensions, gradient, and number of all vehicular and pedestrian circulation elements including rights-of-way and streets; driveway entrances, curbs, and curb cuts; parking spaces, loading spaces, and circulation aisles; sidewalks, walkways, and pathways; and total lot coverage of all circulation elements divided as between vehicular and pedestrian ways.
 3. All existing and proposed surface and subsurface drainage and retention and detention facilities and all existing and proposed water, sewer, gas, electric, telephone, and cable communications lines and easements and all other utility facilities.
 4. Location, size, and arrangement of all outdoor signs and lighting.
 5. Location and height of fences or screen plantings and the type or kind of building materials or plantings used for fencing or screening.
 6. A detailed landscaping plan, showing location, size, and species of all trees, shrubs, and other plant material.
 7. A traffic study if required by the Village Manager or the Board or Commission hearing the application.
- C. The Applicants shall make the property that is the subject of this application available for inspection by the Village at reasonable times;
- D. If any information provided in this application changes or becomes incomplete or inapplicable for any reason following submission of this application, the Applicants shall submit a supplemental application or other acceptable written statement containing the new or corrected information as soon as practicable but not less than ten days following the change, and that failure to do so shall be grounds for denial of the application; and
- E. The Applicant understands that he/she is responsible for all application fees and any other fees, which the Village assesses under the provisions of Subsection 11-301D of the Village of Hinsdale Zoning Code as amended April 25, 1989.
- F. THE OWNER OF THE SUBJECT PROPERTY AND, IF DIFFERENT, THE APPLICANT ARE JOINTLY AND SEVERALLY LIABLE FOR THE PAYMENT OF THE APPLICABLE APPLICATION FEE. BY SIGNING THE APPLICATION, THE OWNER HAS AGREED TO PAY SAID FEE, AND TO CONSENT TO THE FILING AND FORECLOSURE OF A LIEN AGAINST SUBJECT PROPERTY FOR THE FEE PLUS COSTS OF COLLECTION, IF THE ACCOUNT IS NOT SETTLED WITHIN THIRTY (30) DAYS AFTER THE MAILING OF A DEMAND FOR PAYMENT.

On the 9 day of January, 2019, I/We have read the above certification, understand it, and agree to abide by its conditions.


Signature of applicant or authorized agent

CHARLES MARLAS
Name of applicant or authorized agent


Signature of owner or authorized agent

Mitchell Saywitz, Authorized Agent of MIH LLC, Owner
Name of owner or authorized agent

SUBSCRIBED AND SWORN
to before me this 9th day of

January, 2019.


Notary Public

4

OFFICIAL SFAL
LINDA M SPATARO
NOTARY PUBLIC - STATE OF ILLINOIS
MY COMMISSION EXPIRES: 07/18/20

LEGAL DESCRIPTION

PARCELS 120 NORTH 77 FEET OF SECTION 29, T40N R29E, E2, PREC 10, WASHINGTON PLAT OF J. L. JOHNSON AGGREGATE TO NEARLY A SQUARE MILE OF SURFACE OF BLOCK 1, LOTS 1, 2 AND 3 IN THE SOUTHWEST QUARTER OF SECTION 29, ALL IN NEIGHBORHOOD ADDITION TO BE LAYED IN THE EAST HALF OF SECTION 2, T40N R29E, E2, PREC 10, WASHINGTON PLAT, BEING 1/2, EAST OF THE THIRD PRITCHARD SURVEY, ACCORDING TO THE PLAT OF SAID WASHINGTON (HEREIN REPRODUCED), 294 AS DOCUMENT NUMBER 46789, IN OREGON COUNTY, SEWANE.

ALSO BEING: SURVEY TOWN OF RYAN, IN MIDDLE LANDS.

Scale: 1" = 30'

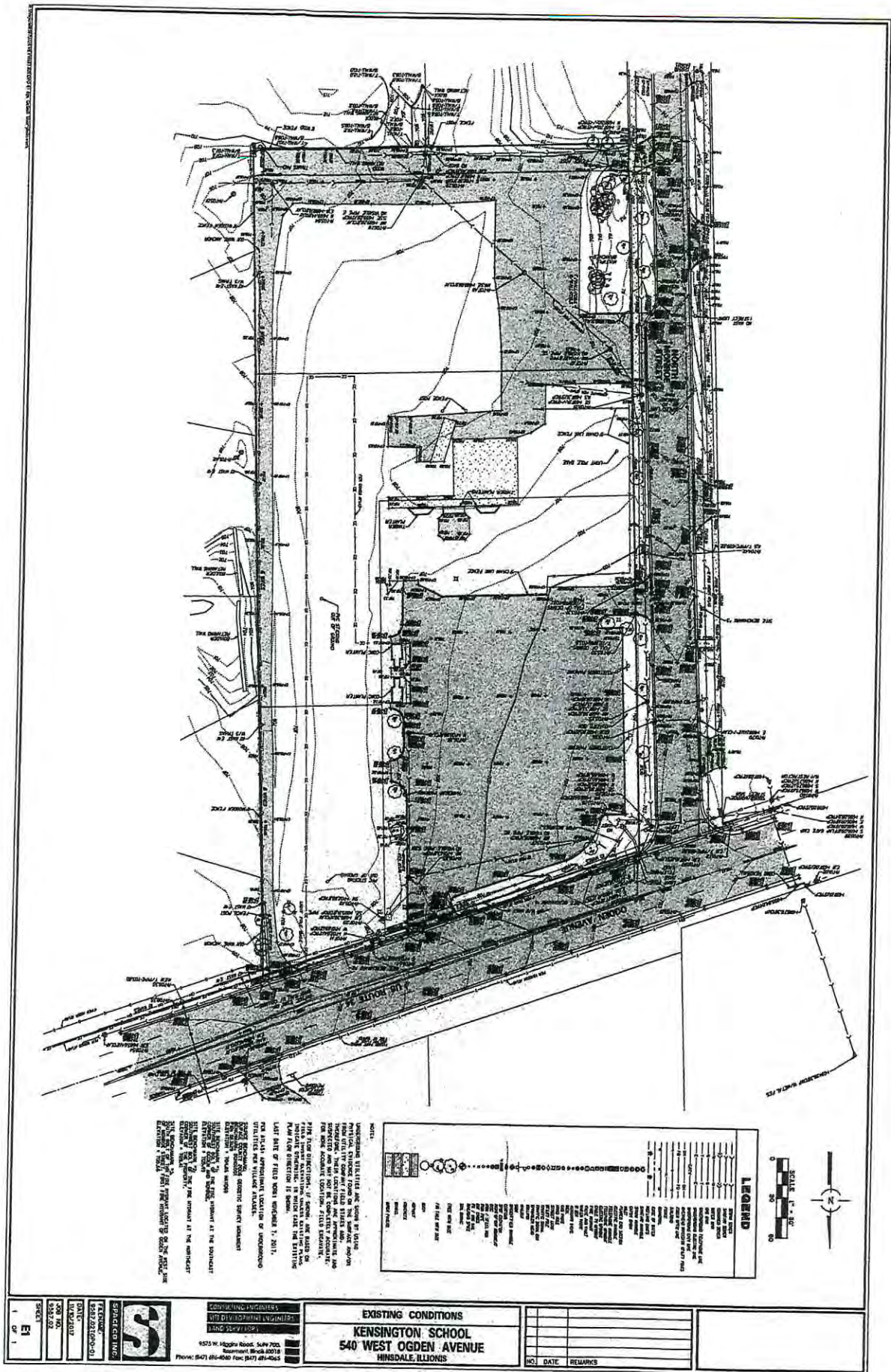


-

[illegible]

6181-1

Attachment 1



Attachment 1

VILLAGE OF HINSDALE
COMMUNITY DEVELOPMENT DEPARTMENT
19 East Chicago Avenue
Hinsdale, Illinois 60521-3489
630.789.7030

Application for Certificate of Zoning Compliance

You must complete all portions of this application. If you think certain information is not applicable, then write "N/A." If you need additional space, then attach separate sheets to this form.

Applicant's name: KENSINGTON SCHOOL, INC.

Owner's name (if different): MIH, LLC

Property address: 540 W ODGEN AVE, HINSDALE, IL 60521

Property legal description: [attach to this form]

Present zoning classification: R-4, Single Family Residential

Square footage of property: 4 ACRES (172,640 SF)

Lot area per dwelling: _____

Lot dimensions: 297' x 600'

Current use of property: VACANT

Proposed use: ☒ Single-family detached dwelling
☒ Other: Day Care

Approval sought: ☐ Building Permit ☒ Variation
☒ Special Use Permit ☐ Planned Development
☒ Site Plan ☐ Exterior Appearance
☐ Design Review
☐ Other: _____

Brief description of request and proposal:

Subdivide 4 AC R4 property to 1.74AC and 2.26AC lot with O2 - Special Use Day Care and 8 R4 code compliant home sites.

Plans & Specifications: [submit with this form] SEE ATTACHED TABLE OF COMPLIANCE SHEETS FOR (7) LOTS

Provided: Required by Code:

Yards:

front:	<u>110'</u>	<u>100'</u>
interior side(s)	<u>48' / 64'</u>	<u>10' / 25'</u>

Provided:

Required by Code:

corner side	64'	25'
rear	56'	20'

Setbacks (businesses and offices):

front:	110'	100'
interior side(s)	48' / 64'	10' / 25'
corner side	64'	25'
rear	56'	20'
others:		
Ogden Ave. Center:	110'	100'
York Rd. Center:		
Forest Preserve:		

Building heights:

principal building(s):	23'	40'
accessory building(s):		

Maximum Elevations:

principal building(s):		
accessory building(s):		

Dwelling unit size(s):	15,000 SF	39,542 SF
------------------------	-----------	-----------

Total building coverage:		
--------------------------	--	--

Total lot coverage:	57,732 SF	63,268 SF
---------------------	-----------	-----------

Floor area ratio:	.19	.50
-------------------	-----	-----

Accessory building(s): _____

Spacing between buildings: [depict on attached plans]

principal building(s):	_____	_____	_____
accessory building(s):	_____	_____	_____

Number of off-street parking spaces required: 39

Number of loading spaces required: 1

Statement of applicant:

I swear/affirm that the information provided in this form is true and complete. I understand that any omission of applicable or relevant information from this form could be a basis for denial or revocation of the Certificate of Zoning Compliance.

By: 
Applicant's signature

CHARLES MARLAS
Applicant's printed name

Dated: 1/9, 2018.



**COMMUNITY DEVELOPMENT
DEPARTMENT
ZONING CODE TEXT AND MAP
AMENDMENT APPLICATION**

Must be accompanied by completed Plan Commission Application

Is this a: **Map Amendment** ☒ **Text Amendment** ☐

Address of the subject property 540 W OGDEN AVE

Description of the proposed request: Subdivide 4 AC property to 1.74 acres and 2.26 acres, respectively. Subdivided into OR with DayCare 8 code compliant R4 home sites

REVIEW CRITERIA

Section 11-601 of the Hinsdale Zoning Code regulates Amendments. The amendment process established is intended to provide a means for making changes in the text of the Zoning Code and in the zoning map that have more or less general significance or application. It is not intended to relieve particular hardships nor to confer special privileges or rights. Rather, it is intended as a tool to adjust the provisions of the Zoning Code and the zoning map in light of changing, newly discovered, or newly important conditions, situations, or knowledge. The wisdom of amending the text of the Zoning Code is a matter committed to the sound legislative discretion of the Board of Trustees and is not dictated by any set standard. However, in determining whether a proposed amendment should be granted or denied the Board of Trustees should be guided by the principle that its power to amend this Code is not an arbitrary one but one that may be exercised only when the public good demands or requires the amendment to be made. In considering whether that principle is satisfied in any particular case, the Board of Trustees should weigh, among other factors, the below criteria.

Below are the 14 standards for amendments that will be the criteria used by the Plan Commission and Board of Trustees in determining the merits of this application. Please respond to each standard as it relates to the application. Please use an additional sheet of paper to respond to questions if needed. If the standard is not applicable, please mark N/A.

1. The consistency of the proposed amendment with the purpose of this Code.
CHILD DAY CARE IS PROVIDED AS A SPECIAL USE IN THE O2 DISTRICT. THE R4 CLASSIFICATION FOR THE REAR SUBDIVISION WILL REMAIN.
2. The existing uses and zoning classifications for properties in the vicinity of the subject property.
O2 AND R4 PROPERTIES ARE CURRENTLY IN THE VICINITY OF THE SUBJECT PROPERTY
3. The trend of development in the vicinity of the subject property, including changes, if any, such trend since the subject property was placed in its present zoning classification.
THE TREND OF DEVELOPMENT IN THE VICINITY IS CURRENTLY R4 SINGLE FAMILY AND THE PROPOSED SPECIAL USE OF CHILD DAY CARE IN THE O2 DISTRICT WILL ALSO FIT WELL AS A TRANSITION ON OGDEN TO THE RESIDENTIAL COMPONENT.

4. The extent, if any, to which the value of the subject property is diminished by the existing zoning classification applicable to it.

VALUE WILL INCREASE WITH THE ZONING RECLASSIFICATION

5. The extent to which any such diminution in value is offset by an increase in the public health, safety, and welfare.

NA

6. The extent, if any, to which the use and enjoyment of adjacent properties would be affected by the proposed amendment.

NA

7. The extent, if any, to which the value of adjacent properties would be affected by the proposed amendment.

NA

8. The extent, if any, to which the future orderly development of adjacent properties would be affected by the proposed amendment.

NA

9. The suitability of the subject property for uses permitted or permissible under its present zoning classification.

THE R4 HOMES AS SHOWN AT THE REAR OF THE DEVELOPMENT SITE ARE SUITABLE. THE R4 DESIGNATION ON OGDEN AVE. IS NOT AS SUITABLE UNDER ITS PRESENT ZONING.

10. The availability of adequate ingress to and egress from the subject property and the extent to which traffic conditions in the immediate vicinity of the subject property would be affected by the proposed amendment.

EXISTING TRAFFIC INGRESS/EGRESS ON OGDEN AND MONROE WOULD BE LESS IMPACTFUL THAN PRIOR USES AT THIS SITE.

11. The availability of adequate utilities and essential public services to the subject property to accommodate the uses permitted or permissible under the present zoning classification.

ALL UTILITIES ARE AVAILABLE
PROJECT WILL ALSO IMPROVE PUBLIC UTILITIES/WATER MANAGEMENT FOR THE SITE
AND ALLEVIATE STORMWATER MANAGEMENT ISSUES AT MADISON BETWEEN OGDEN AND NORTH AVENUES.

12. The length of time, if any, that the subject property has been vacant, considered in the context of the pace of development in the vicinity of the subject property.

THE SUBJECT PROPERTY HAS BEEN VACANT FOR 10+ YEARS.

13. The community need for the proposed amendment and for the uses and development it would allow.

HINSDALE IS VERY UNDERSERVED BY QUALITY CHILD DAY CARE CENTERS AND KENSINGTON SCHOOL WILL BE A STRONG RESOURCE TO THE COMMUNITY.

14. The reasons, where relevant, why the subject property should be established as part of an overlay district and the positive and negative effects such establishment could be expected to have on persons residing in the area.

NA



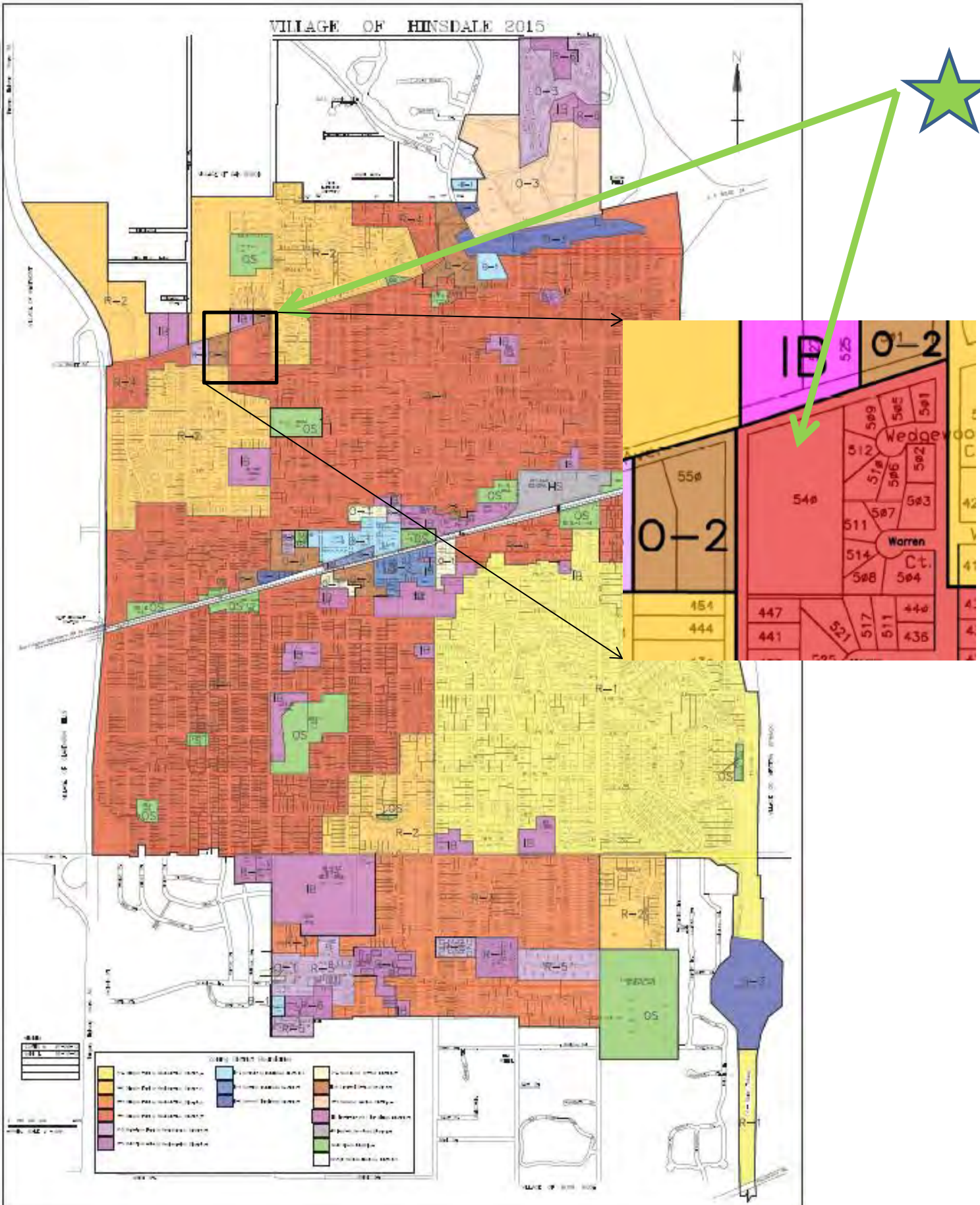


Attachment 1



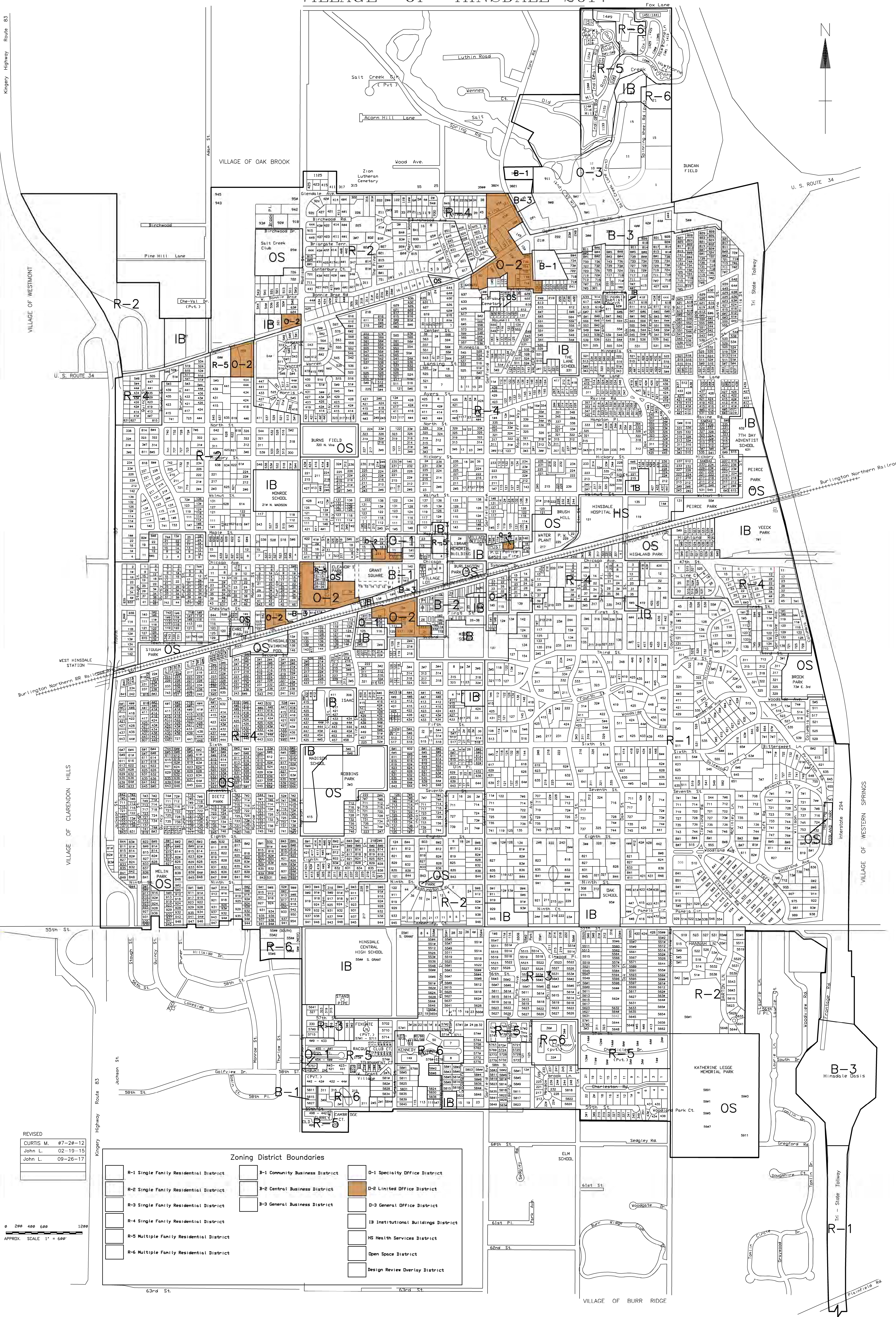
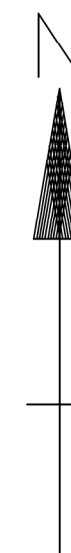
Attachment 1

Attachment 2: Village of Hinsdale Zoning Map and Project Location



VILLAGE OF HINSDALE 2017

Kingery Highway Route 83



REVISED
CURTIS M. 07-28-12
John L. 02-19-15
John L. 09-26-17

Zoning District Boundaries

- | | | |
|---|--|--|
| <input type="checkbox"/> R-1 Single Family Residential District | <input type="checkbox"/> B-1 Community Business District | <input type="checkbox"/> O-1 Specialty Office District |
| <input type="checkbox"/> R-2 Single Family Residential District | <input type="checkbox"/> B-2 Central Business District | <input type="checkbox"/> O-2 Limited Office District |
| <input type="checkbox"/> R-3 Single Family Residential District | <input type="checkbox"/> B-3 General Business District | <input type="checkbox"/> O-3 General Office District |
| <input type="checkbox"/> R-4 Single Family Residential District | | <input type="checkbox"/> IB Institutional Buildings District |
| <input type="checkbox"/> R-5 Multiple Family Residential District | | <input type="checkbox"/> HS Health Services District |
| <input type="checkbox"/> R-6 Multiple Family Residential District | | <input type="checkbox"/> Open Space District |
| | | <input type="checkbox"/> Design Review Overlay District |

0 200 400 600 1200
APPROX. SCALE 1" = 600'

Attachment 4: Zoning Code Sec. 6-101: Purposes: Office Districts

Three (3) zoning districts are provided for office development. The office districts accommodate a range of suburban office space alternatives in keeping with the residential and local business atmosphere in the village.

In the office districts, the combination of use regulations and varied bulk and yard regulations is intended to:

- A. Perpetuate the existing high quality character of the village by preserving established office use areas while permitting only beneficial new office development consistent with the overall character and land use patterns of the existing village; and
- B. Assure through height limits, setback and open space requirements, and mapping decisions that all office development is compatible with the residential scale of village; and
- C. Implement through reasonable regulation the purposes and intent of this code.

Specifically, the O-1 specialty office district is intended to provide for small offices in the older areas of the village adjacent to the central business areas where it is possible to retain the residential character and appearance of the village and at the same time promote limited business activity. The uses permitted are characterized by low traffic volume and limited outdoor advertising. The regulations of the O-1 district are designed to encourage the retention and renovation of sound existing structures and to ensure that the office uses remain compatible with the residential uses while permitting the area to maintain a distinctive residential character. Replacement structures in the O-1 district also must have a residential character and appearance. The O-1 district normally is small in size and located to provide a transition between residential areas and less restricted districts.

The O-2 limited office district is designed to provide for the general needs of business and professional offices and related business uses on smaller sites in scattered areas throughout the village. Bulk and height regulations encourage development that is architecturally consistent with smaller sites and compatible with nearby residential uses.

The O-3 general office district is provided to accommodate the needs of business and professional offices and related business uses requiring a somewhat wider range of office space with a somewhat higher intensity of pedestrian and vehicular traffic movements. Bulk and height regulations are consistent with a moderate amount of development. (1991 Code)

Attachment 5: Birds Eye View of 540 W. Ogden Ave. (facing south)

Subject Property (photo outdated, all buildings on 540 W. Ogden have been demolished)



Attachment 5: Parcel Aerial Map of 540 W. Ogden Ave. (facing north)

Subject Property (photo outdated, all buildings on 540 W. Ogden have been demolished)



STATE OF ILLINOIS)
) SS:
COUNTY OF DU PAGE)

BEFORE THE VILLAGE OF HINSDALE
PLAN COMMISSION

In the Matter of:

Case A-44-2017 - 540 W. Ogden Avenue - Kensington School - Map Amendment and concurrent tentative Plat of Subdivision to subdivide and rezone approximately 1.74 acres to an 0-2 Limited Office District and subdivide approximately 2.26 acres into 8 R-4 Single Family District lots.

REPORT OF PROCEEDINGS had and testimony taken at the public hearing of the above-entitled matter before the Hinsdale Plan Commission at 19 East Chicago Avenue, Hinsdale, Illinois, on the 14th day of February, 2018, at the hour of 7:40 p.m.

BOARD MEMBERS PRESENT:

MR. STEPHEN CASHMAN, Chairman;
MS. JULIE CRNOVICH, Member;
MS. ANNA FIASCONE, Member;
MR. GERALD JABLONSKI, Member;
MR. JIM KRILLENBERGER, Member;
MR. SCOTT PETERSON, Member;
MR. MARK WILLOBEE, Member.

<p style="text-align: center;">2</p> <p>1 ALSO PRESENT:</p> <p>2 MR. CHAN YU, Village Planner;</p> <p>3 MR. ROBERT MC GINNIS, Director of</p> <p>4 Community Development/Building</p> <p>5 Commissioner;</p> <p>6 MR. CHARLES MARLAS, Owner, Kensington</p> <p>7 School;</p> <p>8 MR. MARK WERTHMANN, KLOA.</p> <p>9 * * *</p> <p>07:29:51PM 10 CHAIRMAN CASHMAN: This is for</p> <p>11 Case A-44-2017 540 West Ogden Avenue, Kensington</p> <p>12 School. It's for a Map Amendment and concurrent</p> <p>13 tentative Plat of Subdivision to subdivide and</p> <p>14 rezone approximately 1.74 acres to an 0-2</p> <p>15 Limited Office District and subdivide</p> <p>16 approximately 2.26 acres into 8 R-4 Single-</p> <p>17 Family District Lots.</p> <p>18 MR. MARLAS: Hi, everybody.</p> <p>19 CHAIRMAN CASHMAN: Please just</p> <p>20 introduce yourself for the record.</p> <p>21 And do we need to -- Also, anyone</p> <p>22 who wishes to speak on this issue or thinks they</p>	<p style="text-align: center;">4</p> <p>1 requirements. We are going to subdivide the lot</p> <p>2 into two parcels, one parcel being to maintain</p> <p>3 the R-4 zoning for a total number of 8 home</p> <p>4 sites on a cul-de-sac. Each lot will be</p> <p>5 conforming R-4. We don't have any</p> <p>6 contingencies, any zoning variances that are</p> <p>7 needed for that. And the remaining almost 2</p> <p>8 acres of property we are going to turn into an</p> <p>9 0-2 district with a special use for a daycare</p> <p>10 center for Kensington School.</p> <p>11 Traffic ingress and egress will</p> <p>12 work much, much better with the Monroe access as</p> <p>13 well as Ogden. We have had some lengthy</p> <p>14 discussions with IDOT regarding access on this</p> <p>15 site. And it was their recommendation to us</p> <p>16 that we abandon a left out on the Ogden Avenue</p> <p>17 site. So we are proposing today just a right</p> <p>18 in/right out, left in, on Ogden Avenue, which is</p> <p>19 basically identical to what is allowed on Monroe</p> <p>07:49:44PM 20 and then also full access at Monroe that can</p> <p>07:50:19PM 21 allow parents to get down into Hinsdale or</p> <p>22 Clarendon Hills that way.</p>
<p style="text-align: center;">3</p> <p>1 might, please be sworn in.</p> <p>2 (Audience members sworn en masse.)</p> <p>3 MR. MARLAS: Good evening. My name is</p> <p>4 Charles Marlas. I am the owner of Kensington</p> <p>5 School. As you all may recall, we stood before</p> <p>6 this committee about 6 or 8 months ago with the</p> <p>7 hopes of bringing Kensington School to Hinsdale</p> <p>8 on Ogden Avenue across the street from this new</p> <p>9 proposed location. That site didn't work for a</p> <p>07:49:41PM 10 various number of reasons, topography, traffic,</p> <p>11 quite a few.</p> <p>12 Then it came to our attention that</p> <p>13 this am link's property had finally come on the</p> <p>14 market and has been subject to redevelopment for</p> <p>15 a number of years; and we were fortunate enough</p> <p>16 to become a contract purchaser of that property,</p> <p>17 which we are still today.</p> <p>18 So our current plan now to bring</p> <p>19 Kensington School to Hinsdale is take this</p> <p>07:49:07PM 20 existing 4-acre site that's currently zoned R-4,</p> <p>21 which R-4 lots are a minimum of 10,000 square</p> <p>22 feet, and have a number of different other</p>	<p style="text-align: center;">5</p> <p>1 So that's kind of a little recap.</p> <p>2 If there are any questions or any discussions,</p> <p>3 which I'm sure there will be, I'm here to answer</p> <p>4 whatever questions you have.</p> <p>5 AUDIENCE MEMBER: Can you repeat that?</p> <p>6 I'm sorry. I didn't understand.</p> <p>7 AUDIENCE MEMBER: The traffic flow,</p> <p>8 could you repeat the traffic flow.</p> <p>9 MR. MARLAS: Sure. So the traffic flow</p> <p>07:50:49PM 10 will be two points, one on Ogden Avenue and one</p> <p>11 on Monroe. We will be looking for a right</p> <p>12 in/right out, left in, at Ogden and not seeking</p> <p>13 a left out at Ogden. And then Monroe will have</p> <p>14 full access.</p> <p>15 AUDIENCE MEMBER: So they can take a</p> <p>16 left down Monroe, come around off of Madison at</p> <p>17 that light, bringing all that traffic down my</p> <p>18 street. Am I interpreting that correctly?</p> <p>19 MR. YU: My apologies.</p> <p>07:51:09PM 20 MR. MARLAS: Or they can go into town</p> <p>21 where they live or they can go --</p> <p>22 CHAIRMAN CASHMAN: Let's wait and keep</p>

<p style="text-align: center;">6</p> <p>1 the public comments till later.</p> <p>2 AUDIENCE MEMBER: I just want to</p> <p>3 understand what he's saying.</p> <p>4 AUDIENCE MEMBER: I don't understand at</p> <p>5 all really where -- I wish you would maybe</p> <p>6 like draw out like how the traffic is going to</p> <p>7 go so we can totally understand what you are</p> <p>8 saying.</p> <p>9 CHAIRMAN CASHMAN: We will get to that.</p> <p>07:51:28PM 10 That's a good question.</p> <p>11 MR. YU: Also, if anyone wants to speak</p> <p>12 later, please approach.</p> <p>13 CHAIRMAN CASHMAN: You need to do it at</p> <p>14 the mike so that people can -- it's being</p> <p>15 recorded -- so they can hear it and see it.</p> <p>16 Just one question I have is, going</p> <p>17 through the packet, it does not seem that there</p> <p>18 is enough information here, a complete packet,</p> <p>19 to either do the Map Amendment or for sure the</p> <p>07:51:51PM 20 tentative Plat of Subdivision. There is a</p> <p>21 series of requirements.</p> <p>22 So my guess is that this is to get</p>	<p style="text-align: center;">8</p> <p>1 submitted yet, but it will be after this</p> <p>2 meeting.</p> <p>3 CHAIRMAN CASHMAN: If this gets</p> <p>4 continued to March, then in March we would see,</p> <p>5 in the submission before that meeting we would</p> <p>6 have the full traffic study?</p> <p>7 MR. MARLAS: Correct. Yes.</p> <p>8 Because that's crucial.</p> <p>9 CHAIRMAN CASHMAN: And I was figuring</p> <p>07:52:59PM 10 we would have neighbors here because I saw -- I</p> <p>11 don't know how many showed up at the board</p> <p>12 meeting, but I saw there was a petition where</p> <p>13 there was someone represented 56 residents and</p> <p>14 north on Monroe Street who were concerned about</p> <p>15 the cars that are going to park there and</p> <p>16 traffic.</p> <p>17 So I would like to hear questions</p> <p>18 by the Commissioners of the applicant. And then</p> <p>19 after we kind of go through, and I would love to</p> <p>07:53:22PM 20 hear from all of you, bear with us first, and</p> <p>21 then I would love to hear what you have to say.</p> <p>22 Jim?</p>
<p style="text-align: center;">7</p> <p>1 an idea of input from, obviously, the neighbors,</p> <p>2 from the Commissioners.</p> <p>3 MR. MARLAS: Sure.</p> <p>4 CHAIRMAN CASHMAN: And then you would</p> <p>5 go back and take care of the additional things</p> <p>6 that are required to properly, for us, actually</p> <p>7 review it and consider this.</p> <p>8 MR. MARLAS: Right.</p> <p>9 CHAIRMAN CASHMAN: When I was looking</p> <p>07:52:13PM 10 at the Village minutes, this is kind of the</p> <p>11 context, when they suggest or brought this to</p> <p>12 the Plan Commission and there were a couple</p> <p>13 things on there that I thought were interesting;</p> <p>14 that one, this is in the discussion of the --</p> <p>15 for this to be a motion. It said that we would</p> <p>16 have a traffic study when this came to us, and</p> <p>17 it is not in our packet. Is a traffic study</p> <p>18 being put together?</p> <p>19 MR. MARLAS: I have Mark Werthmann from</p> <p>07:52:40PM 20 KLOA. Do you have the traffic study complete?</p> <p>21 Has it been submitted to IDOT?</p> <p>22 MR. WERTHMANN: It hasn't been</p>	<p style="text-align: center;">9</p> <p>1 MR. KRILLENBERGER: This is related to</p> <p>2 traffic. What would your hours of operation be,</p> <p>3 and what do you think the population of the</p> <p>4 school will be?</p> <p>5 MR. MARLAS: So hours of operation are</p> <p>6 6:30 a.m. to 6:30 p.m., Monday through Friday.</p> <p>7 We are closed on weekends. Population of the</p> <p>8 school is approximately 150 students, so roughly</p> <p>9 130 families. We end up having lots of siblings</p> <p>07:53:50PM 10 in a school this size.</p> <p>11 MR. KRILLENBERGER: So 125 to 130</p> <p>12 families coming in. This is a daycare. So</p> <p>13 there is no --</p> <p>14 MR. MARLAS: It's a daycare.</p> <p>15 MR. KRILLENBERGER: -- beginning of</p> <p>16 operation. There is no school day --</p> <p>17 MR. MARLAS: No. It's a daycare.</p> <p>18 MR. KRILLENBERGER: -- throughout the</p> <p>19 morning.</p> <p>07:54:02PM 20 MR. MARLAS: Drop-off is from 6:30 till</p> <p>21 about 10 o'clock in the morning. Pickup is from</p> <p>22 about 3 o'clock until 6:30.</p>

<p style="text-align: center;">10</p> <p>1 CHAIRMAN CASHMAN: Can you repeat that</p> <p>2 number of students.</p> <p>3 MR. MARLAS: Number of students total</p> <p>4 about 150. But number of families, because of</p> <p>5 siblings and such, about 125, 130.</p> <p>6 CHAIRMAN CASHMAN: And typical</p> <p>7 staffing?</p> <p>8 MR. MARLAS: 22 to 24 staff.</p> <p>9 CHAIRMAN CASHMAN: Okay. Other</p> <p>07:54:30PM 10 questions, Jim?</p> <p>11 MR. KRILLENBERGER: That's all I have.</p> <p>12 CHAIRMAN CASHMAN: Scott?</p> <p>13 MR. PETERSON: I just, probably traffic</p> <p>14 I'm concerned with, otherwise everything seemed</p> <p>15 okay on a preliminary basis.</p> <p>16 CHAIRMAN CASHMAN: Just to refresh my</p> <p>17 memory, when they came before us before, was</p> <p>18 everyone on the Commission then?</p> <p>19 MR. KRILLENBERGER: Yes.</p> <p>07:54:51PM 20 MS. FIASCONE: And that's my question</p> <p>21 actually. You didn't really see a problem with</p> <p>22 traffic when you came before us when you were</p>	<p style="text-align: center;">12</p> <p>1 and realized the GAP study wasn't supportive of</p> <p>2 it. We decided to, amongst other reasons, not</p> <p>3 continue with that location.</p> <p>4 MS. FIASCONE: So we could go back and</p> <p>5 forth 100 times tonight about traffic. But</p> <p>6 until we see the report, I think I mean we</p> <p>7 shouldn't even go there.</p> <p>8 CHAIRMAN CASHMAN: That's right, issues</p> <p>9 related to traffic until we have some data to</p> <p>07:56:13PM 10 actually see --</p> <p>11 MR. MARLAS: Is there anything else</p> <p>12 that is of issue besides traffic?</p> <p>13 CHAIRMAN CASHMAN: There may be. We</p> <p>14 will get to those. See, I can't remember where</p> <p>15 we left it off.</p> <p>16 Scott, you were asking about that.</p> <p>17 MR. JABLONSKI: Did you have any more</p> <p>18 questions?</p> <p>19 MR. PETERSON: Drainage but I was going</p> <p>07:56:34PM 20 to save it for an expert.</p> <p>21 CHAIRMAN CASHMAN: What a nice guy.</p> <p>22 MR. JABLONSKI: My biggest concern is</p>
<p style="text-align: center;">11</p> <p>1 proposing the previous site. What makes that</p> <p>2 site, what happened? What happened there that</p> <p>3 makes this site so much better with traffic and</p> <p>4 whatnot?</p> <p>5 MR. MARLAS: Well, the traffic, because</p> <p>6 it took us about five or six months to hear back</p> <p>7 from IDOT across the street. We never really</p> <p>8 got a full interpretation from them. But the</p> <p>9 indication was that they were not really in</p> <p>07:55:20PM 10 favor of a left out at that location, which is</p> <p>11 why we realized that crossing four lanes of</p> <p>12 traffic is difficult at Ogden Avenue at peak</p> <p>13 hours. So that's why we are not seeking a left</p> <p>14 out on Ogden Avenue on this location. So it's a</p> <p>15 right in/right out, left in.</p> <p>16 CHAIRMAN CASHMAN: I remember when we</p> <p>17 were going through the case, that was our</p> <p>18 concern, you were exiting there, could you</p> <p>19 really turn against the flow.</p> <p>07:55:44PM 20 MR. MARLAS: It was preliminary. And</p> <p>21 it was wishful thinking actually until we</p> <p>22 actually spoke to IDOT, got our traffic study,</p>	<p style="text-align: center;">13</p> <p>1 the fact that Hinsdale Orthopaedics has all the</p> <p>2 traffic they have and they use that lot, that</p> <p>3 property as a parking area right now. Where are</p> <p>4 all those cars going to go when we add 250 more?</p> <p>5 When we lose those parking places and add 250</p> <p>6 more drop-offs and pickups a day, we are looking</p> <p>7 at a pretty congested corner.</p> <p>8 MR. MARLAS: That parking is going to</p> <p>9 go away either way, that site would be developed</p> <p>07:57:08PM 10 with something I would imagine. Hinsdale</p> <p>11 Orthopaedics is going to have that traffic</p> <p>12 overflow regardless of what goes on this old</p> <p>13 Amling's location.</p> <p>14 MR. JABLONSKI: You could not build</p> <p>15 that and build 8 houses and sell them parking.</p> <p>16 I'm being facetious. It's been 10 years that</p> <p>17 it's been a parking lot.</p> <p>18 MR. MARLAS: Right. Well, I think</p> <p>19 that's gone on long enough I think. But, yes,</p> <p>07:57:30PM 20 to answer your question, I think Hinsdale</p> <p>21 Orthopaedics is going to have to figure out what</p> <p>22 to do with their overflow. I think that will</p>

<p style="text-align: center;">14</p> <p>1 probably be the catalyst to have them probably</p> <p>2 make a move further east on Ogden, which is</p> <p>3 where they more than likely belong.</p> <p>4 MR. JABLONSKI: I'm just worried about</p> <p>5 congestion. There is a lot going on.</p> <p>6 CHAIRMAN CASHMAN: It's amazing. I</p> <p>7 don't know how Hinsdale Orthopaedics puts all</p> <p>8 those people through that building. It's not</p> <p>9 that big.</p> <p>07:57:55PM 10 MR. MARLAS: That's something to</p> <p>11 remember. That's a 7-day-a-week location. It's</p> <p>12 open on weekends as well and late into the</p> <p>13 evenings and traffic coming and going all day</p> <p>14 long. Whereas our location we have a pretty</p> <p>15 good chunk at the morning, and then it's really</p> <p>16 quiet all day. Then a pretty good chunk of</p> <p>17 traffic, and we are closed after 6:30. And</p> <p>18 there is no one there on Saturday or Sunday.</p> <p>19 CHAIRMAN CASHMAN: Julie?</p> <p>07:58:20PM 20 MS. CRNOVICH: My main concern is</p> <p>21 traffic, especially cutting through the</p> <p>22 neighborhoods. And Ogden is a nightmare as we</p>	<p style="text-align: center;">16</p> <p>1 that are coming from Hinsdale would more than</p> <p>2 likely be coming up through Hinsdale and, you</p> <p>3 know, through Monroe. This is a Hinsdale</p> <p>4 location. It's a Hinsdale school. It serves</p> <p>5 Hinsdale kids and Hinsdale families. Anybody</p> <p>6 coming from Clarendon Hills similarly would be</p> <p>7 probably coming along Chicago Avenue and up</p> <p>8 Monroe. Some will be coming to and from work</p> <p>9 from the expressway and back, this and that.</p> <p>07:59:41PM 10 But, you know, this is a public</p> <p>11 service of Hinsdale, Hinsdale school, Hinsdale</p> <p>12 community, and surrounding communities. So when</p> <p>13 you say "cut-through," I don't know if it's</p> <p>14 really so much a cut-through as it is a</p> <p>15 destination for the families of Hinsdale.</p> <p>16 MS. CRNOVICH: And my next question,</p> <p>17 why rezoning to office instead of institutional?</p> <p>18 MR. MARLAS: Institutional currently</p> <p>19 doesn't have an actual special use for it so you</p> <p>08:00:09PM 20 also need a text amendment.</p> <p>21 CHAIRMAN CASHMAN: You would need a</p> <p>22 text amendment.</p>
<p style="text-align: center;">15</p> <p>1 all know. And I have noticed when I'm visiting</p> <p>2 someone at Manor Care Monroe is getting really</p> <p>3 busy, and I think it's a lot of cut-through</p> <p>4 traffic. So my concern is there is going to be</p> <p>5 an additional burden to the residents in that</p> <p>6 area.</p> <p>7 MR. MARLAS: When you say "cut-through</p> <p>8 traffic," are you talking about people that are</p> <p>9 going to Monroe and avoiding Madison to get to</p> <p>07:58:50PM 10 Monroe to get out to Ogden?</p> <p>11 MS. CRNOVICH: I don't know where they</p> <p>12 are going. There is a lot of traffic that seems</p> <p>13 to cut off, come off Ogden, and go down Monroe</p> <p>14 Street. And I don't know --</p> <p>15 CHAIRMAN CASHMAN: Southbound.</p> <p>16 MR. MARLAS: We really see this as a</p> <p>17 community school, right, serving Hinsdale and</p> <p>18 Clarendon Hills primarily. We have schools in</p> <p>19 LaGrange and Western Springs just over Ogden.</p> <p>07:59:08PM 20 We don't foresee a whole lot of people coming</p> <p>21 from Westmont and definitely not as far as</p> <p>22 Downers Grove. So I would imagine that any moms</p>	<p style="text-align: center;">17</p> <p>1 MS. CRNOVICH: Okay.</p> <p>2 CHAIRMAN CASHMAN: This is a special</p> <p>3 use already.</p> <p>4 MR. MARLAS: Yes. Special use already</p> <p>5 exists in O-2.</p> <p>6 CHAIRMAN CASHMAN: And Hinsdale</p> <p>7 Orthopaedics is O-2?</p> <p>8 MR. MARLAS: Right.</p> <p>9 MS. CRNOVICH: And that's O-2?</p> <p>08:00:26PM 10 MR. MARLAS: There is a O-2 across the</p> <p>11 street on the northwest corner of Madison and</p> <p>12 Ogden as well.</p> <p>13 MS. CRNOVICH: Okay. Until we get the</p> <p>14 traffic study --</p> <p>15 CHAIRMAN CASHMAN: Mark, let's talk</p> <p>16 stormwater.</p> <p>17 MR. WILLOBEE: First, traffic, of</p> <p>18 course.</p> <p>19 CHAIRMAN CASHMAN: Right.</p> <p>08:00:39PM 20 MR. WILLOBEE: But yes, looking at</p> <p>21 review criteria 11, they talk about this will</p> <p>22 alleviate stormwater management issues. Can you</p>

<p style="text-align: center;">18</p> <p>1 explain what you are thinking from the</p> <p>2 stormwater perspective? I don't really see any</p> <p>3 space for that in the plat, and it's important</p> <p>4 early on.</p> <p>5 MR. MARLAS: Sure. So we have had a</p> <p>6 bunch of discussions with staff relative to the</p> <p>7 stormwater management issue that exists over on</p> <p>8 Madison Avenue. Madison is between North and</p> <p>9 Ogden. And it was the Village's desire, seeing</p> <p>08:01:12PM 10 we have an opportunity to redevelop this</p> <p>11 property, to bring some stormwater utilities</p> <p>12 from Madison through our property into an onsite</p> <p>13 storage vault under our parking lot or back</p> <p>14 behind our playground that would slowly release</p> <p>15 across Ogden Avenue.</p> <p>16 MR. WILLOBEE: So underground?</p> <p>17 MR. MARLAS: Underground retention,</p> <p>18 yes. So from what I understand, I didn't</p> <p>19 witness this firsthand, but I understand that</p> <p>08:01:38PM 20 Madison gets --</p> <p>21 CHAIRMAN CASHMAN: Since we have that</p> <p>22 great back-pitched pipe in this area?</p>	<p style="text-align: center;">20</p> <p>1 have that fixed in March. One of the criteria</p> <p>2 out of the 15 or so is to have availability to</p> <p>3 have adequate ingress to and egress from subject</p> <p>4 property, which the traffic conditions in the</p> <p>5 vicinity would be affected by the proposed</p> <p>6 amendment. So it's clearly a big criteria for</p> <p>7 even considering a map amendment.</p> <p>8 MS. FIASCONE: Right. So the traffic,</p> <p>9 obviously, has been brought up. But is there</p> <p>08:03:02PM 10 going to be a line of cars on Monroe Street at</p> <p>11 5 o'clock when there are people cutting through</p> <p>12 anyways, you know, backed up all the way to that</p> <p>13 new cul-de-sac, you know -- I don't know.</p> <p>14 CHAIRMAN CASHMAN: We have the traffic</p> <p>15 engineer here. So I would like to see that in</p> <p>16 the report.</p> <p>17 MR. MARLAS: We have a lot of schools</p> <p>18 that are very, very similar to this, actually</p> <p>19 identical to this one, the one in Elmhurst. It</p> <p>08:03:25PM 20 has the same number of parking spaces, 36; has</p> <p>21 the same square footage, same number of</p> <p>22 students, same number of families, same number</p>
<p style="text-align: center;">19</p> <p>1 MR. MARLAS: Yes, pretty underwater.</p> <p>2 So, yes, this will be a final solution to that</p> <p>3 problem. And we are happy to help as we are</p> <p>4 developing this to put some underwater --</p> <p>5 underground facilities on our site and slow</p> <p>6 release that water across Ogden.</p> <p>7 CHAIRMAN CASHMAN: Anna?</p> <p>8 MS. FIASCONE: Those are all my</p> <p>9 questions. I don't know if this specific</p> <p>08:02:08PM 10 ingress/egress is a site plan, more of a site</p> <p>11 plan issue? But obviously --</p> <p>12 CHAIRMAN CASHMAN: No. It's going to</p> <p>13 come under the criteria for a map amendment.</p> <p>14 There is 14 or 15 things that we need to</p> <p>15 consider, yes.</p> <p>16 MS. FIASCONE: But I kind of agree that</p> <p>17 item --</p> <p>18 CHAIRMAN CASHMAN: Item 10.</p> <p>19 MS. FIASCONE: I don't know how -- Our</p> <p>08:02:31PM 20 overheads aren't working so I don't know how we</p> <p>21 can get a visual.</p> <p>22 CHAIRMAN CASHMAN: Hopefully IT will</p>	<p style="text-align: center;">21</p> <p>1 of teachers. And traffic just kind of moves</p> <p>2 really cleanly and slowly through there on a</p> <p>3 slow, steady basis.</p> <p>4 This is not preschool where there</p> <p>5 is a car line, right? Where you may get 20 moms</p> <p>6 that are parked and the teachers are bringing</p> <p>7 their children out one by one in a preschool car</p> <p>8 line. This is childcare. Parents have to come</p> <p>9 in. They have got to come in. They have got to</p> <p>08:03:55PM 10 park. They have to walk inside and go pick up</p> <p>11 their child, maybe an infant with their car</p> <p>12 carrier, and escort them, and sign them out the</p> <p>13 building. So this isn't like a pickup or a</p> <p>14 McDonald's drivethrough. This is real drop-off.</p> <p>15 CHAIRMAN CASHMAN: Or like an</p> <p>16 elementary school.</p> <p>17 MR. MARLAS: Or like an elementary</p> <p>18 school, yes. This is as if you were going into</p> <p>19 a grocery store.</p> <p>08:04:15PM 20 MS. FIASCONE: Okay.</p> <p>21 MR. MARLAS: This is Mike Werthmann.</p> <p>22 MR. WERTHMANN: Hi, Michael Werthmann</p>

<p style="text-align: right;">22</p> <p>1 from KLOA. We are performing the study. We</p> <p>2 performed the last study. It was a very good</p> <p>3 question. And like Chuck said, they do have to</p> <p>4 come in and drop off. The big difference</p> <p>5 between this preschool and regular school is</p> <p>6 there is no start time or end time. These 130</p> <p>7 families, and there is car pooling and so forth,</p> <p>8 which reduces the traffic, is spread out over a</p> <p>9 2.5-hour, 3-hour period in the morning and in</p> <p>10 the afternoon. So it's not like they are all</p> <p>11 coming in at one time. It's spread out. People</p> <p>12 go to work at different times. Some are going</p> <p>13 to drop off at 6:30, some are going to drop off</p> <p>14 at 7:00. So that really helps the impact on the</p> <p>15 roadway system.</p> <p>16 One of the big reasons this site</p> <p>17 works better than the north site, as you</p> <p>18 indicated is -- as Chuck indicated, the majority</p> <p>19 of parents or families are going to live within</p> <p>20 Hinsdale and Clarendon Hills. So they don't</p> <p>21 have to get onto Ogden. They don't have to make</p> <p>22 that difficult turn on and off of Ogden. They</p>	<p style="text-align: right;">24</p> <p>1 show you all that within the traffic study.</p> <p>2 CHAIRMAN CASHMAN: When will you be</p> <p>3 doing your baseline counts?</p> <p>4 MR. WERTHMANN: We did counts a year</p> <p>5 ago and we went back and updated all the counts.</p> <p>6 We did them in January, about 2 weeks ago, 2.5</p> <p>7 weeks ago; so we have the counts there. The</p> <p>8 northbound traffic on Monroe, as we all know, is</p> <p>9 reduced due to the fact that you can't make a</p> <p>10 left turn onto Ogden during the day, so that</p> <p>11 helps.</p> <p>12 When it comes to Hinsdale</p> <p>13 Orthopaedics, while they generate some traffic,</p> <p>14 their traffic that wants to go west on Ogden,</p> <p>15 they can come out through Manor Care, I believe</p> <p>16 it's called, and make the left there; so that</p> <p>17 helps alleviate some of the traffic on Monroe.</p> <p>18 So all of this is working to, you know, reduce</p> <p>19 the impact on Monroe.</p> <p>20 MR. WILLOBEE: Given the variability in</p> <p>21 the start times and drop-off times or pickup</p> <p>22 times, how do you account for that in your</p>
<p style="text-align: right;">23</p> <p>1 can come up the south, up Monroe to the</p> <p>2 development, which really helps. It provides</p> <p>3 for a better, more efficient operation.</p> <p>4 There was a discussion about</p> <p>5 cut-through traffic. Monroe does carry some</p> <p>6 traffic, but it is one of two roads in the</p> <p>7 immediate area that serves south Hinsdale.</p> <p>8 You've got to go all the way to York or -- I</p> <p>9 don't even know -- to the east to be able to</p> <p>10 come down to the south. So it is going to carry</p> <p>11 some heavier traffic because it's one of the</p> <p>12 major north-south routes into Hinsdale. And all</p> <p>13 of that is in the traffic study. We will show</p> <p>14 you how it works. Pretty much everything works</p> <p>15 at a good level of service. There is capacity</p> <p>16 to accommodate this.</p> <p>17 We will add some additional traffic</p> <p>18 to Monroe. But just for comparison, Monroe</p> <p>19 carries probably about 50 to 60 percent of the</p> <p>20 traffic that Madison carries. While it does</p> <p>21 carry some traffic, it's not as high as Madison</p> <p>22 or some other streets in the area. But we will</p>	<p style="text-align: right;">25</p> <p>1 study?</p> <p>2 MR. PETERSON: Excellent question.</p> <p>3 MR. WERTHMANN: We went and surveyed</p> <p>4 another Kensington School very similar to this,</p> <p>5 the Elmhurst facility -- correct me if I'm</p> <p>6 wrong -- same number of students, same number of</p> <p>7 parents -- or not parents, employees. Excuse</p> <p>8 me. It's actually going to be the same</p> <p>9 building, same exact building.</p> <p>10 MR. MARLAS: The building is the exact</p> <p>11 building, similar to the one I referred to.</p> <p>12 MR. WERTHMANN: And just, and you will</p> <p>13 see in the study, that showed that during the</p> <p>14 peak hour, 60-minute period, there were 50</p> <p>15 vehicles coming -- and don't hold me to this --</p> <p>16 50 to 55 vehicles coming in, 55 vehicles coming</p> <p>17 out. So, you know, 50 plus parents dropping off</p> <p>18 in that hour, that's less than one a minute.</p> <p>19 And they are not all coming down Monroe. Some</p> <p>20 are going to be coming on Ogden. It's going to</p> <p>21 be distributed throughout.</p> <p>22 It does generate some traffic.</p>

<div>26</div> <div>1 It's not significant. It's not what it was at</div> <div>2 one time when Amling's was probably there. And</div> <div>3 I think a big point we have to remember is it</div> <div>4 doesn't generate traffic in the evening. It</div> <div>5 doesn't generate any traffic on weekends. It</div> <div>6 really doesn't generate any traffic during the</div> <div>7 midday.</div> <div>8 You do have some half-day programs?</div> <div>9 MR. MARLAS: Not anymore.</div> <div>08:08:48PM 10 MR. WERTHMANN: So really you are</div> <div>11 talking 2.5 hours in the morning and 2.5 in the</div> <div>12 afternoon, and then it's pretty quiet from a</div> <div>13 traffic standpoint.</div> <div>14 CHAIRMAN CASHMAN: How likely do you</div> <div>15 think it is that IDOT would allow a westbound</div> <div>16 left turn into the north drive?</div> <div>17 MR. WERTHMANN: We are working with</div> <div>18 them. We think it's a good possibility. We</div> <div>19 have met with them. They are very opposed to</div> <div>08:09:12PM 20 left out, which we can all understand. We are</div> <div>21 going to submit and try to get that. If they</div> <div>22 don't permit it, we can come in, a left on</div>	<div>28</div> <div>1 core concentration for like our Wheaton or</div> <div>2 Elmhurst locations, which are very similar to</div> <div>3 this, it's a pretty tight radius.</div> <div>4 Look, here, I can't remember really</div> <div>5 at this stage say this is where they are coming</div> <div>6 from because there is no mandate.</div> <div>7 MR. WILLOBEE: That's what I was</div> <div>8 asking.</div> <div>9 MR. MARLAS: Western Springs and</div> <div>08:10:38PM 10 LaGrange, they are all from Western Springs and</div> <div>11 LaGrange; right? Naperville, they are all from</div> <div>12 Naperville. But the actual reach varies from</div> <div>13 school to school.</div> <div>14 CHAIRMAN CASHMAN: I have a few things.</div> <div>15 Say if this gets continued to March, will you</div> <div>16 have all the detailed information that's</div> <div>17 required for that Plat of Subdivision for the</div> <div>18 tentative plat?</div> <div>19 MR. MARLAS: I hope so, yes.</div> <div>08:11:01PM 20 CHAIRMAN CASHMAN: Because we are not</div> <div>21 even close currently.</div> <div>22 MR. MARLAS: Right.</div>
<div>27</div> <div>1 Monroe, and then they come in and make a left on</div> <div>2 that first drive and won't even have to drive</div> <div>3 down further south on Monroe; so we have that</div> <div>4 second option, if necessary.</div> <div>5 CHAIRMAN CASHMAN: Okay.</div> <div>6 MR. MARLAS: Thank you for your time.</div> <div>7 MR. WILLOBEE: One more question. You</div> <div>8 stated a couple of times that it will be</div> <div>9 primarily Clarendon Hills and Hinsdale. Do you</div> <div>08:09:46PM 10 have data from your other schools to indicate</div> <div>11 the draw from the local community? I'm just</div> <div>12 speaking from my experience. I know where my</div> <div>13 boys go there are parents from a wide variety of</div> <div>14 places.</div> <div>15 MR. MARLAS: Yes. We draw actually in</div> <div>16 the outreaches to a little past a 3-mile radius.</div> <div>17 So a 3-mile radius, off the top of my head, I</div> <div>18 don't know what that is. But we could be</div> <div>19 drawing from north up into the Hinsdale</div> <div>08:10:07PM 20 community across Ogden, maybe up into Oak Brook</div> <div>21 a little bit, a little bit into Western Springs,</div> <div>22 a little bit west down into Westmont. But the</div>	<div>29</div> <div>1 CHAIRMAN CASHMAN: So if you just work</div> <div>2 closely with Robb and Chan make sure that we</div> <div>3 have all that.</div> <div>4 I did have some other comments</div> <div>5 here. I mean the site plan, I looked back at</div> <div>6 what we went through before, when we see that,</div> <div>7 your first site plan. I want to make sure you</div> <div>8 have all the setbacks on there, the dimensions.</div> <div>9 We definitely need to see the traffic study.</div> <div>08:11:30PM 10 I really have an issue with you not</div> <div>11 complying with the parking requirements. When I</div> <div>12 look at the layout, it's not dimensions. But</div> <div>13 there was talk about the 10-foot off of Ogden</div> <div>14 versus the normal setback. I just don't see how</div> <div>15 you couldn't redesign the parking and comply. I</div> <div>16 would really be opposed to something like this</div> <div>17 not meeting our parking requirements. You had 3</div> <div>18 spaces -- You had 40 across the street when we</div> <div>19 proposed it. So I would look closely at that</div> <div>08:11:56PM 20 because I think you can do it. It just takes</div> <div>21 some design.</div> <div>22 MR. MARLAS: Across the street --</div>

<p style="text-align: center;">30</p> <p>1 CHAIRMAN CASHMAN: We need the loading</p> <p>2 area. It's not shown. We did go through that</p> <p>3 before, and we need to have it. Even though</p> <p>4 this would be built and will be a preschool or</p> <p>5 early childhood center, who's to say what it</p> <p>6 could be used for 20 years from now.</p> <p>7 MR. MARLAS: So what is the loading</p> <p>8 zone exactly?</p> <p>9 CHAIRMAN CASHMAN: Basically for your</p> <p>08:12:24PM 10 size, you need one. It's basically spelled out</p> <p>11 in here. It's a 10 by 25 --</p> <p>12 MR. MARLAS: What purpose does it</p> <p>13 serve, to load what? I'm just not familiar.</p> <p>14 CHAIRMAN CASHMAN: It's spelled out for</p> <p>15 deliveries. We don't have exceptions to it.</p> <p>16 There is existing spaces that don't have it, but</p> <p>17 there is even language in our code about changes</p> <p>18 in use, that then this kicks in. And we just</p> <p>19 really -- I think you looked back and you found</p> <p>08:12:47PM 20 a place for it previously so --</p> <p>21 MR. MARLAS: Yes. It was a 2.5-acre</p> <p>22 site across the street. This is 1.7. So this</p>	<p style="text-align: center;">32</p> <p>1 from a residential property, if it was going to</p> <p>2 be reduced to less than the code requirement, I</p> <p>3 would want it to be very well-screened and</p> <p>4 landscaped. I mean it's really a gateway</p> <p>5 property to our Village.</p> <p>6 MR. MARLAS: Sure.</p> <p>7 CHAIRMAN CASHMAN: It's been an</p> <p>8 embarrassing gateway for the last decade or so.</p> <p>9 And this is an opportunity -- I mean I have</p> <p>08:14:07PM 10 seen what you build elsewhere. You don't build</p> <p>11 bad looking sites or buildings.</p> <p>12 MR. MARLAS: Thank you.</p> <p>13 CHAIRMAN CASHMAN: So I'm encouraged.</p> <p>14 But I really want to make sure when we get the</p> <p>15 details, if that gets that far, that we do this</p> <p>16 as well as possible. The traffic is going to be</p> <p>17 huge, the traffic study. I'm glad you brought</p> <p>18 your engineer. And I'm sure he'll hear some</p> <p>19 from the neighbors. But it's crucial, it has to</p> <p>08:14:31PM 20 be done right.</p> <p>21 If you look at, we had an Ogden</p> <p>22 Avenue Corridor Plan, which was done back in</p>
<p style="text-align: center;">31</p> <p>1 is a lot -- I was over parked across the street.</p> <p>2 CHAIRMAN CASHMAN: But you are dividing</p> <p>3 this lot so I really can't give you --</p> <p>4 MR. MARLAS: Yes, no, without a doubt.</p> <p>5 CHAIRMAN CASHMAN: I think you will be</p> <p>6 able to find a place. And then definitely when</p> <p>7 we get into the details to be aware of on the</p> <p>8 site plan, I mean that's going to have to be</p> <p>9 totally screened from the residential properties</p> <p>08:13:12PM 10 that are adjacent. Later we will get into</p> <p>11 landscaping.</p> <p>12 MR. MARLAS: The parking setback off</p> <p>13 Ogden is something we needed to maintain as</p> <p>14 currently existing in order to get parking up in</p> <p>15 the front of the building. So if we have to go</p> <p>16 to a 30-foot parking setback, which is as if it</p> <p>17 were a new development, that would really be a</p> <p>18 problem. So we plan to go to the ZBA with some</p> <p>19 variances on this 0-2 property.</p> <p>08:13:40PM 20 CHAIRMAN CASHMAN: Maybe we can get a</p> <p>21 little input from the Commissioners on that. My</p> <p>22 personal opinion is because you are not across</p>	<p style="text-align: center;">33</p> <p>1 2008. And there is another plan called the SE-8</p> <p>2 or 7 or something, but it studied this portion</p> <p>3 of Ogden Avenue. And this site has always been</p> <p>4 kind of identified as being residential use total.</p> <p>5 It was interesting to hear the</p> <p>6 board discussion where there is some talk</p> <p>7 about -- by I think at least one board member --</p> <p>8 about it being a commercial development of some</p> <p>9 sort or partially.</p> <p>08:15:02PM 10 MR. MARLAS: Right.</p> <p>11 CHAIRMAN CASHMAN: But I think it's</p> <p>12 important that we really, really sense that this</p> <p>13 is a residential community. Our zoning</p> <p>14 ordinance is clearly driven by residential</p> <p>15 trumps everything. And if this is going to</p> <p>16 happen, it has to be done properly. It has to</p> <p>17 be not a nuisance to the neighborhood.</p> <p>18 And traffic, it's going to be huge.</p> <p>19 So that's why to be short on parking, I just</p> <p>08:15:19PM 20 think it's a start, nonstart for me. We have to</p> <p>21 get the parking. We have to meet the codes</p> <p>22 wherever it is, the setback on the parking that,</p>

<p style="text-align: center;">34</p> <p>1 you know, something we will discuss when we see</p> <p>2 a detailed plan. But then again that would be a</p> <p>3 variance that would go to the ZBA.</p> <p>4 MR. MARLAS: We are just looking to</p> <p>5 keep the existing parking in place that exists</p> <p>6 and kind of mirrors ManorCare, kind of keep the</p> <p>7 corner congruent.</p> <p>8 CHAIRMAN CASHMAN: That may be true.</p> <p>9 But this is a complete change in use. This is</p> <p>10 an abandoned parking lot from a building that</p> <p>11 was demolished. I don't see that as a precedent</p> <p>12 in any manner.</p> <p>13 MR. MARLAS: Sure.</p> <p>14 CHAIRMAN CASHMAN: When we start with</p> <p>15 like this -- And especially when we are talking</p> <p>16 about changing our zoning map, if we are going</p> <p>17 to do that, I think we need to have as compliant</p> <p>18 and as successful a project as possible. We</p> <p>19 have enough oddities in town where we have to</p> <p>20 live with things that don't meet our code. But</p> <p>21 that's a unique thing. If you are talking about</p> <p>22 a variance against the residential neighbors, in</p>	<p style="text-align: center;">36</p> <p>1 that we have the solid fencing and buffers</p> <p>2 between these proposed residential properties</p> <p>3 that are to the south and the existing ones that</p> <p>4 are to the east.</p> <p>5 MR. MARLAS: Right.</p> <p>6 CHAIRMAN CASHMAN: So we just need more</p> <p>7 information. It's a very basic. I figured you</p> <p>8 were just kind of putting your toe in the water,</p> <p>9 see where we are at, and especially hear from</p> <p>10 neighbors.</p> <p>11 And let me see if I have any more.</p> <p>12 If not, I would love to hear -- Stormwater is</p> <p>13 big. But you are going underground because I</p> <p>14 don't know how would pull this off without doing</p> <p>15 that.</p> <p>16 MR. WILLOBEE: Things like the</p> <p>17 dumpster, the dumpster location. I know we</p> <p>18 talked about that when it backs up to</p> <p>19 residential, too.</p> <p>20 CHAIRMAN CASHMAN: And there is</p> <p>21 specific things regarding the location of the</p> <p>22 refuse enclosure and the building area.</p>
<p style="text-align: center;">35</p> <p>1 my personal opinion, I mean absolutely not. We</p> <p>2 need to protect the neighbors on Monroe, the</p> <p>3 neighbors that are on Madison that back up to</p> <p>4 you.</p> <p>5 Who owns the fence over there? Is</p> <p>6 that Amling's, the one that's blowing down?</p> <p>7 MR. MC GINNIS: Staff has been working</p> <p>8 through that now. The homeowners along there</p> <p>9 actually own that fence.</p> <p>10 CHAIRMAN CASHMAN: That's in some rough</p> <p>11 shape. It's definitely in need of some work. I</p> <p>12 want to make sure we don't have any other</p> <p>13 comments.</p> <p>14 So it looks like the staffing is</p> <p>15 about what we had across the street. When you</p> <p>16 come back to us, too, I know when we went</p> <p>17 through this before, I would really like to see</p> <p>18 everything in the rear yard. There was</p> <p>19 equipment sheds. There were two play</p> <p>20 structures. There is a path.</p> <p>21 MR. MARLAS: Yes.</p> <p>22 CHAIRMAN CASHMAN: We need to make sure</p>	<p style="text-align: center;">37</p> <p>1 MS. CRNOVICH: Screening.</p> <p>2 CHAIRMAN CASHMAN: And the screening,</p> <p>3 the parking. But I think the parking we have</p> <p>4 got to start with first getting 30 spaces and</p> <p>5 then going from there, and making sure we have</p> <p>6 all the setback information, all the utilities,</p> <p>7 all the setbacks for the residential properties,</p> <p>8 too. I can kind of see the buildable footprint,</p> <p>9 but I really want to see what's going here. The</p> <p>10 utility line, Robb, where this goes in the past,</p> <p>11 I don't know where that runs. The one that</p> <p>12 comes from Madison and goes here to the west,</p> <p>13 where is that? How does that bisect the</p> <p>14 property? I imagine it will reconstructed and</p> <p>15 improved?</p> <p>16 MR. MC GINNIS: Conceptually, the plan</p> <p>17 is to run it along that east lot line up rather</p> <p>18 than running over to Monroe and up and run</p> <p>19 through the backyards. There are some basins</p> <p>20 back there that would tie in. Part of the grand</p> <p>21 plan, at least what Burke is running through now</p> <p>22 for engineering, is a study to try and alleviate</p>

<div>38</div> <div>1 the Madison Street flooding problem to a large</div> <div>2 degree and pick up those basins in the backyards</div> <div>3 of Wedgewood, tie those in, and run it through</div> <div>4 the east lot line of this property. And then</div> <div>5 maybe, or maybe not, store vaults under the</div> <div>6 Kensington parking lot until the 36-inch can</div> <div>7 make it under Ogden.</div> <div>8 CHAIRMAN CASHMAN: Okay. Thanks,</div> <div>9 Charles. I would like to hear now --</div> <div>08:19:08PM 10 MS. FIASCONE: I have one more</div> <div>11 question. I'm sorry. I hate to harp on this</div> <div>12 pickup/drop-off thing but none of your schools</div> <div>13 do pickup/drop-off?</div> <div>14 MR. MARLAS: For preschool?</div> <div>15 MS. FIASCONE: Yes.</div> <div>16 MR. MARLAS: There are schools that</div> <div>17 have preschool, this one won't.</div> <div>18 MS. FIASCONE: Oh. So even like the</div> <div>19 2-year-olds?</div> <div>08:19:23PM 20 MR. MARLAS: 2-year-olds come in.</div> <div>21 MS. FIASCONE: Okay.</div> <div>22 MS. CRNOVICH: And lighting, too,</div>	<div>40</div> <div>1 think last night they were off.</div> <div>2 MS. CRNOVICH: Usually they are on.</div> <div>3 CHAIRMAN CASHMAN: They were completely</div> <div>4 off. I mean when we went through Landrover, we</div> <div>5 went through the details of the ordinance on</div> <div>6 that property where after business hours they</div> <div>7 had to put them down to security levels. And</div> <div>8 it's possible that Hinsdale Orthopaedics' are</div> <div>9 not dimmable so they were either all on or off.</div> <div>08:20:23PM 10 MS. CRNOVICH: Well, the tall pole is</div> <div>11 off all the time, which is good. It's too tall</div> <div>12 I think.</div> <div>13 CHAIRMAN CASHMAN: Any other questions</div> <div>14 before we get some input? Thanks.</div> <div>15 I would love to have you come up,</div> <div>16 state your name, where you live. And we'd love</div> <div>17 to hear what you have to say.</div> <div>18 MR. LANDIS: Hi. My name is Dirk</div> <div>19 Landis, L-a-n-d-i-s. 618 West North Street.</div> <div>08:21:00PM 20 CHAIRMAN CASHMAN: You spoke at the</div> <div>21 board meeting, didn't you?</div> <div>22 MR. LANDIS: I did. And I have a short</div>
<div>39</div> <div>1 something I would like to see. Any plans for</div> <div>2 lighting the parking lot?</div> <div>3 MR. MARLAS: Yes. Whatever the Village</div> <div>4 ordinance is we will comply with.</div> <div>5 MS. CRNOVICH: I know across the street</div> <div>6 staff kindly worked with Hinsdale Orthopaedics</div> <div>7 with those bright lights that came down.</div> <div>8 CHAIRMAN CASHMAN: It seems like they</div> <div>9 finally enforced turning them off after business</div> <div>08:19:47PM 10 hours.</div> <div>11 MR. MC GINNIS: There is a larger</div> <div>12 conversation about Hinsdale Ortho and the</div> <div>13 parking.</div> <div>14 CHAIRMAN CASHMAN: Those are blinding.</div> <div>15 MS. CRNOVICH: I was blinded going into</div> <div>16 the parking lot.</div> <div>17 CHAIRMAN CASHMAN: I come off on North</div> <div>18 because I live on north Adams and it was like,</div> <div>19 gees.</div> <div>08:20:01PM 20 MS. CRNOVICH: They are much better</div> <div>21 now.</div> <div>22 CHAIRMAN CASHMAN: I was surprised, I</div>	<div>41</div> <div>1 written statement first I would like to read</div> <div>2 just to be thorough. I have with me this</div> <div>3 evening copies of a letter that went to the</div> <div>4 board last summer. And if you don't have it, I</div> <div>5 will give it to you now. It has 56 signatures</div> <div>6 on it of every neighbor contiguous to the</div> <div>7 intersection of North --</div> <div>8 CHAIRMAN CASHMAN: I did see that.</div> <div>9 Actually when I looked to the board, I got the</div> <div>08:21:31PM 10 board minutes, I was hoping that was like</div> <div>11 attached but --</div> <div>12 MR. LANDIS: I have got about 5 or 6</div> <div>13 other copies.</div> <div>14 CHAIRMAN CASHMAN: Maybe if you can</div> <div>15 find that and e-mail to us, Chan.</div> <div>16 MR. CHAN: Sure.</div> <div>17 CHAIRMAN CASHMAN: So we have it.</div> <div>18 MR. CHAN: Sure.</div> <div>19 CHAIRMAN CASHMAN: Thank you.</div> <div>08:21:44PM 20 MR. LANDIS: So that was what went to</div> <div>21 the board last summer just expressing initially</div> <div>22 our concern. I also have with me a letter from</div>

<p style="text-align: center;">42</p> <p>1 one of the residents that's out of town and 2 wasn't able to come tonight, so I said that I 3 would simply print it off and provide that to 4 you as well.</p> <p>5 As you will see on the pictures on 6 the letter to the board, on the first two pages, 7 our blocks are basically quiet residential 8 streets, not buffer streets. For the most part, 9 we have lived in our homes for many years.</p> <p>08:22:19PM 10 While each person has their own concerns, the 11 overriding concerns are what will happen to the 12 45 to 55 cars, staff cars, by the way, which 13 means they are there all day, that park in the 14 Amling's lot once the currently available 15 property is developed.</p> <p>16 Because of existing parking 17 restrictions on Monroe between North and Ogden, 18 our three blocks are the closest places for 19 those employees to go for the necessary all-day</p> <p>08:22:44PM 20 parking. There isn't available space in their 21 patient lot. We don't want our neighborhood 22 turned into a parking lot.</p>	<p style="text-align: center;">44</p> <p>1 And sometimes if you have to sit there because 2 it's congested, then you miss the whole cycle.</p> <p>3 We know that local neighborhoods 4 surrounding proposed developments almost never 5 seek reasons to provide waivers to proposed new 6 developments. And we know that the cost of the 7 Amling's property was so high that a purely 8 residential proposal probably isn't feasible. 9 But we think that should be the sellers' and 10 buyers' problem, not the neighbors'.</p> <p>11 Moreover, any proposal that does 12 not specifically address the employee parking 13 needs of Hinsdale Orthopaedics and Manor Care 14 will become problems that are shifted to our 15 neighborhood, and we don't want that to happen. 16 And we certainly understand the proposed 17 developer's issues about, hey, that's going to 18 happen anyway. Yes, but they are asking for 19 waivers. There is never going to be a time to 20 address this again.</p> <p>08:24:46PM 21 And as one of you pointed out, once 22 the variance is given, who knows what it will be</p>
<p style="text-align: center;">43</p> <p>1 Similarly, while parking 2 restrictions could solve that, we want to be 3 able to continue to have our friends, 4 landscapers, and guests, continue to use the 5 street in front of our houses. With regards to 6 traffic, we have several concerns including but 7 not limited to traffic through our three blocks 8 heading to and back from the proposed daycare.</p> <p>9 Number two I think was taken care 10 of tonight, because it was that left turn on 11 Ogden westbound, which anybody who lives over 12 there knows that would be a nonstarter. Either 13 that or you better double your police and fire 14 response.</p> <p>15 With one proposed ingress lane from 16 Ogden and two proposed egress lanes eastbound, 17 traffic will likely get backed-up during peak 18 hours potentially blocking eastbound entry to 19 Ogden from Monroe at that light. I know, 20 anybody who uses that, you know there is time 21 pressure. And you want to hit that light 22 because it's about a 2-minute wait otherwise.</p> <p>08:23:19PM 08:23:49PM</p>	<p style="text-align: center;">45</p> <p>1 in the future. And that's great that they have 2 staggered arrival and departure because it's a 3 daycare, not a preschool, but what about the 4 next owner? It could be very much that way.</p> <p>5 Those are our concerns. And we are 6 not totally without solution or flexibility. I 7 cannot speak for everybody else, but speaking 8 for myself at the very least on the parking 9 side, the police department has said, look, we 10 understand the problem, we can address that, we 11 can use signage. What we don't want to have 12 happen is one and done. Once it's done, we are 13 forgotten. Because it may require initially a 14 fairly restrictive signage to keep cars from 15 coming up there. But then that impedes our 16 ability to use it. So we would like to see, if 17 that's the way it goes, we would like to see how 18 it's going, if we can then try a less- 19 restrictive signage and see if that works. So 20 we would like it to be a dialogue, not just, got 21 rid of the neighbors. 22 We also would like to be able to</p> <p>08:25:24PM 08:25:52PM</p>

<p style="text-align: center;">46</p> <p>1 talk about the placement of signs. It's so easy 2 to put them in between lots. We would just like 3 to have, be part of that dialogue. And as I 4 said before, we would like to be a part of 5 ongoing conversation if it's signage. 6 With regards to traffic issues, we 7 would like to make sure that some of our 8 specific questions are included in the study. 9 Thank you very much.</p> <p>08:26:23PM 10 CHAIRMAN CASHMAN: Can I ask you one 11 question. 12 MR. LANDIS: Sure. 13 CHAIRMAN CASHMAN: On the issue of 14 parking restrictions, are there any restrictions 15 currently? I mean I drive past it all the time, 16 I just don't notice it. It's on Monroe on the 17 first block. 18 MR. LANDIS: On Monroe? No, that's why 19 it's kind of a concern. Right now they cannot 08:26:39PM 20 park on Monroe between North and Ogden. That 21 means ground zero is the intersection of North 22 and Monroe.</p>	<p style="text-align: center;">48</p> <p>1 alleviate a lot of the problems with not making 2 a left-hand turn. 3 I, fortunately, work in Hinsdale 4 and able to be round my house quite a bit during 5 the day. People turn left there all the time. 6 CHAIRMAN CASHMAN: I know. 7 MR. BYCZEK: It happens constantly. 8 Another problem we have, and I have called the 9 fire department about this, the firehouse is 08:28:22PM 10 east of Garfield. For some reason, when they go 11 to Manor Care, they have to come up Monroe. And 12 they constantly speed. He claimed, Oh, no, that 13 doesn't happen. He told me he'd come out and 14 take a look. 15 He called me the next day and said, 16 You are right, these guys are speeding up the 17 street; and it's going by a school. 18 The second question is why can't a 19 cul-de-sac be put in where the commercial 08:28:49PM 20 property, the school, would end and the houses 21 would begin. Just put a cul-de-sac down there 22 and then cut off Monroe. So the only traffic</p>
<p style="text-align: center;">47</p> <p>1 CHAIRMAN CASHMAN: So it's restricted, 2 no parking on like -- What is it? 3 MR. LANDIS: As I recall, one side is 4 no parking. The other side is restricted 9:00 5 to 4:00. So effectively they can't park there. 6 So left, right, and straight ahead are the first 7 places to go from that intersection. 8 CHAIRMAN CASHMAN: Excellent. Thank 9 you. Appreciate it.</p> <p>08:27:18PM 10 MR. BYCZEK: Jim Byczek, B-y-c-z-e-k, 11 326 North Monroe, which is the southwest corner 12 of North and Monroe. I have some questions or 13 maybe ideas to throw out. 14 I'm a real estate broker and 15 involved in managing properties and selling 16 properties. A couple of questions come to mind. 17 Why can't a light be put at the corner of North 18 and Monroe? Or I mean Monroe and Ogden. Why 19 can't a light be installed? There is plenty of 08:27:50PM 20 spots in the Village and elsewhere where there 21 are lights within two blocks of each other. The 22 lights could definitely be timed. That would</p>	<p style="text-align: center;">49</p> <p>1 that would come in would be for the medical 2 building and the school. The rest of the 3 property would be -- The rest of the street 4 would be insulated. There is plenty of 5 properties and streets in Hinsdale that have 6 that. I work at 120 East Ogden. And there are 7 many streets along Ogden where they end, they 8 dead-end. They don't come out to Ogden. So 9 that's another idea that could happen.</p> <p>08:29:26PM 10 I know, and I'm not trying to take 11 away from the developers and what they want to 12 do, because I'm very sensitive to it, being in 13 the real estate business, everything comes down 14 to dollars and cents. You were talking about 15 parking spots. And I know that there are 10 16 single-family homes that they are projecting to 17 go in of 10,000 square feet. If you take maybe 18 one less lot, you could probably get about maybe 19 30 cars onto that space. Typical parking spot 08:29:56PM 20 is 10 by 20 feet. So these are maybe some 21 things to consider on an ongoing basis. That's 22 it.</p>

<p style="text-align: center;">50</p> <p>1 CHAIRMAN CASHMAN: Thank you. It was 2 actually interesting, back in that 2008 study, 3 that intersection, they had a name describing 4 it. But it's like a potential signalized 5 intersection. It's clearly identified as a 6 traffic issue. I don't see it immediately, but 7 it's definitely emerged as an issue.</p> <p>8 Next.</p> <p>9 MS. KEELING: I'm Heidi Keeling. I'm 10 at 528 West North Street, and I also own 11 516 West North Street. I have lived there for 12 14 years. As Dirk said -- I appreciate your 13 comments very much, and I echo many of your 14 sentiments. It's a quiet residential 15 neighborhood. It's why we moved from the city 16 here.</p> <p>17 I have four kids. My prime concern 18 is safety, my prime concern is traffic, and my 19 prime concern is parking. I can appreciate the 20 need to try to find the optimal use for this 21 Amling's property. But I'm kind of a mindset of 22 if they want to do this then they should solve</p>	<p style="text-align: center;">52</p> <p>1 agreement that this is going to service the 2 Hinsdale community as a daycare center. I 3 suspect they will get a lot of people from 4 Westmont and a lot of people from other areas 5 that are going to the 294 via Ogden whatever.</p> <p>6 So I'm trying to be solutions 7 oriented, but I don't want cars parked in front 8 of my house all day. That's something I want to 9 avoid. I don't think I should have to have cars 10 brought in front of my house all day to bring 11 strangers in my neighborhood. I would like my 12 guests to park there. Moreover, I feel like 13 Hinsdale is constantly evolving -- But it is 14 nice and I like what you said about trying to 15 keep the beauty of the town. And I feel like 16 this is an opportunity to do that. But moving 17 cars up into this area is probably not the 18 answer for it. I think it will totally change 19 the way Hinsdale feels. And if this happens, 20 then it could happen for some other people as 21 well.</p> <p>22 MS. KASSA: Christine Kassa, K-a-s-s-a,</p>
<p style="text-align: center;">51</p> <p>1 of their own problems and not push their 2 problems on to me as a residential taxpayer.</p> <p>3 And same with the Orthopaedic, why 4 don't they build a double parking garage there 5 and take care of their own parking needs. I 6 think that's their problem to solve, not mine. 7 I don't want to solve their problem.</p> <p>8 I'm very concerned about the 9 traffic. It would be something that I will want 10 to stay involved with. And as they say, it 11 sounds very easy to say, oh, there won't be 12 people racing up the street. I can assure, as a 13 person who has lived there as long as I have, 14 police now stop at North and Madison because 15 people blow that stop sign all the time. I'm 16 sure they will start to do it on the other side.</p> <p>17 We have kids waiting for the bus at 18 North and Monroe, that's a school bus stop. 19 Yes, and Madison. So we have small children out 20 there with people that will be racing back and 21 forth, if it's a daycare, to get to their job. 22 And I am not really in total</p>	<p style="text-align: center;">53</p> <p>1 312 North Monroe. And I have two questions. 2 One is we talk about Hinsdale Orthopaedics and 3 their role. Have we asked them to come up with 4 an alternative plan for their parking? Have we 5 invited them to these meetings and say, what 6 would you like to do, can we find somewhere else 7 for your staff to park during the day? I 8 haven't heard you say anything about it.</p> <p>9 Second of all is we live on Monroe. 10 And yes, it's a conduit right to cross the 11 railroad tracks. So, yes, it's busy. And there 12 are people racing up and down. There is always 13 emergency vehicles coming up and down. The 14 traffic signals are routinely ignored. And I 15 frequently see people turning left despite the 16 signage.</p> <p>17 So you say we are going to put 18 restrictive signage on there. I think we are 19 going to get a horselaugh from the drivers as 20 they go through them.</p> <p>21 So we have to, if nothing else, we 22 have to have law enforcement or cameras or</p>

<div>54</div> <div>1 whatever it takes to keep these things in line.</div> <div>2 Especially these people who decide to turn left</div> <div>3 onto Ogden, they back up the whole street</div> <div>4 halfway down during rush hour, and then give you</div> <div>5 obscene signals when you complain to them. Oh,</div> <div>6 yes, someone flipped me the bird doing that.</div> <div>7 CHAIRMAN CASHMAN: Without signaling a</div> <div>8 turn?</div> <div>9 MS. KASSA: So, no, I don't think</div> <div>08:35:33PM 10 that's what they meant by using their turn</div> <div>11 signal. So I would like to put Hinsdale</div> <div>12 Orthopaedics in as part of this dialogue instead</div> <div>13 of just saying, You are on your own, tough, get</div> <div>14 out of here.</div> <div>15 And then also talk about, you know,</div> <div>16 you mentioned the traffic light, good idea. But</div> <div>17 we have to have people obey the signals and the</div> <div>18 laws. Thank you.</div> <div>19 CHAIRMAN CASHMAN: Thank you.</div> <div>08:36:09PM 20 DR. SKAREDOFF: My name is Michael</div> <div>21 Skaredoff, S-k-a-r-e-d-o-f-f. I live at</div> <div>22 312 North Monroe. Christine is my wife. And</div>	<div>56</div> <div>1 And perhaps they might want to rent parking</div> <div>2 space from that outfit and have a little</div> <div>3 shuttle. Because staff comes in at one time</div> <div>4 during the day, they leave one time during the</div> <div>5 day.</div> <div>6 And I also see this -- My daughter</div> <div>7 used to work at the fish store down in Grant</div> <div>8 Square.</div> <div>9 DR. KASSA: Burhops.</div> <div>08:38:08PM 10 DR. SKAREDOFF: Burhops. And they have</div> <div>11 a parking lot for employees. So she took her</div> <div>12 little car and parked in the employee parking</div> <div>13 lot. So that way customers can be right by the</div> <div>14 store and the employees are off to the side and</div> <div>15 they have to walk a little bit, but it's their</div> <div>16 lot. So these are some issues that I think have</div> <div>17 to be looked at. But Hinsdale Orthopaedics is</div> <div>18 part of the problem, and they have to answer for</div> <div>19 it. And I don't want people's cars all over my,</div> <div>08:38:36PM 20 all over my street and blocking my driveway.</div> <div>21 MS. KASSA: Yes.</div> <div>22 DR. SKAREDOFF: Thank you very much.</div>
<div>55</div> <div>1 most of her observations and complaints I can</div> <div>2 only echo. However, one thing I did see in</div> <div>3 Clarendon Hills, next door, they had the same</div> <div>4 issue with making left turns. A sign, nobody</div> <div>5 cares and nobody gives a tinker's damn about a</div> <div>6 sign. One thing they do care about is that they</div> <div>7 laid cement, a cement barrier, so that you only</div> <div>8 can make a right turn and you can only make a</div> <div>9 right turn into the street. I think that's, and</div> <div>08:36:59PM 10 basically nobody -- As my wife says, they will</div> <div>11 give you a horselaugh. And the only way to beat</div> <div>12 these people over the head is to lay a concrete</div> <div>13 barrier so you can't, just can't, make a left</div> <div>14 turn. And I think that's the only way to stop</div> <div>15 it. I'm sorry, but that's really -- I think</div> <div>16 that's your only solution for this issue.</div> <div>17 The other thing is the Hinsdale</div> <div>18 Orthopaedics has to come up -- They are part of</div> <div>19 the problem, and they have to solve it. They</div> <div>08:37:28PM 20 really do. And one of the issues is that there</div> <div>21 is that institute place across the way, I think</div> <div>22 on Spring Road. It's not being used very much.</div>	<div>57</div> <div>1 CHAIRMAN CASHMAN: Thank you.</div> <div>2 MR. SADLOWSKI: Hello, my name is Don</div> <div>3 Sadlowski, S-a-d-l-o-w-s-k-i. I live at</div> <div>4 532 West North Street. It seems like not that</div> <div>5 long ago that many of us I think were sitting in</div> <div>6 this room listening to a presentation about a</div> <div>7 proposal to create a commercial corridor on</div> <div>8 Ogden Avenue and that would have impacted the</div> <div>9 Amling's property as well. A lot of my friends</div> <div>08:39:17PM 10 and neighbors were at that meeting, some of them</div> <div>11 are here tonight as well. And we lined up and I</div> <div>12 think there were probably 20 or 30 families here</div> <div>13 lining up to express their concerns about</div> <div>14 commercial development on that property and what</div> <div>15 the impact was going to be on the neighborhood.</div> <div>16 There was a lot of discussion. I</div> <div>17 think at the end of the day the proposal was</div> <div>18 withdrawn and the zoning was allowed to revert</div> <div>19 to residential as it was originally intended.</div> <div>08:39:46PM 20 So here we are again a couple years later</div> <div>21 talking about the same issue, and the issues at</div> <div>22 that time are very similar to the issues today.</div>

<p style="text-align: center;">58</p> <p>1 They are the same ones. It's all about parking. 2 It's all about traffic congestion, and it's all 3 about public safety. And those are the, I think 4 the principal issues that need to be addressed 5 in this situation. 6 With regards to the parking, while 7 I'm not a professional traffic consultant, I did 8 do a little homework this afternoon. And I 9 walked over to the Amling's lot. I counted 56 10 cars that were parked there. I walked across 11 the street and walked through the Hinsdale 12 Orthopaedics' parking lot, and I counted 7 13 available parking spaces, only 7. I then walked 14 over to the ManorCare parking lot and walked up 15 and down the aisles there. There wasn't one 16 available parking space, not to mention there 17 were 3 cars double-parked with their blinkers 18 on, obviously lining up waiting for a place to 19 park. 20 Now, I understand that Hinsdale 21 Orthopaedics is planning to move some positions 22 out of their Hinsdale location and move them to</p>	<p style="text-align: center;">60</p> <p>1 there. And maybe it will be over an hour or two 2 hours, but there will certainly be peak times 3 during that 2-hour period. It's not going to be 4 easily distributed. At least I don't believe it 5 would be. There will be peak times there. 6 Where are these people going to park? Creating 7 parking restrictions on Monroe street is an 8 interesting proposal, but it doesn't solve the 9 fundamental problem, which is there is a lack of 10 adequate parking for the existing commercial 11 facilities, yet alone adding a new one. So it 12 doesn't make a lot of sense to me, and I'm 13 concerned about the fact that putting those 14 parking restrictions on Monroe Street just 15 pushes the parking problem deeper into the 16 neighborhood. And we are going to have people 17 parking up and down North Street, up and down 18 Monroe, all through the neighborhood. 19 I share Heidi Keeling's concerns, 20 she's my next door neighbor, about the safety 21 issues involved. North Street is a very busy 22 street already because it's the only street that</p>
<p style="text-align: center;">59</p> <p>1 another location to free up customer parking in 2 their lot, and that will certainly take some of 3 those 56 cars out of that lot. But not all of 4 those 56 cars that were there today were 5 attributable Hinsdale Orthopaedics. There are 6 ManorCare people parking there as well. When I 7 was walking through the ManorCare lot, I saw 8 people walk across the street from the Amling's 9 lot, walk through the Hinsdale Orthopaedics' 10 lot, and go into ManorCare. So it's not just 11 the Hinsdale Orthopaedics' issue. This is an 12 issue that is much deeper than that. 13 And so now we are talking about 14 adding another commercial facility in that same 15 vicinity. The article that I saw in the paper 16 said that they were planning on 25 parking 17 spaces that were going to be reserved for staff, 18 and I believe it was 16 parking spaces that were 19 going to be allocated to visitors. 20 In a facility that's going to cater 21 to 130 to 150 families a day, I recognize the 22 importance of having some staggered dropoff</p>	<p style="text-align: center;">61</p> <p>1 goes back and forth south of Ogden where you can 2 crisscross Hinsdale. It's a very busy street, 3 much busier than I ever thought it was going to 4 be when we moved into our home 17 years ago. 5 And I think traffic patterns have changed a 6 little bit. I think it's busier. 7 I think the Village has recognized 8 the public safety issues that are attributable 9 to the intersection at Monroe and Ogden. I 10 applaud the fact that there is no left-hand turn 11 there. I have never turned left there in my 12 entire life. I don't even want to turn right 13 off of that street. I think anybody that does 14 takes their life in their own hands. 15 CHAIRMAN CASHMAN: You need a good 16 running start. 17 MR. SADLOWSKI: You definitely need a 18 running start. So then you wind up using 19 Madison Street, and I think Dirk was the one 20 that mentioned that's a very short cycle. You 21 can sit there for a long time, cars are lined 22 up. And they are lined up almost a block back.</p>

<p style="text-align: center;">62</p> <p>1 You miss that light, you are going to sit there 2 for another cycle. So if we are going to add 3 additional traffic flow that is going to likely 4 go around that -- down North Street and down 5 Madison Street and line up at that light again, 6 it's going to back up into the neighborhood; and 7 it's just going to already make an already 8 difficult situation worse.</p> <p>9 So I guess in closing I appreciate 10 the work that this Commission does, and it's not 11 easy to make these kinds of decisions. But I do 12 hope that you will reflect on the comments that 13 are being made by the neighbors and take into 14 account the fact that we are residents of a 15 community who live in a very wonderful 16 neighborhood that we happen to call home. Thank 17 you very much.</p> <p>18 CHAIRMAN CASHMAN: Thank you. 19 MS. IRLANDA: Hello. Good evening.</p> <p>20 Iria Irlanda, I-r-l-a-n-d-a. First initial, I. 21 I live at 444 North Monroe, so right across the 22 street from this development.</p>	<p style="text-align: center;">64</p> <p>1 Village has addressed this in the past. When 2 Hinsdale Orthopaedics' parking lot was built, 3 there were two homes that were torn down for 4 them to build that parking lot. I was not there 5 at the time. But I know from my neighbors that 6 there was a lot going back and forth about what 7 they were going to do to make that parking lot 8 more pleasant to the eye, and they were supposed 9 to put trees along the parking lot. They put 10 three trees that were this tall, this tall. 11 (Indicating.) There is three little bushes that 12 are this tall. So the Village did not enforce 13 what the stipulations were, what the conditions 14 were, for turning those single-family homes into 15 a big parking lot.</p> <p>16 And here we are one house away from 17 that ugly parking lot. So of course, I am very 18 concerned about what this other, you know, 19 project is going to look like.</p> <p>20 I'm also not clear, because I don't 21 know about acreage, does this lot that we are 22 talking about, does that include the two homes</p>
<p style="text-align: center;">63</p> <p>1 We bought our property in 2006. We 2 bought the property thinking, after we called 3 the Village, we knew it was zoned an R-4 4 property, so we knew that Amling's was closed 5 and that it was going to be single-family homes 6 there. Of course, it's been 12 years now; and 7 we have bats and coyotes and empty property.</p> <p>8 CHAIRMAN CASHMAN: Are you on the east 9 or west side of the street?</p> <p>10 MS. IRLANDA: I'm a house away from 11 Hinsdale Orthopaedics. So not the first house, 12 the second house over.</p> <p>13 CHAIRMAN CASHMAN: Okay. 14 MS. IRLANDA: So, first of all, 15 Clarendon Hills has been very smart. They've 16 closed every street going into Clarendon Hills 17 west of us. So all that traffic that wants to 18 go to Clarendon Hills goes through Monroe. 19 That's excess traffic that we see every day 20 especially during rush hour. So, of course, I'm 21 concerned about the traffic patterns. 22 I'm also concerned about how the</p>	<p style="text-align: center;">65</p> <p>1 that have been for rent across the street from 2 me since I moved there? Does anybody know that?</p> <p>3 MR. MARLAS: No. No. 4 MS. IRLANDA: So those homes do not 5 belong to this property?</p> <p>6 MR. MARLAS: No. 7 MS. IRLANDA: That's good.</p> <p>8 So another concern I have is -- 9 And I do hope you do well, and I do prefer your 10 project to the obscene project that was proposed 11 years ago. But what if you do not do well? 12 What if you do leave? What is this O-2 zoning 13 and what other kind of projects could be built 14 there?</p> <p>15 CHAIRMAN CASHMAN: There is a myriad of 16 uses. Based, mostly office -- But if you look 17 at the code, there is a whole list of what is 18 permitted and what is special.</p> <p>19 MS. IRLANDA: It could be another 20 Hinsdale Orthopaedics for example? 21 CHAIRMAN CASHMAN: Yes. 22 MS. IRLANDA: Well, that concerns me</p>

<p style="text-align: center;">66</p> <p>1 for the same reasons because we purchased our 2 home thinking this was going to be single-family 3 homes. Our property values are going to be very 4 much affected by whatever decision you make, and 5 I do so appreciate that you consider our 6 opinion. But, you know, my investment in my 7 home depends on your decision. And I hope you 8 make the right decision. 9 CHAIRMAN CASHMAN: Thank you. Please 10 stay involved. Thank you. 11 MR. BJORKMAN: My name is Glen 12 Bjorkman. I live at 923 South Bruner Street in 13 Hinsdale, been a long-time resident of Hinsdale 14 for over 75 years. And this property in 15 question is zoned R-2 for single-family homes. 16 I think that's the best use of the land because 17 adjacent to it to the south is residential, even 18 to the southwest on the other side of Monroe 19 Street, and to the east along Ogden Avenue for 20 about six blocks it's solid residential zoning. 21 And I think that it's the best use, and it 22 shouldn't allow some organization to take a</p>	<p style="text-align: center;">68</p> <p>1 And there are some, all the 2 surrounding towns that have preschools. So 3 there is no shortage of preschools around. 4 Perhaps they can partner with one of the 5 existing ones. But I think maybe the zoning of 6 R-2 is the best use of the land. Thank you. 7 CHAIRMAN CASHMAN: Thank you. 8 MR. JABLONSKI: One question. Are 9 those preschools or daycares? 10 MR. BJORKMAN: What? 11 MR. JABLONSKI: 8 preschools or 8 12 daycares? 13 MR. BJORKMAN: No. It's preschools. 14 Chamber of Commerce has in the guide -- 15 MR. JABLONSKI: They are talking 16 about a daycare, which is different. 17 MR. BJORKMAN: Oh, this is a daycare? 18 Oh. Oh, there is still children involving in 19 the same situation. 20 CHAIRMAN CASHMAN: Thank you. 21 MS. GILLMAN: Hello. My name is Elaine 22 Gillman. I live at 40 Glendale Avenue, up in</p>
<p style="text-align: center;">67</p> <p>1 piece of that and change it into something 2 completely different. It's not like going from 3 single-family homes to duplexes. It's going 4 from single-family homes to a larger institution 5 with a lot more people. 6 And no matter what kind of traffic 7 controls you have, there is going to be more 8 traffic there than there is now. And not 9 everybody obeys the traffic controls. There is 10 always going to be the errant driver who is 11 going to zip through there going fast. And also 12 you can't control what the young children might 13 do dashing out into a busy street. 14 I have done a little research about 15 preschools in Hinsdale through the Hinsdale 16 Chamber of Commerce. And there are at least 8 17 private ones in the Village, and none of them 18 are located on the periphery of the Village on 19 arterial streets. They are all in the interior 20 on local streets. And I think it's a safer 21 location than having a preschool on a busy 22 arterial street.</p>	<p style="text-align: center;">69</p> <p>1 Fullersburg Woods in Hinsdale. Good afternoon 2 or good evening. So a couple points I wanted to 3 make. Kensington has several different 4 locations. I actually pulled up one of their 5 applications in Elmhurst. I know he had said, 6 the gentleman before said it's a similar 7 structure. According to the application, they 8 do have a part-time program and a daycare 9 program. So currently at least in the Elmhurst 10 location on their current application on their 11 website, it does state that there is pickup at 12 11:25. I know the gentleman said before this is 13 only going to be a daycare. But I think there 14 is a potential that, if it's not successful as a 15 daycare, they do run programs that are 16 kindergarten, part-day, 2-year-old programs that 17 are part-day. So there is a potential for more 18 traffic in the afternoon hours. So I think 19 that's something to consider as well. 20 My other point was I actually sat 21 on the board for Union preschool, UCECP, for 22 three years, 2014 to 2017. And we had a very</p>

<p style="text-align: center;">70</p> <p>1 interesting experience at that preschool.</p> <p>2 Probably 4 to 5 years ago we saw a change in the</p> <p>3 community. The community used to be, at least</p> <p>4 10 to 15 years ago, predominantly one stay-</p> <p>5 at-home parent; and the program was thriving at</p> <p>6 the time. So probably 5 years ago we had, we</p> <p>7 experienced a great deal of low enrollment. We</p> <p>8 saw a lot of dual income or dual families,</p> <p>9 parents, both parents working out of the home.</p> <p>08:53:10PM 10 Our program had a lot of open</p> <p>11 enrollment, and we had a change. There was a</p> <p>12 structural change in the program. We saw</p> <p>13 probably I would say almost 30 to 40 percent of</p> <p>14 our community having nannies. So nannies were</p> <p>15 dropping off kids and picking them up in the</p> <p>16 afternoon. And we found our afternoon program</p> <p>17 suffering because parents didn't want to pay</p> <p>18 their nannies to be home and not have the kids.</p> <p>19 They didn't want to pay for full-day programs</p> <p>08:53:41PM 20 and have their nannies home, you know, by</p> <p>21 themselves. They wanted the nannies to take</p> <p>22 care of the children. So they would only send</p>	<p style="text-align: center;">72</p> <p>1 My second point also is that there</p> <p>2 was a really nice daycare that was built</p> <p>3 recently on 63rd and Route 38. I'm not sure if</p> <p>4 you are aware of it. It's called Sunshine</p> <p>5 Playhouse. I have connections with the</p> <p>6 direct -- There is a director's committee of</p> <p>7 preschools in the community. And what I had</p> <p>8 heard, and I know this is hearsay, is that they</p> <p>9 were having a difficult time with enrollment.</p> <p>08:55:23PM 10 They have had to lay off staff there. So again</p> <p>11 I'm concerned that a beautiful, brand-new,</p> <p>12 pretty much comparable, maybe not in name to</p> <p>13 Kensington but very similar possible structure</p> <p>14 on 83rd and Kensington or -- sorry -- 83rd and</p> <p>15 63 may not be doing as well in the community.</p> <p>16 And that is also a very busy road, too, on</p> <p>17 Route 83.</p> <p>18 My last point, again, I don't live</p> <p>19 around that necessarily, right up Monroe or</p> <p>08:55:52PM 20 around there. But as a resident of Hinsdale,</p> <p>21 I'm really concerned with the expansion of 294</p> <p>22 and the loss, potential loss of revenue of the</p>
<p style="text-align: center;">71</p> <p>1 their kids for part day, whether it's 8:30 in</p> <p>2 the morning to 11:00. So we had to structurally</p> <p>3 change our program.</p> <p>4 So I feel this community is -- I</p> <p>5 would say that there has been more of a shift,</p> <p>6 at least definitely in the elementary school</p> <p>7 where I go to school at Monroe, there are fewer</p> <p>8 stay-at-home parents. I myself am an attorney</p> <p>9 and a stay-at-home parent, so I am able to be</p> <p>08:54:19PM 10 with my child during the day. But there are</p> <p>11 definitely two-income families, which my point</p> <p>12 being is that I think this community, at least</p> <p>13 in my experience, I see more people have nannies</p> <p>14 than need necessarily daycare.</p> <p>15 So I know the gentleman before had</p> <p>16 said that this is going to serve the community.</p> <p>17 I respectfully disagree. I think this is going</p> <p>18 to serve a lot of outside communities, not</p> <p>19 necessarily those in Hinsdale. I think Hinsdale</p> <p>08:54:47PM 20 is a community that you either stay home or you</p> <p>21 can afford a nanny, not necessarily have to send</p> <p>22 your child to all-day daycare.</p>	<p style="text-align: center;">73</p> <p>1 oasis. I don't know if we have a lot of empty</p> <p>2 4-acre lots in Hinsdale, but my impression is</p> <p>3 that we don't. And again, I understand that</p> <p>4 nobody wants to have commercial property near</p> <p>5 their home. But I know that Amling's supposedly</p> <p>6 was a commercial property at one point. So I</p> <p>7 wish there was some way to find a solution to</p> <p>8 not necessarily risk the loss of a potential</p> <p>9 4-acre lot in Hinsdale. So those are my points.</p> <p>08:56:41PM 10 CHAIRMAN CASHMAN: Do you have any</p> <p>11 questions?</p> <p>12 MS. GILLMAN: Thank you very much.</p> <p>13 CHAIRMAN CASHMAN: Elaine, thank you</p> <p>14 very much.</p> <p>15 MS. KASON: My name is Susan Kason,</p> <p>16 K-a-s-o-n. I live on 123 South Adams. I use</p> <p>17 Monroe to go east on Ogden when I go downtown</p> <p>18 most mornings. People are always violating</p> <p>19 that. They are always turning left. My</p> <p>08:57:08PM 20 question to everybody here is are we comfortable</p> <p>21 putting the lives of 150 children at risk with</p> <p>22 increased traffic and people violating those --</p>

<p style="text-align: center;">74</p> <p>1 No matter if you have a stoplight or a sign that 2 says you can't turn left 7:00 to 7:00, it's 3 everyone; people are people. But this is 150 4 small children. Are we okay with that? That's 5 my question. 6 CHAIRMAN CASHMAN: Thank you. 7 MR. MOBERLY: Hello. Gary Moberly, 8 420 Warren Terrace in Hinsdale. We are on the 9 Madison side of the equation. We are about two 10 blocks south of Ogden, well, just east of 11 Madison. We are neighbors across the street 12 from -- I'm probably an expert on that light. 13 I'm a jogger. And the light at Madison and 14 Ogden is brutal right now. We dodge cars. Cars 15 brush up against me and my wife sometimes trying 16 to make that light. Because if the light -- If 17 you miss the light, you have a 2- or 3-minute 18 wait. So my concern would be a bunch of busy 19 parents dropping off, they are 5 minutes late 20 for work, zipping Monroe north, Madison, zipping 21 through that light. 22 I just want to say I agree with</p>	<p style="text-align: center;">76</p> <p>1 paid for it 14 years ago. It's really not 2 relevant. It's going to be worth what it's 3 worth based on the code. So I'm going to ask 4 you to uphold the zoning code. Thank you. 5 CHAIRMAN CASHMAN: Thank you. 6 Anyone else? 7 Okay. Seeing no other neighbors or 8 community members that want to speak, additional 9 discussion by the Commissioners? Questions? 10 One thing that was mentioned, and 11 this is reminding me of the Landrover project, 12 is the idea -- I mean Hinsdale Orthopaedics is 13 definitely a part of this problem. I mean they 14 are a problem right now. So I was going to 15 encourage Charles and his group to maybe set up 16 a neighborhood meeting between now and our 17 March meeting. 18 It was very helpful, that was a 19 challenging project, taking an existing site, 20 GM, and converting it into a dealership. It was 21 helpful. It took some effort. But it was able 22 to get everyone face to face. I don't know how,</p>
<p style="text-align: center;">75</p> <p>1 everything pretty much everybody has said so 2 far. I kind of disagree with the young lady 3 back here. To me, retail is a nonstarter. I 4 know one of the trustees mentioned that. There 5 is vacant retail all over Hinsdale. We have the 6 Garfield Center downtown is still not filled up 7 yet. I don't think we need more retail. A 8 little company called Amazon has drastically 9 changed the retail environment. 10 I kind of have a radical 11 suggestion. My friend back here mentioned it, 12 that we keep business code compliant, R-4. 13 Belloumini's, I'm sure somebody wanted to put a 14 tavern or a restaurant in there. It's now, 15 there is 4 single-family houses going in there. 16 And that's a tough location as well, it's at 17 Madison and 55th. One of them is sold. I think 18 the other one behind it might be. My hats off 19 to that developer. It took some courage to do 20 that. 21 But what R-3 or whoever owns this, 22 our friends from Evanston that own this lot,</p>	<p style="text-align: center;">77</p> <p>1 maybe Robb and Chan can reach out to Hinsdale 2 Orthopaedics and get their involvement. If this 3 project was even developed into a park, they 4 would have to do something. They would have to 5 move. And I don't see a parking structure being 6 built anywhere in this neighborhood. I 7 certainly wouldn't want to see that, but I think 8 we need to have some discussion. I would love 9 to hear what their thoughts are. They must feel 10 like a dinosaur seeing an asteroid coming or 11 something because whatever happens here is going 12 to be bad for them. There is no way they could 13 fit there. 14 And an idea of you saying Basic 15 Life Principles or Institute, I mean the tricky 16 part is being across Ogden and shuttling people. 17 But there needs to be some type of solution. 18 The traffic is clearly an issue. The traffic 19 engineer has his hands full with our next 20 meeting, and I look forward to seeing what he 21 has to say. So I think this is going to hinge 22 on if it's going to be a development, it needs</p>

<p style="text-align: center;">78</p> <p>1 to be code compliant. And then we need to</p> <p>2 figure out how to, if the traffic hurdle can be</p> <p>3 overcome.</p> <p>4 It's interesting, one of the</p> <p>5 community members, and I thought it was a great</p> <p>6 one, talked about what Clarendon Hills has done</p> <p>7 over the years where they basically restricted</p> <p>8 going westbound, you can't turn into Clarendon</p> <p>9 Hills. You pretty much put right turn in/right</p> <p>10 turn out on all those streets. And it's very</p> <p>11 effective. I live on Adams and there is a</p> <p>12 thoroughfare of cars. If you are going to</p> <p>13 Clarendon Hills, you come off of Monroe, and</p> <p>14 they go west on North and go down Adams. I do</p> <p>15 it. If I'm going to Clarendon Hills, that's the</p> <p>16 way I'm going to go. You avoid that area.</p> <p>17 And maybe it's time, I know when</p> <p>18 the Village voted to make that restriction from</p> <p>19 7:00 to 7:00, the idea of an island. I do think</p> <p>20 it would stop people because they would be</p> <p>21 driving over curbs. But that would mean we</p> <p>22 would to restrict westbound left-hand turns.</p>	<p style="text-align: center;">80</p> <p>1 years ago in the quarter plan, it was an issue.</p> <p>2 And it's more of an issue today because back</p> <p>3 then there were no turning restrictions.</p> <p>4 But I would like to find out the</p> <p>5 restrictions about that, and I think this is</p> <p>6 going to hinge on traffic. I mean it is some --</p> <p>7 North Avenue, it is well stated, and it's a</p> <p>8 way -- If you live in that part of town, that's</p> <p>9 how you get east and west, North or Hickory are</p> <p>10 the two main streets.</p> <p>11 MS. KASSA: Quick question. Christine</p> <p>12 Kassa. Does Hinsdale Orthopaedics have any</p> <p>13 legal or coding obligation to provide parking</p> <p>14 for their patients or their customers, or</p> <p>15 whatever you want to call them, such that they</p> <p>16 cannot overflow into our residential streets?</p> <p>17 CHAIRMAN CASHMAN: That's one for the</p> <p>18 gentlemen over there. Don't they have --</p> <p>19 Aren't they leasing the parking right now?</p> <p>20 MS. KASSA: They are leasing.</p> <p>21 MR. MC GINNIS: Correct. Again, this</p> <p>22 is part of the deeper conversation. We have had</p>
<p style="text-align: center;">79</p> <p>1 Robb, do you know if that was</p> <p>2 discussed back then? Is that something that if</p> <p>3 it's involving with IDOT? How did Clarendon</p> <p>4 Hills -- They did it on a bunch of roads.</p> <p>5 There is no way in there. You have to go all</p> <p>6 the way down to the road that's on like --</p> <p>7 either through Stonegate, which is a very</p> <p>8 circuitous route, or go down to the road that's</p> <p>9 on the west side of Hinsdale Golf Club before</p> <p>10 you can literally turn left and go down towards</p> <p>11 Chicago Avenue. They blocked it off I think</p> <p>12 probably pretty effectively.</p> <p>13 This reminds me of when Hinsdale</p> <p>14 installed the bridge. All the discussion about</p> <p>15 if we built this new bridge would it change</p> <p>16 traffic and bring all these cars into southeast</p> <p>17 Hinsdale. And if that was going to be the case,</p> <p>18 the Village was going to look at traffic devices</p> <p>19 like restricting left-hand turns off of Ogden</p> <p>20 trying to keep people from going through the</p> <p>21 residential neighborhoods. This is a big</p> <p>22 question. It was addressed 8 years ago or 10</p>	<p style="text-align: center;">81</p> <p>1 conversations with the COO of Hinsdale Ortho.</p> <p>2 They know they have a problem. Part of the</p> <p>3 problem is they have got ManorCare patients</p> <p>4 parking in their lot. They don't feel good</p> <p>5 about towing some elderly visitor's car that is</p> <p>6 visiting the cousin, whatever the case may be.</p> <p>7 There is a plan to ship some of those employees</p> <p>8 offsite. But they have acknowledged they have</p> <p>9 outgrown the facility, they have a parking</p> <p>10 problem. They are in contact with staff about</p> <p>11 trying to put in some sort of traffic control</p> <p>12 measures, a gate, what have you, to try and</p> <p>13 control some of that parking from ManorCare.</p> <p>14 But the reality is there just not enough parking</p> <p>15 for the number of cars that are there.</p> <p>16 MS. KASSA: But do they have a</p> <p>17 contractual or legal obligation with the Village</p> <p>18 to provide a certain amount of parking?</p> <p>19 MR. MC GINNIS: If it was new, yes.</p> <p>20 But that facility has been there for a long,</p> <p>21 long time.</p> <p>22 MS. CRNOVICH: Technically is that lot</p>

<p style="text-align: center;">82</p> <p>1 allowed to be used for parking according to the</p> <p>2 zoning code?</p> <p>3 MR. MC GINNIS: The Amling's lot? No,</p> <p>4 that was part of the settlement agreement. So</p> <p>5 they can continue to park cars in there until</p> <p>6 that property is sold. They have that by court</p> <p>7 order.</p> <p>8 MR. LANDIS: I have an answer to your</p> <p>9 question. At least according to the CEO, their</p> <p>09:05:47PM 10 contractual obligation is to have X number of</p> <p>11 spots per employee; and they maintain that they</p> <p>12 exceed that now. So it's not, it's not patient</p> <p>13 centric, it's employee centric. And he</p> <p>14 maintains that they exceed it.</p> <p>15 MS. KASSA: We made need to change our</p> <p>16 Village laws.</p> <p>17 CHAIRMAN CASHMAN: That's for someone</p> <p>18 above us.</p> <p>19 MR. KRILLENBERGER: How and when did</p> <p>09:06:13PM 20 this become residentially zoned? Was it out of</p> <p>21 compliance when Amling's was there?</p> <p>22 CHAIRMAN CASHMAN: It was special use,</p>	<p style="text-align: center;">84</p> <p>1 CHAIRMAN CASHMAN: Okay. Gerald?</p> <p>2 MR. JABLONSKI: I think we wait till we</p> <p>3 see the traffic study and comprehensive</p> <p>4 solution.</p> <p>5 CHAIRMAN CASHMAN: Julie?</p> <p>6 MS. CRNOVICH: I would like to thank</p> <p>7 all the neighbors for all our comments. And I'm</p> <p>8 looking forward to what we get in our next</p> <p>9 packet.</p> <p>09:07:29PM 10 MR. WILLOBEE: Yes, I agree. I'm just</p> <p>11 trying to think what the effect of it being a</p> <p>12 map amendment and whether this question of yes</p> <p>13 or no on the R-4, and changing away from that --</p> <p>14 AUDIENCE MEMBER: I'm sorry, we can't</p> <p>15 hear you.</p> <p>16 MR. WILLOBEE: Oh, sorry. I'm just</p> <p>17 saying with the fact it being a request of a map</p> <p>18 amendment changing away from R-4 to R-2, is that</p> <p>19 the bigger question right now before we even get</p> <p>09:07:53PM 20 into traffic studies and things like that?</p> <p>21 CHAIRMAN CASHMAN: Two good questions.</p> <p>22 I would encourage you at the next meeting to</p>
<p style="text-align: center;">83</p> <p>1 wasn't it?</p> <p>2 MR. MOBERLY: I can answer that.</p> <p>3 CHAIRMAN CASHMAN: Let's keep the</p> <p>4 conversation up here right now.</p> <p>5 MR. MC GINNIS: So that property was</p> <p>6 zoned R-4 when the zoning map was done in '89,</p> <p>7 and there was a lawsuit brought by the owner of</p> <p>8 Amling's to try and maintain that nonconforming</p> <p>9 use. That was the substance of the court battle</p> <p>09:06:45PM 10 that went on for several years. We were trying</p> <p>11 to protect that underlying R-4 zoning. So when</p> <p>12 Amling's was there, it was a legal nonconforming</p> <p>13 use.</p> <p>14 CHAIRMAN CASHMAN: But I thought when</p> <p>15 it changed ownership then that it reverted back</p> <p>16 to the original zoning.</p> <p>17 MR. MC GINNIS: The zoning never</p> <p>18 changed. It was always R-4. The question was</p> <p>19 whether or not they had the right to maintain</p> <p>09:07:06PM 20 that continued nonconforming use.</p> <p>21 CHAIRMAN CASHMAN: Scott?</p> <p>22 MR. PETERSON: I'm good for now.</p>	<p style="text-align: center;">85</p> <p>1 look at the criteria. I think you already did.</p> <p>2 It's pretty broad. And it even spells out the</p> <p>3 board's position on issues like this. It needs</p> <p>4 to be very seriously considered to change the</p> <p>5 zoning map. And then I think it's important to</p> <p>6 look back at the comprehensive plans. And the</p> <p>7 guidance and our zoning laws. It's a tough one</p> <p>8 because --</p> <p>9 MR. WILLOBEE: I hate to spend a lot of</p> <p>09:08:23PM 10 time if that's the big question. So that's what</p> <p>11 I'm wrestling with.</p> <p>12 CHAIRMAN CASHMAN: Anna?</p> <p>13 MS. FIASCONE: I just think that the</p> <p>14 neighborhood meeting with all businesses and</p> <p>15 neighbors involved would be really smart.</p> <p>16 CHAIRMAN CASHMAN: I think even one of</p> <p>17 the gentlemen or ladies mentioned ManorCare and</p> <p>18 Hinsdale Orthopaedic, both of them. ManorCare</p> <p>19 maybe when it opened it seemed like an adequate</p> <p>09:08:50PM 20 number of parking, but it's not even close now.</p> <p>21 And that's my concern is like if this went in</p> <p>22 for half, at least being what we require today,</p>

<div>86</div> <div> <div>1</div> <div>because is it right? Clearly could be. If</div> <div>2</div> <div>Hinsdale Orthopaedic actually meets the letter</div> <div>3</div> <div>of the code versus spaces, then it shows that</div> <div>4</div> <div>maybe we have a problem with our code, that we</div> <div>5</div> <div>don't request enough parking on people. Keep</div> <div>6</div> <div>them on site so they can be successful.</div> <div>7</div> <div>Well, we covered a lot. Charles, I</div> <div>8</div> <div>appreciate you bringing this packet. There is a</div> <div>9</div> <div>lot to do between now and -- I would like to</div> <div>09:09:24PM 10</div> <div>hear if there is a Commissioner to make a motion</div> <div>11</div> <div>to continue this to our March meeting.</div> <div>12</div> <div>So, Chan, what's the date in March?</div> <div>13</div> <div>MR. CHAN: The 14th.</div> <div>14</div> <div>MR. KRILLENBERGER: I will so motion.</div> <div>15</div> <div>MR. PETERSON: Second.</div> <div>16</div> <div>CHAIRMAN CASHMAN: Anna?</div> <div>17</div> <div>MS. FIASCONE: Aye.</div> <div>18</div> <div>MR. WILLOBEE: Aye.</div> <div>19</div> <div>MS. CRNOVICH: Aye.</div> <div>20</div> <div>CHAIRMAN CASHMAN: Aye.</div> <div>21</div> <div>MR. JABLONSKI: Aye.</div> <div>22</div> <div>MR. PETERSON: Aye.</div> </div>	<div>88</div> <div> <div>1</div> <div>STATE OF ILLINOIS)</div> <div></div> <div>) ss.</div> <div>2</div> <div>COUNTY OF DU PAGE)</div> <div>3</div> <div></div> <div>4</div> <div></div> <div>5</div> <div>I, JANICE H. HEINEMANN, CSR, RDR, CRR,</div> <div>6</div> <div>do hereby certify that I am a court reporter</div> <div>7</div> <div>doing business in the State of Illinois, that I</div> <div>8</div> <div>reported in shorthand the testimony given at the</div> <div>9</div> <div>hearing of said cause, and that the foregoing is</div> <div>10</div> <div>a true and correct transcript of my shorthand</div> <div>11</div> <div>notes so taken as aforesaid.</div> <div>12</div> <div></div> <div>13</div> <div></div> <div>14</div> <div></div> <div>15</div> <div> <div>Janice H. Heinemann CSR, RDR, CRR</div> <div>License No 084-001391</div> </div> <div>16</div> <div></div> <div>17</div> <div></div> <div>18</div> <div></div> <div>19</div> <div></div> <div>20</div> <div></div> <div>21</div> <div></div> <div>22</div> <div></div> </div>
<div>87</div> <div> <div>1</div> <div>MR. KRILLENBERGER: Aye.</div> <div>2</div> <div>CHAIRMAN CASHMAN: And I encourage the</div> <div>3</div> <div>neighbors, please stay involved.</div> <div>4</div> <div>Chuck, if there is going to be a</div> <div>5</div> <div>neighborhood meeting, I would maybe communicate</div> <div>6</div> <div>with Chan; and he can be the center point for</div> <div>7</div> <div>that and let everyone know.</div> <div>8</div> <div>Do we have a motion to adjourn?</div> <div>9</div> <div>MR. KRILLENBERGER: I so move.</div> <div>09:10:02PM 10</div> <div>CHAIRMAN CASHMAN: All in favor?</div> <div>11</div> <div>(A chorus of ayes.)</div> <div>12</div> <div>* * *</div> <div>13</div> <div>(Whereupon the above-</div> <div>14</div> <div>entitled public hearing was</div> <div>15</div> <div>continued to March 14, 2017,</div> <div>16</div> <div>at 7:30 p.m)</div> <div>17</div> <div></div> <div>18</div> <div></div> <div>19</div> <div></div> <div>20</div> <div></div> <div>21</div> <div></div> <div>22</div> <div></div> </div>	

	49:20, 57:12 2006 [1] - 63:1 2008 [2] - 33:1, 50:2 2014 [1] - 69:22 2017 [2] - 69:22, 87:15 2018 [1] - 1:15 22 [1] - 10:8 24 [1] - 10:8 25 [2] - 30:11, 59:16 250 [2] - 13:4, 13:5 294 [2] - 52:5, 72:21	6 6 [2] - 3:6, 41:12 60 [1] - 23:19 60-minute [1] - 25:14 618 [1] - 40:19 63 [1] - 72:15 63rd [1] - 72:3 6:30 [6] - 9:6, 9:20, 9:22, 14:17, 22:13	account [2] - 24:22, 62:14 acknowledged [1] - 81:8 acreage [1] - 64:21 acres [5] - 1:7, 1:8, 2:14, 2:16, 4:8 actual [2] - 16:19, 28:12 Adams [4] - 39:18, 73:16, 78:11, 78:14 add [4] - 13:4, 13:5, 23:17, 62:2 adding [2] - 59:14, 60:11 additional [5] - 7:5, 15:5, 23:17, 62:3, 76:8 address [3] - 44:12, 44:20, 45:10 addressed [3] - 58:4, 64:1, 79:22 adequate [3] - 20:3, 60:10, 85:19 adjacent [2] - 31:10, 66:17 adjourn [1] - 87:8 affected [2] - 20:5, 66:4 afford [1] - 71:21 aforesaid [1] - 88:11 afternoon [7] - 22:10, 26:12, 58:8, 69:1, 69:18, 70:16 ago [13] - 3:6, 24:5, 24:6, 24:7, 57:5, 61:4, 65:11, 70:2, 70:4, 70:6, 76:1, 79:22, 80:1 agree [3] - 19:16, 74:22, 84:10 agreement [2] - 52:1, 82:4 ahead [1] - 47:6 aisles [1] - 58:15 all-day [2] - 42:19, 71:22 alleviate [4] - 17:22, 24:17, 37:22, 48:1 allocated [1] - 59:19 allow [3] - 4:21, 26:15, 66:22 allowed [3] - 4:19, 57:18, 82:1 almost [4] - 4:7, 44:4, 61:22, 70:13 alone [1] - 60:11 ALSO [1] - 2:1 alternative [1] - 53:4 amazing [1] - 14:6	Amazon [1] - 75:8 Amendment [3] - 1:6, 2:12, 6:19 amendment [7] - 16:20, 16:22, 19:13, 20:6, 20:7, 84:12, 84:18 Amling's [15] - 13:13, 26:2, 35:6, 42:14, 44:7, 50:21, 57:9, 58:9, 59:8, 63:4, 73:5, 82:3, 82:21, 83:8, 83:12 amount [1] - 81:18 anna [1] - 19:7 ANNA [1] - 1:19 Anna [2] - 85:12, 86:16 answer [6] - 5:3, 13:20, 52:18, 56:18, 82:8, 83:2 anyway [1] - 44:18 anyways [1] - 20:12 apologies [1] - 5:19 applaud [1] - 61:10 applicant [1] - 8:18 application [2] - 69:7, 69:10 applications [1] - 69:5 appreciate [6] - 47:9, 50:12, 50:19, 62:9, 66:5, 86:8 approach [1] - 6:12 area [9] - 13:3, 15:6, 18:22, 23:7, 23:22, 30:2, 36:22, 52:17, 78:16 areas [1] - 52:4 arrival [1] - 45:2 arterial [2] - 67:19, 67:22 article [1] - 59:15 assure [1] - 51:12 asteroid [1] - 77:10 at-home [1] - 70:5 attached [1] - 41:11 attention [1] - 3:12 attorney [1] - 71:8 attributable [2] - 59:5, 61:8 Audience [1] - 3:2 AUDIENCE [6] - 5:5, 5:7, 5:15, 6:2, 6:4, 84:14 availability [1] - 20:2 available [4] - 42:14, 42:20, 58:13, 58:16 Avenue [19] - 1:5, 1:14, 2:11, 3:8, 4:16,	
'89 [1] - 83:6					
0					
0-2 [9] - 1:7, 2:14, 4:9, 17:5, 17:7, 17:9, 17:10, 31:19, 65:12 084-001391 [1] - 88:15					
1	3 3 [3] - 9:22, 29:17, 58:17 3-hour [1] - 22:9 3-mile [2] - 27:16, 27:17 3-minute [1] - 74:17 30 [4] - 37:4, 49:19, 57:12, 70:13 30-foot [1] - 31:16 312 [2] - 53:1, 54:22 326 [1] - 47:11 36 [1] - 20:20 36-inch [1] - 38:6 38 [1] - 72:3	7 7 [3] - 33:2, 58:12, 58:13 7-day-a-week [1] - 14:11 75 [1] - 66:14 7:00 [5] - 22:14, 74:2, 78:19 7:30 [1] - 87:16 7:40 [1] - 1:16	8 8 [9] - 1:8, 2:16, 3:6, 4:3, 13:15, 67:16, 68:11, 79:22 83 [1] - 72:17 83rd [2] - 72:14 8:30 [1] - 71:1	9 923 [1] - 66:12 9:00 [1] - 47:4	A A-44-2017 [2] - 1:5, 2:11 a.m [1] - 9:6 abandon [1] - 4:16 abandoned [1] - 34:10 ability [1] - 45:16 able [8] - 23:9, 31:6, 42:2, 43:3, 45:22, 48:4, 71:9, 76:21 absolutely [1] - 35:1 access [4] - 4:12, 4:14, 4:20, 5:14 accommodate [1] - 23:16 according [3] - 69:7, 82:1, 82:9
1.7 [1] - 30:22 1.74 [2] - 1:7, 2:14 10 [8] - 9:21, 13:16, 19:18, 30:11, 49:15, 49:20, 70:4, 79:22 10,000 [2] - 3:21, 49:17 10-foot [1] - 29:13 100 [1] - 12:5 11 [1] - 17:21 11:00 [1] - 71:2 11:25 [1] - 69:12 12 [1] - 63:6 120 [1] - 49:6 123 [1] - 73:16 125 [2] - 9:11, 10:5 130 [5] - 9:9, 9:11, 10:5, 22:6, 59:21 14 [4] - 19:14, 50:12, 76:1, 87:15 14th [2] - 1:15, 86:13 15 [3] - 19:14, 20:2, 70:4 150 [5] - 9:8, 10:4, 59:21, 73:21, 74:3 16 [1] - 59:18 17 [1] - 61:4 19 [1] - 1:14	4 4 [2] - 70:2, 75:15 4-acre [3] - 3:20, 73:2, 73:9 40 [3] - 29:18, 68:22, 70:13 420 [1] - 74:8 444 [1] - 62:21 45 [1] - 42:12 4:00 [1] - 47:5				
2	5 5 [5] - 20:11, 41:12, 70:2, 70:6, 74:19 50 [4] - 23:19, 25:14, 25:16, 25:17 516 [1] - 50:11 528 [1] - 50:10 532 [1] - 57:4 540 [2] - 1:5, 2:11 55 [3] - 25:16, 42:12 55th [1] - 75:17 56 [5] - 8:13, 41:5, 58:9, 59:3, 59:4				
2 2 [3] - 4:7, 24:6, 74:17 2-hour [1] - 60:3 2-minute [1] - 43:22 2-year-old [1] - 69:16 2-year-olds [2] - 38:19, 38:20 2.26 [2] - 1:8, 2:16 2.5 [3] - 24:6, 26:11 2.5-acre [1] - 30:21 2.5-hour [1] - 22:9 20 [4] - 21:5, 30:6,					

4:18, 5:10, 11:12, 11:14, 16:7, 18:8, 18:15, 32:22, 33:3, 57:8, 66:19, 68:22, 79:11, 80:7 avoid [2] - 52:9, 78:16 avoiding [1] - 15:9 aware [2] - 31:7, 72:4 aye [2] - 86:17, 86:21 Aye [5] - 86:18, 86:19, 86:20, 86:22, 87:1 ayes [1] - 87:11	better [6] - 4:12, 11:3, 22:17, 23:3, 39:20, 43:13 between [8] - 18:8, 22:5, 36:2, 42:17, 46:2, 46:20, 76:16, 86:9 big [9] - 14:9, 20:6, 22:4, 22:16, 26:3, 36:13, 64:15, 79:21, 85:10 bigger [1] - 84:19 biggest [1] - 12:22 bird [1] - 54:6 bisect [1] - 37:13 bit [6] - 27:21, 27:22, 48:4, 56:15, 61:6 BJORKMAN [4] - 66:11, 68:10, 68:13, 68:17 Bjorkman [1] - 66:12 blinded [1] - 39:15 blinding [1] - 39:14 blinkers [1] - 58:17 block [2] - 46:17, 61:22 blocked [1] - 79:11 blocking [2] - 43:18, 56:20 blocks [6] - 42:7, 42:18, 43:7, 47:21, 66:20, 74:10 blow [1] - 51:15 blowing [1] - 35:6 board [10] - 8:11, 33:6, 33:7, 40:21, 41:4, 41:9, 41:10, 41:21, 42:6, 69:21 BOARD [1] - 1:17 board's [1] - 85:3 bought [2] - 63:1, 63:2 boys [1] - 27:13 brand [1] - 72:11 brand-new [1] - 72:11 bridge [2] - 79:14, 79:15 bright [1] - 39:7 bring [4] - 3:18, 18:11, 52:10, 79:16 bringing [4] - 3:7, 5:17, 21:6, 86:8 broad [1] - 85:2 broker [1] - 47:14 Brook [1] - 27:20 brought [5] - 7:11, 20:9, 32:17, 52:10, 83:7 Bruner [1] - 66:12	brush [1] - 74:15 brutal [1] - 74:14 buffer [1] - 42:8 buffers [1] - 36:1 build [6] - 13:14, 13:15, 32:10, 51:4, 64:4 buildable [1] - 37:8 building [10] - 14:8, 21:13, 25:9, 25:10, 25:11, 31:15, 34:10, 36:22, 49:2 buildings [1] - 32:11 built [6] - 30:4, 64:2, 65:13, 72:2, 77:6, 79:15 bunch [3] - 18:6, 74:18, 79:4 burden [1] - 15:5 burhops [2] - 56:9, 56:10 Burke [1] - 37:21 bus [2] - 51:17, 51:18 bushes [1] - 64:11 busier [2] - 61:3, 61:6 business [5] - 39:9, 40:6, 49:13, 75:12, 88:7 businesses [1] - 85:14 busy [8] - 15:3, 53:11, 60:21, 61:2, 67:13, 67:21, 72:16, 74:18 buyers' [1] - 44:10 BYCZEK [3] - 47:10, 48:7 Byczek [1] - 47:10	23:10, 23:21 cars [22] - 8:15, 13:4, 20:10, 42:12, 45:14, 49:19, 52:7, 52:9, 52:17, 56:19, 58:10, 58:17, 59:3, 59:4, 61:21, 74:14, 78:12, 79:16, 81:15, 82:5 case [3] - 11:17, 79:17, 81:6 Case [2] - 1:5, 2:11 CASHMAN [105] - 1:18, 2:10, 2:19, 5:22, 6:9, 6:13, 7:4, 7:9, 8:3, 8:9, 10:1, 10:6, 10:9, 10:12, 10:16, 11:16, 12:8, 12:13, 12:21, 14:6, 14:19, 15:15, 16:21, 17:2, 17:6, 17:15, 17:19, 18:21, 19:7, 19:12, 19:18, 19:22, 20:14, 21:15, 24:2, 26:14, 27:5, 28:14, 28:20, 29:1, 30:1, 30:9, 30:14, 31:2, 31:5, 31:20, 32:7, 32:13, 33:11, 34:8, 34:14, 35:10, 35:22, 36:6, 36:20, 37:2, 38:8, 39:8, 39:14, 39:17, 39:22, 40:3, 40:13, 40:20, 41:8, 41:14, 41:17, 41:19, 46:10, 46:13, 47:1, 47:8, 48:6, 50:1, 54:7, 54:19, 57:1, 61:15, 62:18, 63:8, 63:13, 65:15, 65:21, 66:9, 68:7, 68:20, 73:10, 73:13, 74:6, 76:5, 80:17, 82:17, 82:22, 83:3, 83:14, 83:21, 84:1, 84:5, 84:21, 85:12, 85:16, 86:16, 86:20, 87:2, 87:10 challenging [1] - 76:19 Chamber [2] - 67:16, 68:14 Chan [5] - 29:2, 41:15, 77:1, 86:12, 87:6 CHAN [4] - 2:2, 41:16, 41:18, 86:13 change [10] - 34:9, 52:18, 67:1, 70:2, 70:11, 70:12, 71:3, 79:15, 82:15, 85:4 changed [4] - 61:5, 75:9, 83:15, 83:18 changes [1] - 30:17 changing [3] - 34:16, 84:13, 84:18 CHARLES [1] - 2:6 Charles [4] - 3:4, 38:9, 76:15, 86:7 Chicago [3] - 1:14, 16:7, 79:11 child [3] - 21:11, 71:10, 71:22
B			
back-pitched [1] - 18:22 backed [2] - 20:12, 43:17 backed-up [1] - 43:17 backs [1] - 36:18 backyards [2] - 37:19, 38:2 bad [2] - 32:11, 77:12 barrier [2] - 55:7, 55:13 based [2] - 65:16, 76:3 baseline [1] - 24:3 basic [1] - 36:7 Basic [1] - 77:14 basins [2] - 37:19, 38:2 basis [3] - 10:15, 21:3, 49:21 bats [1] - 63:7 battle [1] - 83:9 bear [1] - 8:20 beat [1] - 55:11 beautiful [1] - 72:11 beauty [1] - 52:15 become [3] - 3:16, 44:14, 82:20 BEFORE [1] - 1:3 begin [1] - 48:21 beginning [1] - 9:15 behind [2] - 18:14, 75:18 Belloumini's [1] - 75:13 belong [2] - 14:3, 65:5 best [3] - 66:16, 66:21, 68:6			
C			
cameras [1] - 53:22 cannot [3] - 45:7, 46:19, 80:16 capacity [1] - 23:15 car [6] - 21:5, 21:7, 21:11, 22:7, 56:12, 81:5 care [5] - 7:5, 43:9, 51:5, 55:6, 70:22 Care [4] - 15:2, 24:15, 44:13, 48:11 cares [1] - 55:5 carrier [1] - 21:12 carries [2] - 23:19, 23:20 carry [3] - 23:5,			

<p>childcare [1] - 21:8</p> <p>childhood [1] - 30:5</p> <p>children [7] - 21:7, 51:19, 67:12, 68:18, 70:22, 73:21, 74:4</p> <p>chorus [1] - 87:11</p> <p>Christine [3] - 52:22, 54:22, 80:11</p> <p>Chuck [3] - 22:3, 22:18, 87:4</p> <p>chunk [2] - 14:15, 14:16</p> <p>circuitous [1] - 79:8</p> <p>city [1] - 50:15</p> <p>claimed [1] - 48:12</p> <p>Clarendon [14] - 4:22, 15:18, 16:6, 22:20, 27:9, 55:3, 63:15, 63:16, 63:18, 78:6, 78:8, 78:13, 78:15, 79:3</p> <p>cleanly [1] - 21:2</p> <p>clear [1] - 64:20</p> <p>clearly [5] - 20:6, 33:14, 50:5, 77:18, 86:1</p> <p>close [2] - 28:21, 85:20</p> <p>closed [4] - 9:7, 14:17, 63:4, 63:16</p> <p>closely [2] - 29:2, 29:19</p> <p>closest [1] - 42:18</p> <p>closing [1] - 62:9</p> <p>Club [1] - 79:9</p> <p>code [11] - 30:17, 32:2, 34:20, 65:17, 75:12, 76:3, 76:4, 78:1, 82:2, 86:3, 86:4</p> <p>codes [1] - 33:21</p> <p>coding [1] - 80:13</p> <p>comfortable [1] - 73:20</p> <p>coming [18] - 9:12, 14:13, 15:20, 16:1, 16:2, 16:6, 16:7, 16:8, 22:11, 25:15, 25:16, 25:19, 25:20, 28:5, 45:15, 53:13, 77:10</p> <p>comments [6] - 6:1, 29:4, 35:13, 50:13, 62:12, 84:7</p> <p>Commerce [2] - 67:16, 68:14</p> <p>commercial [8] - 33:8, 48:19, 57:7, 57:14, 59:14, 60:10, 73:4, 73:6</p> <p>COMMISSION [1] - 1:3</p>	<p>Commission [4] - 1:14, 7:12, 10:18, 62:10</p> <p>Commissioner [2] - 2:5, 86:10</p> <p>Commissioners [4] - 7:2, 8:18, 31:21, 76:9</p> <p>committee [2] - 3:6, 72:6</p> <p>communicate [1] - 87:5</p> <p>communities [2] - 16:12, 71:18</p> <p>community [18] - 15:17, 16:12, 27:11, 27:20, 33:13, 52:2, 62:15, 70:3, 70:14, 71:4, 71:12, 71:16, 71:20, 72:7, 72:15, 76:8, 78:5</p> <p>Community [1] - 2:4</p> <p>company [1] - 75:8</p> <p>comparable [1] - 72:12</p> <p>comparison [1] - 23:18</p> <p>complain [1] - 54:5</p> <p>complaints [1] - 55:1</p> <p>complete [3] - 6:18, 7:20, 34:9</p> <p>completely [2] - 40:3, 67:2</p> <p>compliance [1] - 82:21</p> <p>compliant [3] - 34:17, 75:12, 78:1</p> <p>comply [2] - 29:15, 39:4</p> <p>complying [1] - 29:11</p> <p>comprehensive [2] - 84:3, 85:6</p> <p>concentration [1] - 28:1</p> <p>conceptually [1] - 37:16</p> <p>concern [12] - 11:18, 12:22, 14:20, 15:4, 41:22, 46:19, 50:17, 50:18, 50:19, 65:8, 74:18, 85:21</p> <p>concerned [9] - 8:14, 10:14, 51:8, 60:13, 63:21, 63:22, 64:18, 72:11, 72:21</p> <p>concerns [7] - 42:10, 42:11, 43:6, 45:5, 57:13, 60:19, 65:22</p> <p>concrete [1] - 55:12</p> <p>concurrent [2] - 1:6,</p>	<p>2:12</p> <p>conditions [2] - 20:4, 64:13</p> <p>conduit [1] - 53:10</p> <p>conforming [1] - 4:5</p> <p>congested [2] - 13:7, 44:2</p> <p>congestion [2] - 14:5, 58:2</p> <p>congruent [1] - 34:7</p> <p>connections [1] - 72:5</p> <p>consider [5] - 7:7, 19:15, 49:21, 66:5, 69:19</p> <p>considered [1] - 85:4</p> <p>considering [1] - 20:7</p> <p>constantly [3] - 48:7, 48:12, 52:13</p> <p>consultant [1] - 58:7</p> <p>contact [1] - 81:10</p> <p>context [1] - 7:11</p> <p>contiguous [1] - 41:6</p> <p>contingencies [1] - 4:6</p> <p>continue [5] - 12:3, 43:3, 43:4, 82:5, 86:11</p> <p>continued [4] - 8:4, 28:15, 83:20, 87:15</p> <p>contract [1] - 3:16</p> <p>contractual [2] - 81:17, 82:10</p> <p>control [3] - 67:12, 81:11, 81:13</p> <p>controls [2] - 67:7, 67:9</p> <p>conversation [4] - 39:12, 46:5, 80:22, 83:4</p> <p>conversations [1] - 81:1</p> <p>converting [1] - 76:20</p> <p>COO [1] - 81:1</p> <p>copies [2] - 41:3, 41:13</p> <p>core [1] - 28:1</p> <p>corner [5] - 13:7, 17:11, 34:7, 47:11, 47:17</p> <p>correct [4] - 8:7, 25:5, 80:21, 88:10</p> <p>correctly [1] - 5:18</p> <p>Corridor [1] - 32:22</p> <p>corridor [1] - 57:7</p> <p>cost [1] - 44:6</p> <p>counted [2] - 58:9,</p>	<p>58:12</p> <p>counts [4] - 24:3, 24:4, 24:5, 24:7</p> <p>COUNTY [2] - 1:2, 88:2</p> <p>couple [5] - 7:12, 27:8, 47:16, 57:20, 69:2</p> <p>courage [1] - 75:19</p> <p>course [4] - 17:18, 63:6, 63:20, 64:17</p> <p>court [3] - 82:6, 83:9, 88:6</p> <p>cousin [1] - 81:6</p> <p>covered [1] - 86:7</p> <p>coyotes [1] - 63:7</p> <p>create [1] - 57:7</p> <p>creating [1] - 60:6</p> <p>crisscross [1] - 61:2</p> <p>criteria [5] - 17:21, 19:13, 20:1, 20:6, 85:1</p> <p>CRNOVICH [17] - 1:18, 14:20, 15:11, 16:16, 17:1, 17:9, 17:13, 37:1, 38:22, 39:5, 39:15, 39:20, 40:2, 40:10, 81:22, 84:6, 86:19</p> <p>cross [1] - 53:10</p> <p>crossing [1] - 11:11</p> <p>CRR [2] - 88:5, 88:15</p> <p>crucial [2] - 8:8, 32:19</p> <p>CSR [2] - 88:5, 88:15</p> <p>cul [4] - 4:4, 20:13, 48:19, 48:21</p> <p>cul-de-sac [4] - 4:4, 20:13, 48:19, 48:21</p> <p>curbs [1] - 78:21</p> <p>current [2] - 3:18, 69:10</p> <p>customer [1] - 59:1</p> <p>customers [2] - 56:13, 80:14</p> <p>cut [7] - 15:3, 15:7, 15:13, 16:13, 16:14, 23:5, 48:22</p> <p>cut-through [5] - 15:3, 15:7, 16:13, 16:14, 23:5</p> <p>cutting [2] - 14:21, 20:11</p> <p>cycle [3] - 44:2, 61:20, 62:2</p>	<p>dashing [1] - 67:13</p> <p>data [2] - 12:9, 27:10</p> <p>date [1] - 86:12</p> <p>daughter [1] - 56:6</p> <p>daycare [16] - 4:9, 9:12, 9:14, 9:17, 43:8, 45:3, 51:21, 52:2, 68:16, 68:17, 69:8, 69:13, 69:15, 71:14, 71:22, 72:2</p> <p>daycares [2] - 68:9, 68:12</p> <p>de [4] - 4:4, 20:13, 48:19, 48:21</p> <p>dead [1] - 49:8</p> <p>dead-end [1] - 49:8</p> <p>deal [1] - 70:7</p> <p>dealership [1] - 76:20</p> <p>decade [1] - 32:8</p> <p>decide [1] - 54:2</p> <p>decided [1] - 12:2</p> <p>decision [3] - 66:4, 66:7, 66:8</p> <p>decisions [1] - 62:11</p> <p>deeper [3] - 59:12, 60:15, 80:22</p> <p>definitely [10] - 15:21, 29:9, 31:6, 35:11, 47:22, 50:7, 61:17, 71:6, 71:11, 76:13</p> <p>degree [1] - 38:2</p> <p>deliveries [1] - 30:15</p> <p>demolished [1] - 34:11</p> <p>department [2] - 45:9, 48:9</p> <p>departure [1] - 45:2</p> <p>describing [1] - 50:3</p> <p>design [1] - 29:21</p> <p>desire [1] - 18:9</p> <p>despite [1] - 53:15</p> <p>destination [1] - 16:15</p> <p>detailed [2] - 28:16, 34:2</p> <p>details [3] - 31:7, 32:15, 40:5</p> <p>developed [3] - 13:9, 42:15, 77:3</p> <p>developer [1] - 75:19</p> <p>developer's [1] - 44:17</p> <p>developers [1] - 49:11</p> <p>developing [1] - 19:4</p> <p>development [6] - 23:2, 31:17, 33:8, 57:14, 62:22, 77:22</p>
---	--	--	---	---

<p>Development / Building [1] - 2:4</p> <p>developments [2] - 44:4, 44:6</p> <p>devices [1] - 79:18</p> <p>dialogue [3] - 45:20, 46:3, 54:12</p> <p>difference [1] - 22:4</p> <p>different [5] - 3:22, 22:12, 67:2, 68:16, 69:3</p> <p>difficult [4] - 11:12, 22:22, 62:8, 72:9</p> <p>dimensions [2] - 29:8, 29:12</p> <p>dimnable [1] - 40:9</p> <p>dinosaur [1] - 77:10</p> <p>direct [1] - 72:6</p> <p>Director [1] - 2:3</p> <p>director's [1] - 72:6</p> <p>Dirk [3] - 40:18, 50:12, 61:19</p> <p>disagree [2] - 71:17, 75:2</p> <p>discuss [1] - 34:1</p> <p>discussed [1] - 79:2</p> <p>discussion [7] - 7:14, 23:4, 33:6, 57:16, 76:9, 77:8, 79:14</p> <p>discussions [3] - 4:14, 5:2, 18:6</p> <p>distributed [2] - 25:21, 60:4</p> <p>District [4] - 1:8, 1:9, 2:15, 2:17</p> <p>district [1] - 4:9</p> <p>dividing [1] - 31:2</p> <p>dodge [1] - 74:14</p> <p>dollars [1] - 49:14</p> <p>Don [1] - 57:2</p> <p>done [8] - 32:20, 32:22, 33:16, 45:12, 67:14, 78:6, 83:6</p> <p>door [2] - 55:3, 60:20</p> <p>double [3] - 43:13, 51:4, 58:17</p> <p>double-parked [1] - 58:17</p> <p>doubt [1] - 31:4</p> <p>down [27] - 4:21, 5:16, 5:17, 15:13, 23:10, 25:19, 27:3, 27:22, 35:6, 39:7, 40:7, 48:21, 49:13, 53:12, 53:13, 54:4, 56:7, 58:15, 60:17, 62:4, 64:3, 78:14, 79:6, 79:8, 79:10</p> <p>Downers [1] - 15:22</p>	<p>downtown [2] - 73:17, 75:6</p> <p>DR [4] - 54:20, 56:9, 56:10, 56:22</p> <p>drainage [1] - 12:19</p> <p>drastically [1] - 75:8</p> <p>draw [3] - 6:6, 27:11, 27:15</p> <p>drawing [1] - 27:19</p> <p>drive [4] - 26:16, 27:2, 46:15</p> <p>driven [1] - 33:14</p> <p>driver [1] - 67:10</p> <p>drivers [1] - 53:19</p> <p>drivethrough [1] - 21:14</p> <p>driveway [1] - 56:20</p> <p>driving [1] - 78:21</p> <p>drop [7] - 9:20, 13:6, 21:14, 22:4, 22:13, 24:21</p> <p>drop-off [3] - 9:20, 21:14, 24:21</p> <p>drop-offs [1] - 13:6</p> <p>dropoff [1] - 59:22</p> <p>dropping [3] - 25:17, 70:15, 74:19</p> <p>DU [2] - 1:2, 88:2</p> <p>dual [2] - 70:8</p> <p>due [1] - 24:9</p> <p>dumpster [2] - 36:17</p> <p>duplexes [1] - 67:3</p> <p>during [12] - 24:10, 25:13, 26:6, 43:17, 48:4, 53:7, 54:4, 56:4, 60:3, 63:20, 71:10</p>	<p>egress [3] - 4:11, 20:3, 43:16</p> <p>either [6] - 6:19, 13:9, 40:9, 43:12, 71:20, 79:7</p> <p>Elaine [2] - 68:21, 73:13</p> <p>elderly [1] - 81:5</p> <p>elementary [3] - 21:16, 21:17, 71:6</p> <p>Elmhurst [5] - 20:19, 25:5, 28:2, 69:5, 69:9</p> <p>elsewhere [2] - 32:10, 47:20</p> <p>embarrassing [1] - 32:8</p> <p>emerged [1] - 50:7</p> <p>emergency [1] - 53:13</p> <p>employee [4] - 44:12, 56:12, 82:11, 82:13</p> <p>employees [5] - 25:7, 42:19, 56:11, 56:14, 81:7</p> <p>empty [2] - 63:7, 73:1</p> <p>en [1] - 3:2</p> <p>enclosure [1] - 36:22</p> <p>encourage [3] - 76:15, 84:22, 87:2</p> <p>encouraged [1] - 32:13</p> <p>end [6] - 9:9, 22:6, 48:20, 49:7, 49:8, 57:17</p> <p>enforce [1] - 64:12</p> <p>enforced [1] - 39:9</p> <p>enforcement [1] - 53:22</p> <p>engineer [3] - 20:15, 32:18, 77:19</p> <p>engineering [1] - 37:22</p> <p>enrollment [3] - 70:7, 70:11, 72:9</p> <p>entire [1] - 61:12</p> <p>entitled [2] - 1:13, 87:14</p> <p>entry [1] - 43:18</p> <p>environment [1] - 75:9</p> <p>equation [1] - 74:9</p> <p>equipment [1] - 35:19</p> <p>errant [1] - 67:10</p> <p>escort [1] - 21:12</p> <p>especially [5] - 14:21, 34:15, 36:9, 54:2, 63:20</p>	<p>estate [2] - 47:14, 49:13</p> <p>Evanston [1] - 75:22</p> <p>evening [5] - 3:3, 26:4, 41:3, 62:19, 69:2</p> <p>evenings [1] - 14:13</p> <p>evolving [1] - 52:13</p> <p>exact [2] - 25:9, 25:10</p> <p>exactly [1] - 30:8</p> <p>example [1] - 65:20</p> <p>exceed [2] - 82:12, 82:14</p> <p>Excellent [1] - 47:8</p> <p>excellent [1] - 25:2</p> <p>exceptions [1] - 30:15</p> <p>excess [1] - 63:19</p> <p>excuse [1] - 25:7</p> <p>existing [9] - 3:20, 30:16, 31:14, 34:5, 36:3, 42:16, 60:10, 68:5, 76:19</p> <p>exists [3] - 17:5, 18:7, 34:5</p> <p>exiting [1] - 11:18</p> <p>expansion [1] - 72:21</p> <p>experience [3] - 27:12, 70:1, 71:13</p> <p>experienced [1] - 70:7</p> <p>expert [2] - 12:20, 74:12</p> <p>explain [1] - 18:1</p> <p>express [1] - 57:13</p> <p>expressing [1] - 41:21</p> <p>expressway [1] - 16:9</p> <p>eye [1] - 64:8</p>	<p>16:15, 20:22, 22:7, 22:19, 57:12, 59:21, 70:8, 71:11</p> <p>Family [2] - 1:9, 2:17</p> <p>family [8] - 49:16, 63:5, 64:14, 66:2, 66:15, 67:3, 67:4, 75:15</p> <p>far [3] - 15:21, 32:15, 75:2</p> <p>fast [1] - 67:11</p> <p>favor [2] - 11:10, 87:10</p> <p>feasible [1] - 44:8</p> <p>February [1] - 1:15</p> <p>feet [3] - 3:22, 49:17, 49:20</p> <p>fence [2] - 35:5, 35:9</p> <p>fencing [1] - 36:1</p> <p>few [2] - 3:11, 28:14</p> <p>fewer [1] - 71:7</p> <p>FIASCONI [14] - 1:19, 10:20, 12:4, 19:8, 19:16, 19:19, 20:8, 21:20, 38:10, 38:15, 38:18, 38:21, 85:13, 86:17</p> <p>figure [2] - 13:21, 78:2</p> <p>figured [1] - 36:7</p> <p>figuring [1] - 8:9</p> <p>filled [1] - 75:6</p> <p>final [1] - 19:2</p> <p>finally [2] - 3:13, 39:9</p> <p>fire [2] - 43:13, 48:9</p> <p>firehouse [1] - 48:9</p> <p>first [12] - 8:20, 17:17, 27:2, 29:7, 37:4, 41:1, 42:6, 46:17, 47:6, 62:20, 63:11, 63:14</p> <p>firsthand [1] - 18:19</p> <p>fish [1] - 56:7</p> <p>fit [1] - 77:13</p> <p>five [1] - 11:6</p> <p>fixed [1] - 20:1</p> <p>flexibility [1] - 45:6</p> <p>flipped [1] - 54:6</p> <p>flooding [1] - 38:1</p> <p>flow [5] - 5:7, 5:8, 5:9, 11:19, 62:3</p> <p>footage [1] - 20:21</p> <p>footprint [1] - 37:8</p> <p>foregoing [1] - 88:9</p> <p>foresee [1] - 15:20</p> <p>forgotten [1] - 45:13</p> <p>forth [5] - 12:5, 22:7, 51:21, 61:1, 64:6</p> <p>fortunate [1] - 3:15</p>
	<p style="text-align: center;">E</p> <p>e-mail [1] - 41:15</p> <p>early [2] - 18:4, 30:5</p> <p>easily [1] - 60:4</p> <p>east [11] - 14:2, 23:9, 36:4, 37:17, 38:4, 48:10, 63:8, 66:19, 73:17, 74:10, 80:9</p> <p>East [2] - 1:14, 49:6</p> <p>eastbound [2] - 43:16, 43:18</p> <p>easy [3] - 46:1, 51:11, 62:11</p> <p>echo [2] - 50:13, 55:2</p> <p>effect [1] - 84:11</p> <p>effective [1] - 78:11</p> <p>effectively [2] - 47:5, 79:12</p> <p>efficient [1] - 23:3</p> <p>effort [1] - 76:21</p>	<p>en [1] - 3:2</p> <p>enclosure [1] - 36:22</p> <p>encourage [3] - 76:15, 84:22, 87:2</p> <p>encouraged [1] - 32:13</p> <p>end [6] - 9:9, 22:6, 48:20, 49:7, 49:8, 57:17</p> <p>enforce [1] - 64:12</p> <p>enforced [1] - 39:9</p> <p>enforcement [1] - 53:22</p> <p>engineer [3] - 20:15, 32:18, 77:19</p> <p>engineering [1] - 37:22</p> <p>enrollment [3] - 70:7, 70:11, 72:9</p> <p>entire [1] - 61:12</p> <p>entitled [2] - 1:13, 87:14</p> <p>entry [1] - 43:18</p> <p>environment [1] - 75:9</p> <p>equation [1] - 74:9</p> <p>equipment [1] - 35:19</p> <p>errant [1] - 67:10</p> <p>escort [1] - 21:12</p> <p>especially [5] - 14:21, 34:15, 36:9, 54:2, 63:20</p>	<p style="text-align: center;">F</p> <p>face [2] - 76:22</p> <p>facetious [1] - 13:16</p> <p>facilities [2] - 19:5, 60:11</p> <p>facility [5] - 25:5, 59:14, 59:20, 81:9, 81:20</p> <p>fact [6] - 13:1, 24:9, 60:13, 61:10, 62:14, 84:17</p> <p>fairly [1] - 45:14</p> <p>familiar [1] - 30:13</p> <p>families [12] - 9:9, 9:12, 10:4, 16:5,</p>	

<p>fortunately [1] - 48:3 forward [2] - 77:20, 84:8 four [2] - 11:11, 50:17 free [1] - 59:1 frequently [1] - 53:15 Friday [1] - 9:6 friend [1] - 75:11 friends [3] - 43:3, 57:9, 75:22 front [4] - 31:15, 43:5, 52:7, 52:10 full [6] - 4:20, 5:14, 8:6, 11:8, 70:19, 77:19 full-day [1] - 70:19 Fullersburg [1] - 69:1 fundamental [1] - 60:9 future [1] - 45:1</p>	<p>Grant [1] - 56:7 great [4] - 18:22, 45:1, 70:7, 78:5 grocery [1] - 21:19 ground [1] - 46:21 group [1] - 76:15 Grove [1] - 15:22 guess [2] - 6:22, 62:9 guests [2] - 43:4, 52:12 guidance [1] - 85:7 guide [1] - 68:14 guy [1] - 12:21 guys [1] - 48:16</p>	<p>Hickory [1] - 80:9 high [2] - 23:21, 44:7 Hills [14] - 4:22, 15:18, 16:6, 22:20, 27:9, 55:3, 63:15, 63:16, 63:18, 78:6, 78:9, 78:13, 78:15, 79:4 hinge [2] - 77:21, 80:6 HINSDALE [1] - 1:3 Hinsdale [71] - 1:13, 1:14, 3:7, 3:19, 4:21, 13:1, 13:10, 13:20, 14:7, 15:17, 16:1, 16:2, 16:3, 16:4, 16:5, 16:11, 16:15, 17:6, 22:20, 23:7, 23:12, 24:12, 27:9, 27:19, 39:6, 39:12, 40:8, 44:13, 48:3, 49:5, 52:2, 52:13, 52:19, 53:2, 54:11, 55:17, 56:17, 58:11, 58:20, 58:22, 59:5, 59:9, 59:11, 61:2, 63:11, 64:2, 65:20, 66:13, 67:15, 69:1, 71:19, 72:20, 73:2, 73:9, 74:8, 75:5, 76:12, 77:1, 79:9, 79:13, 79:17, 80:12, 81:1, 85:18, 86:2 hit [1] - 43:21 hold [1] - 25:15 home [13] - 4:3, 61:4, 62:16, 66:2, 66:7, 70:5, 70:9, 70:18, 70:20, 71:8, 71:9, 71:20, 73:5 homeowners [1] - 35:8 homes [11] - 42:9, 49:16, 63:5, 64:3, 64:14, 64:22, 65:4, 66:3, 66:15, 67:3, 67:4 homework [1] - 58:8 hope [4] - 28:19, 62:12, 65:9, 66:7 hopefully [1] - 19:22 hopes [1] - 3:7 hoping [1] - 41:10 horselaugh [2] - 53:19, 55:11 hour [6] - 1:16, 25:14, 25:18, 54:4, 60:1, 63:20 hours [9] - 9:2, 9:5, 11:13, 26:11, 39:10,</p>	<p>40:6, 43:18, 60:2, 69:18 house [7] - 48:4, 52:8, 52:10, 63:10, 63:11, 63:12, 64:16 houses [4] - 13:15, 43:5, 48:20, 75:15 huge [2] - 32:17, 33:18 hurdle [1] - 78:2</p>	<p>information [4] - 6:18, 28:16, 36:7, 37:6 ingress [3] - 4:11, 20:3, 43:15 ingress/egress [1] - 19:10 initial [1] - 62:20 input [3] - 7:1, 31:21, 40:14 inside [1] - 21:10 installed [2] - 47:19, 79:14 instead [2] - 16:17, 54:12 institute [1] - 55:21 Institute [1] - 77:15 institution [1] - 67:4 institutional [2] - 16:17, 16:18 insulated [1] - 49:4 intended [1] - 57:19 interesting [6] - 7:13, 33:5, 50:2, 60:8, 70:1, 78:4 interior [1] - 67:19 interpretation [1] - 11:8 interpreting [1] - 5:18 intersection [6] - 41:7, 46:21, 47:7, 50:3, 50:5, 61:9 introduce [1] - 2:20 investment [1] - 66:6 invited [1] - 53:5 involved [6] - 47:15, 51:10, 60:21, 66:10, 85:15, 87:3 involvement [1] - 77:2 involving [2] - 68:18, 79:3 Iria [1] - 62:20 IRLANDA [7] - 62:19, 63:10, 63:14, 65:4, 65:7, 65:19, 65:22 Irlanda [1] - 62:20 island [1] - 78:19 issue [16] - 2:22, 12:12, 18:7, 19:11, 29:10, 46:13, 50:6, 50:7, 55:4, 55:16, 57:21, 59:11, 59:12, 77:18, 80:1, 80:2 issues [12] - 12:8, 17:22, 44:17, 46:6, 55:20, 56:16, 57:21, 57:22, 58:4, 60:21, 61:8, 85:3</p>
<p>G</p>	<p>H</p>		<p>I</p>	
<p>GAP [1] - 12:1 garage [1] - 51:4 Garfield [2] - 48:10, 75:6 Gary [1] - 74:7 gate [1] - 81:12 gateway [2] - 32:4, 32:8 gees [1] - 39:19 generate [5] - 24:13, 25:22, 26:4, 26:5, 26:6 gentleman [3] - 69:6, 69:12, 71:15 gentlemen [2] - 80:18, 85:17 GERALD [1] - 1:19 Gerald [1] - 84:1 GILLMAN [2] - 68:21, 73:12 Gillman [1] - 68:22 GINNIS [9] - 2:3, 35:7, 37:16, 39:11, 80:21, 81:19, 82:3, 83:5, 83:17 given [3] - 24:20, 44:22, 88:8 glad [1] - 32:17 Glen [1] - 66:11 Glendale [1] - 68:22 GM [1] - 76:20 Golf [1] - 79:9 grand [1] - 37:20</p>	<p>half [2] - 26:8, 85:22 half-day [1] - 26:8 halfway [1] - 54:4 hand [4] - 48:2, 61:10, 78:22, 79:19 hands [2] - 61:14, 77:19 happy [1] - 19:3 harp [1] - 38:11 hate [2] - 38:11, 85:9 hats [1] - 75:18 head [2] - 27:17, 55:12 heading [1] - 43:8 hear [14] - 6:15, 8:17, 8:20, 8:21, 11:6, 32:18, 33:5, 36:9, 36:12, 38:9, 40:17, 77:9, 84:15, 86:10 heard [2] - 53:8, 72:8 hearing [3] - 1:12, 87:14, 88:9 hearsay [1] - 72:8 heavier [1] - 23:11 Heidi [2] - 50:9, 60:19 HEINEMANN [1] - 88:5 Heinemann [1] - 88:15 hello [3] - 62:19, 68:21, 74:7 Hello [1] - 57:2 help [1] - 19:3 helpful [2] - 76:18, 76:21 helps [4] - 22:14, 23:2, 24:11, 24:17 hereby [1] - 88:6 hi [2] - 21:22, 40:18 Hi [1] - 2:18</p>	<p>homeowners [1] - 35:8 homes [11] - 42:9, 49:16, 63:5, 64:3, 64:14, 64:22, 65:4, 66:3, 66:15, 67:3, 67:4 homework [1] - 58:8 hope [4] - 28:19, 62:12, 65:9, 66:7 hopefully [1] - 19:22 hopes [1] - 3:7 hoping [1] - 41:10 horselaugh [2] - 53:19, 55:11 hour [6] - 1:16, 25:14, 25:18, 54:4, 60:1, 63:20 hours [9] - 9:2, 9:5, 11:13, 26:11, 39:10,</p>	<p>I-r-l-a-n-d-a [1] - 62:20 idea [6] - 7:1, 49:9, 54:16, 76:12, 77:14, 78:19 ideas [1] - 47:13 identical [2] - 4:19, 20:19 identified [2] - 33:4, 50:5 IDOT [6] - 4:14, 7:21, 11:7, 11:22, 26:15, 79:3 ignored [1] - 53:14 ILLINOIS [2] - 1:1, 88:1 Illinois [2] - 1:15, 88:7 imagine [3] - 13:10, 15:22, 37:14 immediate [1] - 23:7 immediately [1] - 50:6 impact [3] - 22:14, 24:19, 57:15 impacted [1] - 57:8 impedes [1] - 45:15 importance [1] - 59:22 important [3] - 18:3, 33:12, 85:5 impression [1] - 73:2 improved [1] - 37:15 in/right [4] - 4:18, 5:12, 11:15, 78:9 include [1] - 64:22 included [1] - 46:8 including [1] - 43:6 income [2] - 70:8, 71:11 increased [1] - 73:22 indicate [1] - 27:10 indicated [2] - 22:18 Indicating [1] - 64:11 indication [1] - 11:9 infant [1] - 21:11</p>	

IT ^[1] - 19:22 item ^[2] - 19:17, 19:18	KLOA ^[3] - 2:8, 7:20, 22:1 knows ^[2] - 43:12, 44:22	65:12 left ^[30] - 4:16, 4:18, 5:12, 5:13, 5:16, 11:10, 11:13, 11:15, 12:15, 24:10, 24:16, 26:16, 26:20, 26:22, 27:1, 43:10, 47:6, 48:2, 48:5, 53:15, 54:2, 55:4, 55:13, 61:10, 61:11, 73:19, 74:2, 78:22, 79:10, 79:19	73:21 load ^[1] - 30:13 loading ^[2] - 30:1, 30:7 local ^[3] - 27:11, 44:3, 67:20 located ^[1] - 67:18 location ^[15] - 3:9, 11:10, 11:14, 12:3, 13:13, 14:11, 14:14, 16:4, 36:17, 36:21, 58:22, 59:1, 67:21, 69:10, 75:16 locations ^[2] - 28:2, 69:4 long-time ^[1] - 66:13 look ^[12] - 28:4, 29:12, 29:19, 32:21, 45:9, 48:14, 64:19, 65:16, 77:20, 79:18, 85:1, 85:6 looked ^[4] - 29:5, 30:19, 41:9, 56:17 looking ^[7] - 5:11, 7:9, 13:6, 17:20, 32:11, 34:4, 84:8 looks ^[1] - 35:14 lose ^[1] - 13:5 loss ^[3] - 72:22, 73:8 love ^[6] - 8:19, 8:21, 36:12, 40:15, 40:16, 77:8 low ^[1] - 70:7	24:15, 44:13, 48:11 ManorCare ^[9] - 34:6, 58:14, 59:6, 59:7, 59:10, 81:3, 81:13, 85:17, 85:18 map ^[7] - 19:13, 20:7, 34:16, 83:6, 84:12, 84:17, 85:5 Map ^[3] - 1:6, 2:12, 6:19 March ^[8] - 8:4, 20:1, 28:15, 76:17, 86:11, 86:12, 87:15 mark ^[1] - 17:15 Mark ^[1] - 7:19 MARK ^[2] - 1:21, 2:8 market ^[1] - 3:14 MARLAS ^[59] - 2:6, 2:18, 3:3, 5:9, 5:20, 7:3, 7:8, 7:19, 8:7, 9:5, 9:14, 9:17, 9:20, 10:3, 10:8, 11:5, 11:20, 12:11, 13:8, 13:18, 14:10, 15:7, 15:16, 16:18, 17:4, 17:8, 17:10, 18:5, 18:17, 19:1, 20:17, 21:17, 21:21, 25:10, 26:9, 27:6, 27:15, 28:9, 28:19, 28:22, 29:22, 30:7, 30:12, 30:21, 31:4, 31:12, 32:6, 32:12, 33:10, 34:4, 34:13, 35:21, 36:5, 38:14, 38:16, 38:20, 39:3, 65:3, 65:6
J	KRILLENBERGER			
JABLONSKI ^[10] - 1:19, 12:17, 12:22, 13:14, 14:4, 68:8, 68:11, 68:15, 84:2, 86:21 JANICE ^[1] - 88:5 Janice ^[1] - 88:15 January ^[1] - 24:6 Jim ^[3] - 8:22, 10:10, 47:10 JIM ^[1] - 1:20 job ^[1] - 51:21 jogger ^[1] - 74:13 JULIE ^[1] - 1:18 Julie ^[2] - 14:19, 84:5	L L-a-n-d-i-s ^[1] - 40:19 lack ^[1] - 60:9 ladies ^[1] - 85:17 lady ^[1] - 75:2 LaGrange ^[3] - 15:19, 28:10, 28:11 laid ^[1] - 55:7 land ^[2] - 66:16, 68:6 LANDIS ^[8] - 40:18, 40:22, 41:12, 41:20, 46:12, 46:18, 47:3, 82:8 Landis ^[1] - 40:19 Landrover ^[2] - 40:4, 76:11 landscaped ^[1] - 32:4 landscapers ^[1] - 43:4 landscaping ^[1] - 31:11 lane ^[1] - 43:15 lanes ^[2] - 11:11, 43:16 language ^[1] - 30:17 large ^[1] - 38:1 larger ^[2] - 39:11, 67:4 last ^[6] - 22:2, 32:8, 40:1, 41:4, 41:21, 72:18 late ^[2] - 14:12, 74:19 law ^[1] - 53:22 laws ^[3] - 54:18, 82:16, 85:7 lawsuit ^[1] - 83:7 lay ^[2] - 55:12, 72:10 layout ^[1] - 29:12 leasing ^[2] - 80:19, 80:20 least ^[11] - 33:7, 37:21, 45:8, 60:4, 67:16, 69:9, 70:3, 71:6, 71:12, 82:9, 85:22 leave ^[2] - 56:4,	65:12 left-hand ^[4] - 48:2, 61:10, 78:22, 79:19 legal ^[3] - 80:13, 81:17, 83:12 lengthy ^[1] - 4:13 less ^[4] - 25:18, 32:2, 45:18, 49:18 letter ^[4] - 41:3, 41:22, 42:6, 86:2 level ^[1] - 23:15 levels ^[1] - 40:7 License ^[1] - 88:15 life ^[2] - 61:12, 61:14 Life ^[1] - 77:15 light ^[14] - 5:17, 43:19, 43:21, 47:17, 47:19, 54:16, 62:1, 62:5, 74:12, 74:13, 74:16, 74:17, 74:21 lighting ^[2] - 38:22, 39:2 lights ^[3] - 39:7, 47:21, 47:22 likely ^[5] - 14:3, 16:2, 26:14, 43:17, 62:3 limited ^[1] - 43:7 Limited ^[2] - 1:8, 2:15 line ^[8] - 20:10, 21:5, 21:8, 37:10, 37:17, 38:4, 54:1, 62:5 lined ^[3] - 57:11, 61:21, 61:22 lining ^[2] - 57:13, 58:18 link's ^[1] - 3:13 list ^[1] - 65:17 listening ^[1] - 57:6 literally ^[1] - 79:10 live ^[16] - 5:21, 22:19, 34:20, 39:18, 40:16, 53:9, 54:21, 57:3, 62:15, 62:21, 66:12, 68:22, 72:18, 73:16, 78:11, 80:8 lived ^[3] - 42:9, 50:11, 51:13 lives ^[2] - 43:11,	Madison ^[21] - 5:16, 15:9, 17:11, 18:8, 18:12, 18:20, 23:20, 23:21, 35:3, 37:12, 38:1, 51:14, 51:19, 61:19, 62:5, 74:9, 74:11, 74:13, 74:20, 75:17 mail ^[1] - 41:15 main ^[2] - 14:20, 80:10 maintain ^[5] - 4:2, 31:13, 82:11, 83:8, 83:19 maintains ^[1] - 82:14 major ^[1] - 23:12 majority ^[1] - 22:18 management ^[2] - 17:22, 18:7 managing ^[1] - 47:15 mandate ^[1] - 28:6 manner ^[1] - 34:12 Manor ^[4] - 15:2,	man ^[1] - 17:15 Mark ^[1] - 7:19 MARK ^[2] - 1:21, 2:8 market ^[1] - 3:14 MARLAS ^[59] - 2:6, 2:18, 3:3, 5:9, 5:20, 7:3, 7:8, 7:19, 8:7, 9:5, 9:14, 9:17, 9:20, 10:3, 10:8, 11:5, 11:20, 12:11, 13:8, 13:18, 14:10, 15:7, 15:16, 16:18, 17:4, 17:8, 17:10, 18:5, 18:17, 19:1, 20:17, 21:17, 21:21, 25:10, 26:9, 27:6, 27:15, 28:9, 28:19, 28:22, 29:22, 30:7, 30:12, 30:21, 31:4, 31:12, 32:6, 32:12, 33:10, 34:4, 34:13, 35:21, 36:5, 38:14, 38:16, 38:20, 39:3, 65:3, 65:6 Marlas ^[1] - 3:4 masse ^[1] - 3:2 Matter ^[1] - 1:4 matter ^[3] - 1:13, 67:6, 74:1 MC ^[9] - 2:3, 35:7, 37:16, 39:11, 80:21, 81:19, 82:3, 83:5, 83:17 McDonald's ^[1] - 21:14 mean ^[14] - 12:6, 29:5, 31:8, 32:4, 32:9, 35:1, 40:4, 46:15, 47:18, 76:12, 76:13, 77:15, 78:21, 80:6 means ^[2] - 42:13, 46:21 meant ^[1] - 54:10 measures ^[1] - 81:12 medical ^[1] - 49:1 meet ^[2] - 33:21, 34:20
K				
K-a-s-o-n ^[1] - 73:16 KASON ^[1] - 73:15 Kason ^[1] - 73:15 KASSA ^[9] - 52:22, 54:9, 56:9, 56:21, 80:11, 80:20, 81:16, 82:15 Kassa ^[2] - 52:22, 80:12 KEELING ^[1] - 50:9 Keeling ^[1] - 50:9 Keeling's ^[1] - 60:19 keep ^[10] - 5:22, 34:5, 34:6, 45:14, 52:15, 54:1, 75:12, 79:20, 83:3, 86:5 Kensington ^[12] - 1:6, 2:6, 2:11, 3:4, 3:7, 3:19, 4:10, 25:4, 38:6, 69:3, 72:13, 72:14 kicks ^[1] - 30:18 kids ^[6] - 16:5, 50:17, 51:17, 70:15, 70:18, 71:1 kind ^[16] - 5:1, 7:10, 8:19, 19:16, 21:1, 33:4, 34:6, 36:8, 37:8, 46:19, 50:21, 65:13, 67:6, 75:2, 75:10 kindergarten ^[1] - 69:16 kindly ^[1] - 39:6 kinds ^[1] - 62:11			M Madison ^[21] - 5:16, 15:9, 17:11, 18:8, 18:12, 18:20, 23:20, 23:21, 35:3, 37:12, 38:1, 51:14, 51:19, 61:19, 62:5, 74:9, 74:11, 74:13, 74:20, 75:17 mail ^[1] - 41:15 main ^[2] - 14:20, 80:10 maintain ^[5] - 4:2, 31:13, 82:11, 83:8, 83:19 maintains ^[1] - 82:14 major ^[1] - 23:12 majority ^[1] - 22:18 management ^[2] - 17:22, 18:7 managing ^[1] - 47:15 mandate ^[1] - 28:6 manner ^[1] - 34:12 Manor ^[4] - 15:2,	

<p>meeting [13] - 8:2, 8:5, 8:12, 29:17, 40:21, 57:10, 76:16, 76:17, 77:20, 84:22, 85:14, 86:11, 87:5</p> <p>meetings [1] - 53:5</p> <p>meets [1] - 86:2</p> <p>MEMBER [6] - 5:5, 5:7, 5:15, 6:2, 6:4, 84:14</p> <p>Member [6] - 1:18, 1:19, 1:19, 1:20, 1:20, 1:21</p> <p>member [1] - 33:7</p> <p>MEMBERS [1] - 1:17</p> <p>members [3] - 3:2, 76:8, 78:5</p> <p>memory [1] - 10:17</p> <p>mention [1] - 58:16</p> <p>mentioned [6] - 54:16, 61:20, 75:4, 75:11, 76:10, 85:17</p> <p>met [1] - 26:19</p> <p>Michael [2] - 21:22, 54:20</p> <p>midday [1] - 26:7</p> <p>might [4] - 3:1, 56:1, 67:12, 75:18</p> <p>mike [1] - 6:14</p> <p>Mike [1] - 21:21</p> <p>mind [1] - 47:16</p> <p>mindset [1] - 50:21</p> <p>mine [1] - 51:6</p> <p>minimum [1] - 3:21</p> <p>minute [1] - 25:18</p> <p>minutes [3] - 7:10, 41:10, 74:19</p> <p>mirrors [1] - 34:6</p> <p>miss [3] - 44:2, 62:1, 74:17</p> <p>MOBERLY [2] - 74:7, 83:2</p> <p>Moberly [1] - 74:7</p> <p>moms [2] - 15:22, 21:5</p> <p>Monday [1] - 9:6</p> <p>Monroe [54] - 4:12, 4:19, 4:20, 5:11, 5:13, 5:16, 8:14, 15:2, 15:9, 15:10, 15:13, 16:3, 16:8, 20:10, 23:1, 23:5, 23:18, 24:8, 24:17, 24:19, 25:19, 27:1, 27:3, 35:2, 37:18, 42:17, 43:19, 46:16, 46:18, 46:20, 46:22, 47:11, 47:12, 47:18, 48:11, 48:22, 51:18, 53:1, 53:9, 54:22, 60:7, 60:14,</p>	<p>60:18, 61:9, 62:21, 63:18, 66:18, 71:7, 72:19, 73:17, 74:20, 78:13</p> <p>months [2] - 3:6, 11:6</p> <p>moreover [2] - 44:11, 52:12</p> <p>morning [6] - 9:19, 9:21, 14:15, 22:9, 26:11, 71:2</p> <p>mornings [1] - 73:18</p> <p>most [3] - 42:8, 55:1, 73:18</p> <p>mostly [1] - 65:16</p> <p>motion [4] - 7:15, 86:10, 86:14, 87:8</p> <p>move [5] - 14:2, 58:21, 58:22, 77:5, 87:9</p> <p>moved [3] - 50:15, 61:4, 65:2</p> <p>moves [1] - 21:1</p> <p>moving [1] - 52:16</p> <p>MR [141] - 1:18, 1:19, 1:20, 1:20, 1:21, 2:2, 2:3, 2:6, 2:8, 2:18, 3:3, 5:9, 5:19, 5:20, 6:11, 7:3, 7:8, 7:19, 7:22, 8:7, 9:1, 9:5, 9:11, 9:14, 9:15, 9:17, 9:18, 9:20, 10:3, 10:8, 10:11, 10:13, 10:19, 11:5, 11:20, 12:11, 12:17, 12:19, 12:22, 13:8, 13:14, 13:18, 14:4, 14:10, 15:7, 15:16, 16:18, 17:4, 17:8, 17:10, 17:17, 17:20, 18:5, 18:16, 18:17, 19:1, 20:17, 21:17, 21:21, 21:22, 24:4, 24:20, 25:2, 25:3, 25:10, 25:12, 26:9, 26:10, 26:17, 27:6, 27:7, 27:15, 28:7, 28:9, 28:19, 28:22, 29:22, 30:7, 30:12, 30:21, 31:4, 31:12, 32:6, 32:12, 33:10, 34:4, 34:13, 35:7, 35:21, 36:5, 36:16, 37:16, 38:14, 38:16, 38:20, 39:3, 39:11, 40:18, 40:22, 41:12, 41:16, 41:18, 41:20, 46:12, 46:18, 47:3, 47:10, 48:7, 57:2, 61:17, 65:3, 65:6, 66:11, 68:8,</p>	<p>68:10, 68:11, 68:13, 68:15, 68:17, 74:7, 80:21, 81:19, 82:3, 82:8, 82:19, 83:2, 83:5, 83:17, 83:22, 84:2, 84:10, 84:16, 85:9, 86:13, 86:14, 86:15, 86:18, 86:21, 86:22, 87:1, 87:9</p> <p>MS [49] - 1:18, 1:19, 10:20, 12:4, 14:20, 15:11, 16:16, 17:1, 17:9, 17:13, 19:8, 19:16, 19:19, 20:8, 21:20, 37:1, 38:10, 38:15, 38:18, 38:21, 38:22, 39:5, 39:15, 39:20, 40:2, 40:10, 50:9, 52:22, 54:9, 56:21, 62:19, 63:10, 63:14, 65:4, 65:7, 65:19, 65:22, 68:21, 73:12, 73:15, 80:11, 80:20, 81:16, 81:22, 82:15, 84:6, 85:13, 86:17, 86:19</p> <p>must [1] - 77:9</p> <p>myriad [1] - 65:15</p>	<p>85:3</p> <p>neighbor [2] - 41:6, 60:20</p> <p>neighborhood [14] - 33:17, 42:21, 44:15, 50:15, 52:11, 57:15, 60:16, 60:18, 62:6, 62:16, 76:16, 77:6, 85:14, 87:5</p> <p>neighborhoods [3] - 14:22, 44:3, 79:21</p> <p>neighbors [16] - 7:1, 8:10, 32:19, 34:22, 35:2, 35:3, 36:10, 45:21, 57:10, 62:13, 64:5, 74:11, 76:7, 84:7, 85:15, 87:3</p> <p>neighbors' [1] - 44:10</p> <p>never [5] - 11:7, 44:4, 44:19, 61:11, 83:17</p> <p>new [8] - 3:8, 20:13, 31:17, 44:5, 60:11, 72:11, 79:15, 81:19</p> <p>next [9] - 16:16, 45:4, 48:15, 50:8, 55:3, 60:20, 77:19, 84:8, 84:22</p> <p>nice [3] - 12:21, 52:14, 72:2</p> <p>night [1] - 40:1</p> <p>nightmare [1] - 14:22</p> <p>nobody [4] - 55:4, 55:5, 55:10, 73:4</p> <p>nonconforming [3] - 83:8, 83:12, 83:20</p> <p>none [2] - 38:12, 67:17</p> <p>nonstart [1] - 33:20</p> <p>nonstarter [2] - 43:12, 75:3</p> <p>normal [1] - 29:14</p> <p>north [8] - 8:14, 22:17, 23:12, 26:16, 27:19, 39:18, 60:21, 74:20</p> <p>North [23] - 18:8, 39:17, 40:19, 41:7, 42:17, 46:20, 46:21, 47:11, 47:12, 47:17, 50:10, 50:11, 51:14, 51:18, 53:1, 54:22, 57:4, 60:17, 62:4, 62:21, 78:14, 80:7, 80:9</p> <p>north-south [1] - 23:12</p> <p>northbound [1] -</p>	<p>24:8</p> <p>northwest [1] - 17:11</p> <p>notes [1] - 88:11</p> <p>nothing [1] - 53:21</p> <p>notice [1] - 46:16</p> <p>noticed [1] - 15:1</p> <p>nuisance [1] - 33:17</p> <p>number [16] - 3:10, 3:15, 3:22, 4:3, 10:2, 10:3, 10:4, 20:20, 20:21, 20:22, 25:6, 81:15, 82:10, 85:20</p> <p>Number [1] - 43:9</p>
O				
<p>o'clock [3] - 9:21, 9:22, 20:11</p> <p>Oak [1] - 27:20</p> <p>oasis [1] - 73:1</p> <p>obey [1] - 54:17</p> <p>obeys [1] - 67:9</p> <p>obligation [3] - 80:13, 81:17, 82:10</p> <p>obscene [2] - 54:5, 65:10</p> <p>observations [1] - 55:1</p> <p>obviously [4] - 7:1, 19:11, 20:9, 58:18</p> <p>oddities [1] - 34:19</p> <p>OF [6] - 1:1, 1:2, 1:3, 1:11, 88:1, 88:2</p> <p>office [2] - 16:17, 65:16</p> <p>Office [2] - 1:8, 2:15</p> <p>offs [1] - 13:6</p> <p>offsite [1] - 81:8</p> <p>Ogden [51] - 1:5, 2:11, 3:8, 4:13, 4:16, 4:18, 5:10, 5:12, 5:13, 11:12, 11:14, 14:2, 14:22, 15:10, 15:13, 15:19, 17:12, 18:9, 18:15, 19:6, 22:21, 22:22, 24:10, 24:14, 25:20, 27:20, 29:13, 31:13, 32:21, 33:3, 38:7, 42:17, 43:11, 43:16, 43:19, 46:20, 47:18, 49:6, 49:7, 49:8, 52:5, 54:3, 57:8, 61:1, 61:9, 66:19, 73:17, 74:10, 74:14, 77:16, 79:19</p> <p>old [1] - 13:12</p> <p>once [3] - 42:14, 44:21, 45:12</p>				

<p>one [56] - 4:2, 5:10, 6:16, 7:14, 14:18, 20:1, 20:19, 21:7, 22:11, 22:16, 23:6, 23:11, 25:11, 25:18, 26:2, 27:7, 30:10, 33:7, 35:6, 37:11, 38:10, 38:17, 42:1, 43:15, 44:21, 45:12, 46:10, 47:3, 49:18, 53:2, 55:2, 55:6, 55:20, 56:3, 56:4, 58:15, 60:11, 61:19, 64:16, 68:4, 68:8, 69:4, 70:4, 73:6, 75:4, 75:17, 75:18, 76:10, 78:4, 78:6, 80:17, 85:7, 85:16</p> <p>ones [4] - 36:3, 58:1, 67:17, 68:5</p> <p>ongoing [2] - 46:5, 49:21</p> <p>onsite [1] - 18:12</p> <p>open [2] - 14:12, 70:10</p> <p>opened [1] - 85:19</p> <p>operation [4] - 9:2, 9:5, 9:16, 23:3</p> <p>opinion [3] - 31:22, 35:1, 66:6</p> <p>opportunity [3] - 18:10, 32:9, 52:16</p> <p>opposed [2] - 26:19, 29:16</p> <p>optimal [1] - 50:20</p> <p>option [1] - 27:4</p> <p>order [2] - 31:14, 82:7</p> <p>ordinance [3] - 33:14, 39:4, 40:5</p> <p>organization [1] - 66:22</p> <p>oriented [1] - 52:7</p> <p>original [1] - 83:16</p> <p>originally [1] - 57:19</p> <p>Ortho [2] - 39:12, 81:1</p> <p>Orthopaedic [3] - 51:3, 85:18, 86:2</p> <p>Orthopaedics [19] - 13:1, 13:11, 13:21, 14:7, 17:7, 24:13, 39:6, 44:13, 53:2, 54:12, 55:18, 56:17, 58:21, 59:5, 63:11, 65:20, 76:12, 77:2, 80:12</p> <p>Orthopaedics ' [5] - 40:8, 58:12, 59:9, 59:11, 64:2</p>	<p>otherwise [2] - 10:14, 43:22</p> <p>outfit [1] - 56:2</p> <p>outgrown [1] - 81:9</p> <p>outreaches [1] - 27:16</p> <p>outside [1] - 71:18</p> <p>overcome [1] - 78:3</p> <p>overflow [3] - 13:12, 13:22, 80:16</p> <p>overheads [1] - 19:20</p> <p>overriding [1] - 42:11</p> <p>own [8] - 35:9, 42:10, 50:10, 51:1, 51:5, 54:13, 61:14, 75:22</p> <p>Owner [1] - 2:6</p> <p>owner [3] - 3:4, 45:4, 83:7</p> <p>ownership [1] - 83:15</p> <p>owns [2] - 35:5, 75:21</p>	<p>38:6, 39:2, 39:13, 39:16, 42:16, 42:20, 42:22, 43:1, 44:12, 45:8, 46:14, 47:2, 47:4, 49:15, 49:19, 50:19, 51:4, 51:5, 53:4, 56:1, 56:11, 56:12, 58:1, 58:6, 58:12, 58:13, 58:14, 58:16, 59:1, 59:6, 59:16, 59:18, 60:7, 60:10, 60:14, 60:15, 60:17, 64:2, 64:4, 64:7, 64:9, 64:15, 64:17, 77:5, 80:13, 80:19, 81:4, 81:9, 81:13, 81:14, 81:18, 82:1, 85:20, 86:5</p> <p>part [17] - 37:20, 42:8, 46:3, 46:4, 54:12, 55:18, 56:18, 69:8, 69:16, 69:17, 71:1, 76:13, 77:16, 80:8, 80:22, 81:2, 82:4</p> <p>part-day [2] - 69:16, 69:17</p> <p>part-time [1] - 69:8</p> <p>partially [1] - 33:9</p> <p>partner [1] - 68:4</p> <p>past [4] - 27:16, 37:10, 46:15, 64:1</p> <p>path [1] - 35:20</p> <p>patient [2] - 42:21, 82:12</p> <p>patients [2] - 80:14, 81:3</p> <p>patterns [2] - 61:5, 63:21</p> <p>pay [2] - 70:17, 70:19</p> <p>peak [5] - 11:12, 25:14, 43:17, 60:2, 60:5</p> <p>people [32] - 6:14, 14:8, 15:8, 15:20, 20:11, 22:11, 48:5, 51:12, 51:15, 51:20, 52:3, 52:4, 52:20, 53:12, 53:15, 54:2, 54:17, 55:12, 59:6, 59:8, 60:6, 60:16, 67:5, 71:13, 73:18, 73:22, 74:3, 77:16, 78:20, 79:20, 86:5</p> <p>people's [1] - 56:19</p> <p>per [1] - 82:11</p> <p>percent [2] - 23:19, 70:13</p> <p>performed [1] - 22:2</p> <p>performing [1] - 22:1</p>	<p>perhaps [2] - 56:1, 68:4</p> <p>period [3] - 22:9, 25:14, 60:3</p> <p>periphery [1] - 67:18</p> <p>permit [1] - 26:22</p> <p>permitted [1] - 65:18</p> <p>person [2] - 42:10, 51:13</p> <p>personal [2] - 31:22, 35:1</p> <p>perspective [1] - 18:2</p> <p>PETERSON [7] - 1:20, 10:13, 12:19, 25:2, 83:22, 86:15, 86:22</p> <p>petition [1] - 8:12</p> <p>pick [2] - 21:10, 38:2</p> <p>picking [1] - 70:15</p> <p>pickup [4] - 9:21, 21:13, 24:21, 69:11</p> <p>pickup/drop [2] - 38:12, 38:13</p> <p>pickup/drop-off [2] - 38:12, 38:13</p> <p>pickups [1] - 13:6</p> <p>pictures [1] - 42:5</p> <p>piece [1] - 67:1</p> <p>pipe [1] - 18:22</p> <p>pitched [1] - 18:22</p> <p>place [5] - 30:20, 31:6, 34:5, 55:21, 58:18</p> <p>placement [1] - 46:1</p> <p>places [4] - 13:5, 27:14, 42:18, 47:7</p> <p>PLAN [1] - 1:3</p> <p>plan [14] - 3:18, 19:10, 19:11, 29:5, 29:7, 31:8, 31:18, 33:1, 34:2, 37:16, 37:21, 53:4, 80:1, 81:7</p> <p>Plan [3] - 1:13, 7:12, 32:22</p> <p>Planner [1] - 2:2</p> <p>planning [2] - 58:21, 59:16</p> <p>plans [2] - 39:1, 85:6</p> <p>Plat [4] - 1:6, 2:13, 6:20, 28:17</p> <p>plat [2] - 18:3, 28:18</p> <p>play [1] - 35:19</p> <p>playground [1] - 18:14</p> <p>Playhouse [1] - 72:5</p> <p>pleasant [1] - 64:8</p> <p>plenty [2] - 47:19, 49:4</p>	<p>plus [1] - 25:17</p> <p>point [7] - 26:3, 69:20, 71:11, 72:1, 72:18, 73:6, 87:6</p> <p>pointed [1] - 44:21</p> <p>points [3] - 5:10, 69:2, 73:9</p> <p>pole [1] - 40:10</p> <p>police [3] - 43:13, 45:9, 51:14</p> <p>pooling [1] - 22:7</p> <p>population [1] - 9:3</p> <p>Population [1] - 9:7</p> <p>portion [1] - 33:2</p> <p>position [1] - 85:3</p> <p>positions [1] - 58:21</p> <p>possibility [1] - 26:18</p> <p>possible [4] - 32:16, 34:18, 40:8, 72:13</p> <p>potential [5] - 50:4, 69:14, 69:17, 72:22, 73:8</p> <p>potentially [1] - 43:18</p> <p>precedent [1] - 34:11</p> <p>predominantly [1] - 70:4</p> <p>prefer [1] - 65:9</p> <p>preliminary [2] - 10:15, 11:20</p> <p>preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1</p> <p>preschools [7] - 67:15, 68:2, 68:3, 68:9, 68:11, 68:13, 72:7</p> <p>PRESENT [2] - 1:17, 2:1</p> <p>presentation [1] - 57:6</p> <p>pressure [1] - 43:21</p> <p>pretty [12] - 13:7, 14:14, 14:16, 19:1, 23:14, 26:12, 28:3, 72:12, 75:1, 78:9, 79:12, 85:2</p> <p>previous [1] - 11:1</p> <p>previously [1] - 30:20</p> <p>primarily [2] - 15:18, 27:9</p> <p>prime [3] - 50:17, 50:18, 50:19</p> <p>principal [1] - 58:4</p> <p>Principles [1] - 77:15</p> <p>print [1] - 42:3</p> <p>private [1] - 67:17</p>
--	--	---	---	---

<p>problem [19] - 10:21, 19:3, 31:18, 38:1, 44:10, 45:10, 48:8, 51:6, 51:7, 55:19, 56:18, 60:9, 60:15, 76:13, 76:14, 81:2, 81:3, 81:10, 86:4</p> <p>problems [4] - 44:14, 48:1, 51:1, 51:2</p> <p>PROCEEDINGS [1] - 1:11</p> <p>professional [1] - 58:7</p> <p>program [7] - 69:8, 69:9, 70:5, 70:10, 70:12, 70:16, 71:3</p> <p>programs [4] - 26:8, 69:15, 69:16, 70:19</p> <p>project [7] - 34:18, 64:19, 65:10, 76:11, 76:19, 77:3</p> <p>projecting [1] - 49:16</p> <p>projects [1] - 65:13</p> <p>properly [2] - 7:6, 33:16</p> <p>properties [6] - 31:9, 36:2, 37:7, 47:15, 47:16, 49:5</p> <p>property [31] - 3:13, 3:16, 4:8, 13:3, 18:11, 18:12, 20:4, 31:19, 32:1, 32:5, 37:14, 38:4, 40:6, 42:15, 44:7, 48:20, 49:3, 50:21, 57:9, 57:14, 63:1, 63:2, 63:4, 63:7, 65:5, 66:3, 66:14, 73:4, 73:6, 82:6, 83:5</p> <p>proposal [5] - 44:8, 44:11, 57:7, 57:17, 60:8</p> <p>proposed [11] - 3:9, 20:5, 29:19, 36:2, 43:8, 43:15, 43:16, 44:4, 44:5, 44:16, 65:10</p> <p>proposing [2] - 4:17, 11:1</p> <p>protect [2] - 35:2, 83:11</p> <p>provide [4] - 42:3, 44:5, 80:13, 81:18</p> <p>provides [1] - 23:2</p> <p>public [6] - 1:12, 6:1, 16:10, 58:3, 61:8, 87:14</p> <p>pull [1] - 36:14</p> <p>pulled [1] - 69:4</p> <p>purchased [1] - 66:1</p>	<p>purchaser [1] - 3:16</p> <p>purely [1] - 44:7</p> <p>purpose [1] - 30:12</p> <p>push [1] - 51:1</p> <p>pushes [1] - 60:15</p> <p>put [14] - 7:18, 19:4, 40:7, 46:2, 47:17, 48:19, 48:21, 53:17, 54:11, 64:9, 75:13, 78:9, 81:11</p> <p>puts [1] - 14:7</p> <p>putting [3] - 36:8, 60:13, 73:21</p>	<p>26:6, 26:10, 28:4, 29:10, 29:16, 30:19, 31:3, 31:17, 32:4, 32:14, 33:12, 35:17, 37:9, 51:22, 55:15, 55:20, 72:2, 72:21, 76:1, 85:15</p> <p>rear [1] - 35:18</p> <p>reason [1] - 48:10</p> <p>reasons [5] - 3:10, 12:2, 22:16, 44:5, 66:1</p> <p>recap [1] - 5:1</p> <p>recently [1] - 72:3</p> <p>recognize [1] - 59:21</p> <p>recognized [1] - 61:7</p> <p>recommendation [1] - 4:15</p> <p>reconstructed [1] - 37:14</p> <p>record [1] - 2:20</p> <p>recorded [1] - 6:15</p> <p>redesign [1] - 29:15</p> <p>redevelop [1] - 18:10</p> <p>redevelopment [1] - 3:14</p> <p>reduce [1] - 24:18</p> <p>reduced [2] - 24:9, 32:2</p> <p>reduces [1] - 22:8</p> <p>referred [1] - 25:11</p> <p>reflect [1] - 62:12</p> <p>refresh [1] - 10:16</p> <p>refuse [1] - 36:22</p> <p>regarding [2] - 4:14, 36:21</p> <p>regardless [1] - 13:12</p> <p>regards [3] - 43:5, 46:6, 58:6</p> <p>regular [1] - 22:5</p> <p>related [2] - 9:1, 12:9</p> <p>relative [1] - 18:6</p> <p>release [2] - 18:14, 19:6</p> <p>relevant [1] - 76:2</p> <p>remaining [1] - 4:7</p> <p>remember [5] - 11:16, 12:14, 14:11, 26:3, 28:4</p> <p>reminding [1] - 76:11</p> <p>reminds [1] - 79:13</p> <p>rent [2] - 56:1, 65:1</p> <p>repeat [3] - 5:5, 5:8, 10:1</p> <p>report [2] - 12:6, 20:16</p> <p>REPORT [1] - 1:11</p> <p>reported [1] - 88:8</p>	<p>reporter [1] - 88:6</p> <p>represented [1] - 8:13</p> <p>request [2] - 84:17, 86:5</p> <p>require [2] - 45:13, 85:22</p> <p>required [2] - 7:6, 28:17</p> <p>requirement [1] - 32:2</p> <p>requirements [4] - 4:1, 6:21, 29:11, 29:17</p> <p>research [1] - 67:14</p> <p>reserved [1] - 59:17</p> <p>resident [2] - 66:13, 72:20</p> <p>residential [18] - 31:9, 32:1, 33:4, 33:13, 33:14, 34:22, 36:2, 36:19, 37:7, 42:7, 44:8, 50:14, 51:2, 57:19, 66:17, 66:20, 79:21, 80:16</p> <p>residentially [1] - 82:20</p> <p>residents [4] - 8:13, 15:5, 42:1, 62:14</p> <p>respectfully [1] - 71:17</p> <p>response [1] - 43:14</p> <p>rest [2] - 49:2, 49:3</p> <p>restaurant [1] - 75:14</p> <p>restrict [1] - 78:22</p> <p>restricted [3] - 47:1, 47:4, 78:7</p> <p>restricting [1] - 79:19</p> <p>restriction [1] - 78:18</p> <p>restrictions [8] - 42:17, 43:2, 46:14, 60:7, 60:14, 80:3, 80:5</p> <p>restrictive [3] - 45:14, 45:19, 53:18</p> <p>retail [4] - 75:3, 75:5, 75:7, 75:9</p> <p>retention [1] - 18:17</p> <p>revenue [1] - 72:22</p> <p>revert [1] - 57:18</p> <p>reverted [1] - 83:15</p> <p>review [2] - 7:7, 17:21</p> <p>rezone [2] - 1:7, 2:14</p> <p>rezoning [1] - 16:17</p> <p>rid [1] - 45:21</p> <p>risk [2] - 73:8, 73:21</p>	<p>Road [1] - 55:22</p> <p>road [3] - 72:16, 79:6, 79:8</p> <p>roads [2] - 23:6, 79:4</p> <p>roadway [1] - 22:15</p> <p>robb [1] - 79:1</p> <p>Robb [3] - 29:2, 37:10, 77:1</p> <p>ROBERT [1] - 2:3</p> <p>role [1] - 53:3</p> <p>room [1] - 57:6</p> <p>rough [1] - 35:10</p> <p>roughly [1] - 9:8</p> <p>round [1] - 48:4</p> <p>route [1] - 79:8</p> <p>Route [2] - 72:3, 72:17</p> <p>routes [1] - 23:12</p> <p>routinely [1] - 53:14</p> <p>run [4] - 37:17, 37:18, 38:3, 69:15</p> <p>running [4] - 37:18, 37:21, 61:16, 61:18</p> <p>runs [1] - 37:11</p> <p>rush [2] - 54:4, 63:20</p>
Q				
<p>quarter [1] - 80:1</p> <p>questions [14] - 5:2, 5:4, 8:17, 10:10, 12:18, 19:9, 40:13, 46:8, 47:12, 47:16, 53:1, 73:11, 76:9, 84:21</p> <p>quick [1] - 80:11</p> <p>quiet [4] - 14:16, 26:12, 42:7, 50:14</p> <p>quite [2] - 3:11, 48:4</p>				
R				
<p>R-2 [3] - 66:15, 68:6, 84:18</p> <p>R-3 [1] - 75:21</p> <p>R-4 [13] - 1:8, 2:16, 3:20, 3:21, 4:3, 4:5, 63:3, 75:12, 83:6, 83:11, 83:18, 84:13, 84:18</p> <p>racing [3] - 51:12, 51:20, 53:12</p> <p>radical [1] - 75:10</p> <p>radius [3] - 27:16, 27:17, 28:3</p> <p>railroad [1] - 53:11</p> <p>rather [1] - 37:17</p> <p>RDR [2] - 88:5, 88:15</p> <p>reach [2] - 28:12, 77:1</p> <p>read [1] - 41:1</p> <p>real [3] - 21:14, 47:14, 49:13</p> <p>reality [1] - 81:14</p> <p>realized [2] - 11:11, 12:1</p> <p>really [34] - 6:5, 10:21, 11:7, 11:9, 11:19, 14:15, 15:2, 15:16, 16:14, 18:2, 21:2, 22:14, 23:2,</p>				
S				
<p>S-a-d-l-o-w-s-k-i [1] - 57:3</p> <p>S-k-a-r-e-d-o-f [1] - 54:21</p> <p>sac [4] - 4:4, 20:13, 48:19, 48:21</p> <p>SADLOWSKI [2] - 57:2, 61:17</p> <p>Sadlowski [1] - 57:3</p> <p>safer [1] - 67:20</p> <p>safety [4] - 50:18, 58:3, 60:20, 61:8</p> <p>sat [1] - 69:20</p> <p>Saturday [1] - 14:18</p> <p>save [1] - 12:20</p> <p>saw [7] - 8:10, 8:12, 59:7, 59:15, 70:2, 70:8, 70:12</p> <p>School [8] - 1:6, 2:7, 2:12, 3:5, 3:7, 3:19, 4:10, 25:4</p> <p>school [18] - 9:4, 9:8, 9:10, 9:16, 15:17, 16:4, 16:11, 21:16, 21:18, 22:5, 28:13, 48:17, 48:20, 49:2, 51:18, 71:6, 71:7</p> <p>schools [5] - 15:18, 20:17, 27:10, 38:12, 38:16</p> <p>scott [1] - 83:21</p>				

<p>SCOTT [1] - 1:20 Scott [2] - 10:12, 12:16 screened [2] - 31:9, 32:3 screening [2] - 37:1, 37:2 SE-8 [1] - 33:1 second [6] - 27:4, 48:18, 53:9, 63:12, 72:1, 86:15 security [1] - 40:7 see [35] - 6:15, 8:4, 10:21, 12:6, 12:10, 12:14, 15:16, 18:2, 20:15, 25:13, 29:6, 29:9, 29:14, 34:1, 34:11, 35:17, 36:9, 36:11, 37:8, 37:9, 39:1, 41:8, 42:5, 45:16, 45:17, 45:19, 50:6, 53:15, 55:2, 56:6, 63:19, 71:13, 77:5, 77:7, 84:3 seeing [4] - 18:9, 76:7, 77:10, 77:20 seek [1] - 44:5 seeking [2] - 5:12, 11:13 seem [1] - 6:17 sell [1] - 13:15 sellers' [1] - 44:9 selling [1] - 47:15 send [2] - 70:22, 71:21 sense [2] - 33:12, 60:12 sensitive [1] - 49:12 sentiments [1] - 50:14 series [1] - 6:21 seriously [1] - 85:4 serve [3] - 30:13, 71:16, 71:18 serves [2] - 16:4, 23:7 service [3] - 16:11, 23:15, 52:1 serving [1] - 15:17 set [1] - 76:15 setback [5] - 29:14, 31:12, 31:16, 33:22, 37:6 setbacks [2] - 29:8, 37:7 settlement [1] - 82:4 several [3] - 43:6, 69:3, 83:10 shape [1] - 35:11 share [1] - 60:19</p>	<p>sheds [1] - 35:19 shift [1] - 71:5 shifted [1] - 44:14 ship [1] - 81:7 short [3] - 33:19, 40:22, 61:20 shortage [1] - 68:3 shorthand [2] - 88:8, 88:10 show [2] - 23:13, 24:1 showed [2] - 8:11, 25:13 shown [1] - 30:2 shows [1] - 86:3 shuttle [1] - 56:3 shuttling [1] - 77:16 siblings [2] - 9:9, 10:5 side [9] - 45:9, 47:3, 47:4, 51:16, 56:14, 63:9, 66:18, 74:9, 79:9 sign [5] - 21:12, 51:15, 55:4, 55:6, 74:1 signage [6] - 45:11, 45:14, 45:19, 46:5, 53:16, 53:18 signal [1] - 54:11 signaling [1] - 54:7 signalized [1] - 50:4 signals [3] - 53:14, 54:5, 54:17 signatures [1] - 41:5 significant [1] - 26:1 signs [1] - 46:1 similar [7] - 20:18, 25:4, 25:11, 28:2, 57:22, 69:6, 72:13 similarly [2] - 16:6, 43:1 simply [1] - 42:3 single [8] - 49:16, 63:5, 64:14, 66:2, 66:15, 67:3, 67:4, 75:15 Single [2] - 1:9, 2:16 single-family [8] - 49:16, 63:5, 64:14, 66:2, 66:15, 67:3, 67:4, 75:15 sit [3] - 44:1, 61:21, 62:1 site [20] - 3:9, 3:20, 4:15, 4:17, 11:1, 11:2, 11:3, 13:9, 19:5, 19:10, 22:16, 22:17, 29:5, 29:7, 30:22, 31:8, 33:3, 76:19,</p>	<p>86:6 sites [2] - 4:4, 32:11 sitting [1] - 57:5 situation [3] - 58:5, 62:8, 68:19 six [2] - 11:6, 66:20 size [2] - 9:10, 30:10 SKAREDOFF [3] - 54:20, 56:10, 56:22 Skaredoff [1] - 54:21 slow [2] - 19:5, 21:3 slowly [2] - 18:14, 21:2 small [2] - 51:19, 74:4 smart [2] - 63:15, 85:15 sold [2] - 75:17, 82:6 solid [2] - 36:1, 66:20 solution [6] - 19:2, 45:6, 55:16, 73:7, 77:17, 84:4 solutions [1] - 52:6 solve [6] - 43:2, 50:22, 51:6, 51:7, 55:19, 60:8 someone [4] - 8:13, 15:2, 54:6, 82:17 sometimes [2] - 44:1, 74:15 somewhere [1] - 53:6 sorry [6] - 5:6, 38:11, 55:15, 72:14, 84:14, 84:16 sort [2] - 33:9, 81:11 sounds [1] - 51:11 South [2] - 66:12, 73:16 south [9] - 23:1, 23:7, 23:10, 23:12, 27:3, 36:3, 61:1, 66:17, 74:10 southbound [1] - 15:15 southeast [1] - 79:16 southwest [2] - 47:11, 66:18 space [5] - 18:3, 42:20, 49:19, 56:2, 58:16 spaces [8] - 20:20, 29:18, 30:16, 37:4, 58:13, 59:17, 59:18, 86:3 speaking [2] - 27:12, 45:7 special [6] - 4:9, 16:19, 17:2, 17:4,</p>	<p>65:18, 82:22 specific [3] - 19:9, 36:21, 46:8 specifically [1] - 44:12 speed [1] - 48:12 speeding [1] - 48:16 spelled [2] - 30:10, 30:14 spells [1] - 85:2 spend [1] - 85:9 spot [1] - 49:19 spots [3] - 47:20, 49:15, 82:11 spread [2] - 22:8, 22:11 Spring [1] - 55:22 Springs [4] - 15:19, 27:21, 28:9, 28:10 square [3] - 3:21, 20:21, 49:17 Square [1] - 56:8 ss [1] - 88:1 SS [1] - 1:1 staff [10] - 10:8, 18:6, 35:7, 39:6, 42:12, 53:7, 56:3, 59:17, 72:10, 81:10 staffing [2] - 10:7, 35:14 stage [1] - 28:5 staggered [2] - 45:2, 59:22 standpoint [1] - 26:13 start [8] - 22:6, 24:21, 33:20, 34:14, 37:4, 51:16, 61:16, 61:18 State [1] - 88:7 STATE [2] - 1:1, 88:1 state [2] - 40:16, 69:11 statement [1] - 41:1 stay [7] - 51:10, 66:10, 70:4, 71:8, 71:9, 71:20, 87:3 stay-at-home [2] - 71:8, 71:9 steady [1] - 21:3 STEPHEN [1] - 1:18 still [3] - 3:17, 68:18, 75:6 stipulations [1] - 64:13 Stonegate [1] - 79:7 stood [1] - 3:5 stop [5] - 51:14, 51:15, 51:18, 55:14, 78:20</p>	<p>stoplight [1] - 74:1 storage [1] - 18:13 store [4] - 21:19, 38:5, 56:7, 56:14 stormwater [5] - 17:16, 17:22, 18:2, 18:7, 18:11 Stormwater [1] - 36:12 straight [1] - 47:6 strangers [1] - 52:11 street [31] - 3:8, 5:18, 11:7, 17:11, 29:18, 29:22, 30:22, 31:1, 35:15, 39:5, 43:5, 48:17, 49:3, 51:12, 54:3, 55:9, 56:20, 58:11, 59:8, 60:7, 60:22, 61:2, 61:13, 62:22, 63:9, 63:16, 65:1, 67:13, 67:22, 74:11 Street [16] - 8:14, 15:14, 20:10, 38:1, 40:19, 50:10, 50:11, 57:4, 60:14, 60:17, 60:21, 61:19, 62:4, 62:5, 66:12, 66:19 streets [10] - 23:22, 42:8, 49:5, 49:7, 67:19, 67:20, 78:10, 80:10, 80:16 structural [1] - 70:12 structurally [1] - 71:2 structure [3] - 69:7, 72:13, 77:5 structures [1] - 35:20 students [5] - 9:8, 10:2, 10:3, 20:22, 25:6 studied [1] - 33:2 studies [1] - 84:20 study [19] - 7:16, 7:17, 7:20, 8:6, 11:22, 12:1, 17:14, 22:1, 22:2, 23:13, 24:1, 25:1, 25:13, 29:9, 32:17, 37:22, 46:8, 50:2, 84:3 subdivide [5] - 1:7, 1:8, 2:13, 2:15, 4:1 Subdivision [4] - 1:7, 2:13, 6:20, 28:17 subject [2] - 3:14, 20:3 submission [1] - 8:5 submit [1] - 26:21 submitted [2] - 7:21,</p>
--	--	--	--	---

<p>8:1 substance [1] - 83:9 successful [3] - 34:18, 69:14, 86:6 suffering [1] - 70:17 suggest [1] - 7:11 suggestion [1] - 75:11 summer [2] - 41:4, 41:21 Sunday [1] - 14:18 Sunshine [1] - 72:4 supportive [1] - 12:1 supposed [1] - 64:8 supposedly [1] - 73:5 surprised [1] - 39:22 surrounding [3] - 16:12, 44:4, 68:2 surveyed [1] - 25:3 Susan [1] - 73:15 suspect [1] - 52:3 sworn [2] - 3:1, 3:2 system [1] - 22:15</p>	<p>throw [1] - 47:13 tie [2] - 37:20, 38:3 tight [1] - 28:3 timed [1] - 47:22 tinker's [1] - 55:5 today [6] - 3:17, 4:17, 57:22, 59:4, 80:2, 85:22 toe [1] - 36:8 together [1] - 7:18 tonight [4] - 12:5, 42:2, 43:10, 57:11 took [4] - 11:6, 56:11, 75:19, 76:21 top [1] - 27:17 topography [1] - 3:10 torn [1] - 64:3 total [4] - 4:3, 10:3, 33:4, 51:22 totally [4] - 6:7, 31:9, 45:6, 52:18 tough [3] - 54:13, 75:16, 85:7 towards [1] - 79:10 towing [1] - 81:5 town [5] - 5:20, 34:19, 42:1, 52:15, 80:8 towns [1] - 68:2 tracks [1] - 53:11 traffic [89] - 3:10, 4:11, 5:7, 5:8, 5:9, 5:17, 6:6, 7:16, 7:17, 7:20, 8:6, 8:16, 9:2, 10:13, 10:22, 11:3, 11:5, 11:12, 11:22, 12:5, 12:9, 12:12, 13:2, 13:11, 14:13, 14:17, 14:21, 15:4, 15:8, 15:12, 17:14, 17:17, 20:4, 20:8, 20:14, 21:1, 22:8, 23:5, 23:6, 23:11, 23:13, 23:17, 23:20, 23:21, 24:1, 24:8, 24:13, 24:14, 24:17, 25:22, 26:4, 26:5, 26:6, 26:13, 29:9, 32:16, 32:17, 33:18, 43:6, 43:7, 43:17, 46:6, 48:22, 50:6, 50:18, 51:9, 53:14, 54:16, 58:2, 58:7, 61:5, 62:3, 63:17, 63:19, 63:21, 67:6, 67:8, 67:9, 69:18, 73:22, 77:18, 78:2, 79:16, 79:18, 80:6, 81:11, 84:3, 84:20</p>	<p>transcript [1] - 88:10 trees [2] - 64:9, 64:10 tricky [1] - 77:15 true [2] - 34:8, 88:10 trumps [1] - 33:15 trustees [1] - 75:4 try [6] - 26:21, 37:22, 45:18, 50:20, 81:12, 83:8 trying [8] - 49:10, 52:6, 52:14, 74:15, 79:20, 81:11, 83:10, 84:11 turn [21] - 4:8, 11:19, 22:22, 24:10, 26:16, 43:10, 48:2, 48:5, 54:2, 54:8, 54:10, 55:8, 55:9, 55:14, 61:10, 61:12, 74:2, 78:8, 78:9, 78:10, 79:10 turned [2] - 42:22, 61:11 turning [5] - 39:9, 53:15, 64:14, 73:19, 80:3 turns [3] - 55:4, 78:22, 79:19 two [16] - 4:2, 5:10, 23:6, 35:19, 42:6, 43:9, 43:16, 47:21, 53:1, 60:1, 64:3, 64:22, 71:11, 74:9, 80:10, 84:21 two-income [1] - 71:11 type [1] - 77:17 typical [2] - 10:6, 49:19</p>	<p>27:19, 27:20, 31:14, 35:3, 36:18, 37:17, 37:18, 38:2, 40:15, 43:17, 45:15, 48:11, 48:16, 51:12, 52:17, 53:3, 53:12, 53:13, 54:3, 55:18, 57:11, 57:13, 58:14, 58:18, 59:1, 60:17, 61:18, 61:22, 62:5, 62:6, 68:22, 69:4, 70:15, 72:19, 74:15, 75:6, 76:15, 83:4 updated [1] - 24:5 uphold [1] - 76:4 uses [2] - 43:20, 65:16 utilities [2] - 18:11, 37:6 utility [1] - 37:10</p>	<p>W</p> <p>wait [4] - 5:22, 43:22, 74:18, 84:2 waiting [2] - 51:17, 58:18 waivers [2] - 44:5, 44:19 walk [4] - 21:10, 56:15, 59:8, 59:9 walked [5] - 58:9, 58:10, 58:11, 58:13, 58:14 walking [1] - 59:7 wants [4] - 6:11, 24:14, 63:17, 73:4 Warren [1] - 74:8 water [2] - 19:6, 36:8 website [1] - 69:11 Wedgewood [1] - 38:3 weekends [3] - 9:7, 14:12, 26:5 weeks [2] - 24:6, 24:7 well-screened [1] - 32:3 Werthmann [3] - 7:19, 21:21, 21:22 WERTHMANN [8] - 2:8, 7:22, 21:22, 24:4, 25:3, 25:12, 26:10, 26:17 west [8] - 24:14, 27:22, 37:12, 63:9, 63:17, 78:14, 79:9, 80:9 West [5] - 2:11, 40:19, 50:10, 50:11, 57:4 westbound [4] - 26:15, 43:11, 78:8, 78:22 Western [3] - 15:19, 27:21, 28:10 western [1] - 28:9 Westmont [3] - 15:21, 27:22, 52:4 whatnot [1] - 11:4 Wheaton [1] - 28:1 whereas [1] - 14:14 whole [4] - 15:20, 44:2, 54:3, 65:17 wide [1] - 27:13 wife [3] - 54:22, 55:10, 74:15 WILLOBEE [12] - 1:21, 17:17, 17:20, 18:16, 24:20, 27:7,</p>
<p>T</p> <p>tall [5] - 40:10, 40:11, 64:10, 64:12 tavern [1] - 75:14 taxpayer [1] - 51:2 teachers [2] - 21:1, 21:6 technically [1] - 81:22 tentative [4] - 1:6, 2:13, 6:20, 28:18 Terrace [1] - 74:8 testimony [2] - 1:11, 88:8 text [2] - 16:20, 16:22 THE [1] - 1:3 themselves [1] - 70:21 they've [1] - 63:15 thinking [4] - 11:21, 18:1, 63:2, 66:2 thinks [1] - 2:22 thorough [1] - 41:2 thoroughfare [1] - 78:12 thoughts [1] - 77:9 three [5] - 42:18, 43:7, 64:10, 64:11, 69:22 thriving [1] - 70:5 throughout [2] - 9:18, 25:21</p>		<p>U</p> <p>UCECP [1] - 69:21 ugly [1] - 64:17 under [4] - 18:13, 19:13, 38:5, 38:7 underground [4] - 18:16, 18:17, 19:5, 36:13 underlying [1] - 83:11 underwater [2] - 19:1, 19:4 Union [1] - 69:21 unique [1] - 34:21 up [49] - 8:11, 9:9, 16:2, 16:7, 20:9, 20:12, 21:10, 23:1,</p>	<p>V</p> <p>vacant [1] - 75:5 values [1] - 66:3 variability [1] - 24:20 variance [3] - 34:3, 34:22, 44:22 variances [2] - 4:6, 31:19 varies [1] - 28:12 variety [1] - 27:13 various [1] - 3:10 vault [1] - 18:13 vaults [1] - 38:5 vehicles [4] - 25:15, 25:16, 53:13 versus [2] - 29:14, 86:3 via [1] - 52:5 vicinity [2] - 20:5, 59:15 Village [15] - 2:2, 7:10, 32:5, 39:3, 47:20, 61:7, 63:3, 64:1, 64:12, 67:17, 67:18, 78:18, 79:18, 81:17, 82:16 VILLAGE [1] - 1:3 Village's [1] - 18:9 violating [2] - 73:18, 73:22 visiting [2] - 15:1, 81:6 visitor's [1] - 81:5 visitors [1] - 59:19 visual [1] - 19:21 voted [1] - 78:18</p>	

28:7, 36:16, 84:10,
84:16, 85:9, 86:18

wind ^[1] - 61:18

wish ^[2] - 6:5, 73:7

wishes ^[1] - 2:22

wishful ^[1] - 11:21

withdrawn ^[1] -

57:18

witness ^[1] - 18:19

wonderful ^[1] - 62:15

Woods ^[1] - 69:1

works ^[4] - 22:17,
23:14, 45:19

worried ^[1] - 14:4

worse ^[1] - 62:8

worth ^[2] - 76:2, 76:3

wrestling ^[1] - 85:11

written ^[1] - 41:1

Y

yard ^[1] - 35:18

year ^[1] - 24:4

years ^[19] - 3:15,
13:16, 30:6, 42:9,
50:12, 57:20, 61:4,
63:6, 65:11, 66:14,
69:22, 70:2, 70:4,
70:6, 76:1, 78:7,
79:22, 80:1, 83:10

York ^[1] - 23:8

young ^[2] - 67:12,
75:2

yourself ^[1] - 2:20

YU ^[3] - 2:2, 5:19,
6:11

Z

ZBA ^[2] - 31:18, 34:3

zero ^[1] - 46:21

zip ^[1] - 67:11

zipping ^[2] - 74:20

zone ^[1] - 30:8

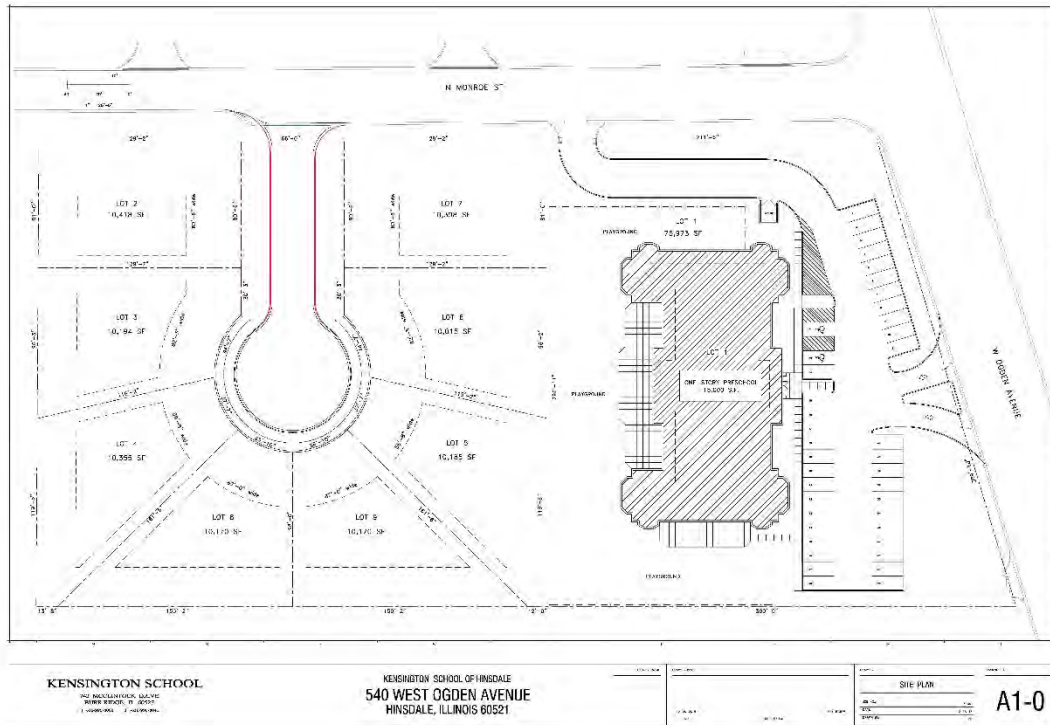
zoned ^[5] - 3:20,
63:3, 66:15, 82:20,
83:6

zoning ^[16] - 4:3, 4:6,
33:13, 34:16, 57:18,
65:12, 66:20, 68:5,
76:4, 82:2, 83:6,
83:11, 83:16, 83:17,
85:5, 85:7

Traffic Impact Study

Proposed Mixed-Use Development

Hinsdale, Illinois



Prepared For:



Prepared By



March 8, 2018

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed mixed-use development to be located in Hinsdale, Illinois. The site, which currently contains a vacant commercial building, is located in the southeast quadrant of the intersection of Ogden Avenue with Monroe Street. ManorCare Health Services (ManorCare) and Hinsdale Orthopaedics are located directly west of the site on the west side of Monroe Street. Currently, ManorCare has a lease to park a maximum of 75 vehicles on the subject site and subleases a portion of the parking to Hinsdale Orthopaedics.

As proposed, the mixed-use development is to contain a Kensington School and eight single-family homes. The Kensington School will provide a full-day preschool program with a maximum of 150 students and approximately 21 to 23 staff members that will operate between 6:30 A.M. and 6:30 P.M. According to the operator, most students will be dropped off between 6:30 and 8:30 A.M. and picked up between 3:30 and 6:00 P.M. All parents will be required to park and walk their child to and from the school. The school is proposed to have a total of 39 parking spaces. Access to the school will be provided via a single full-movement access drive located on Monroe Street and a restricted left-turn in, right-turn in, and right-turn out access drive on Ogden Avenue and access to the single-family homes will be provided via a second full-movement access drive on Monroe Street.

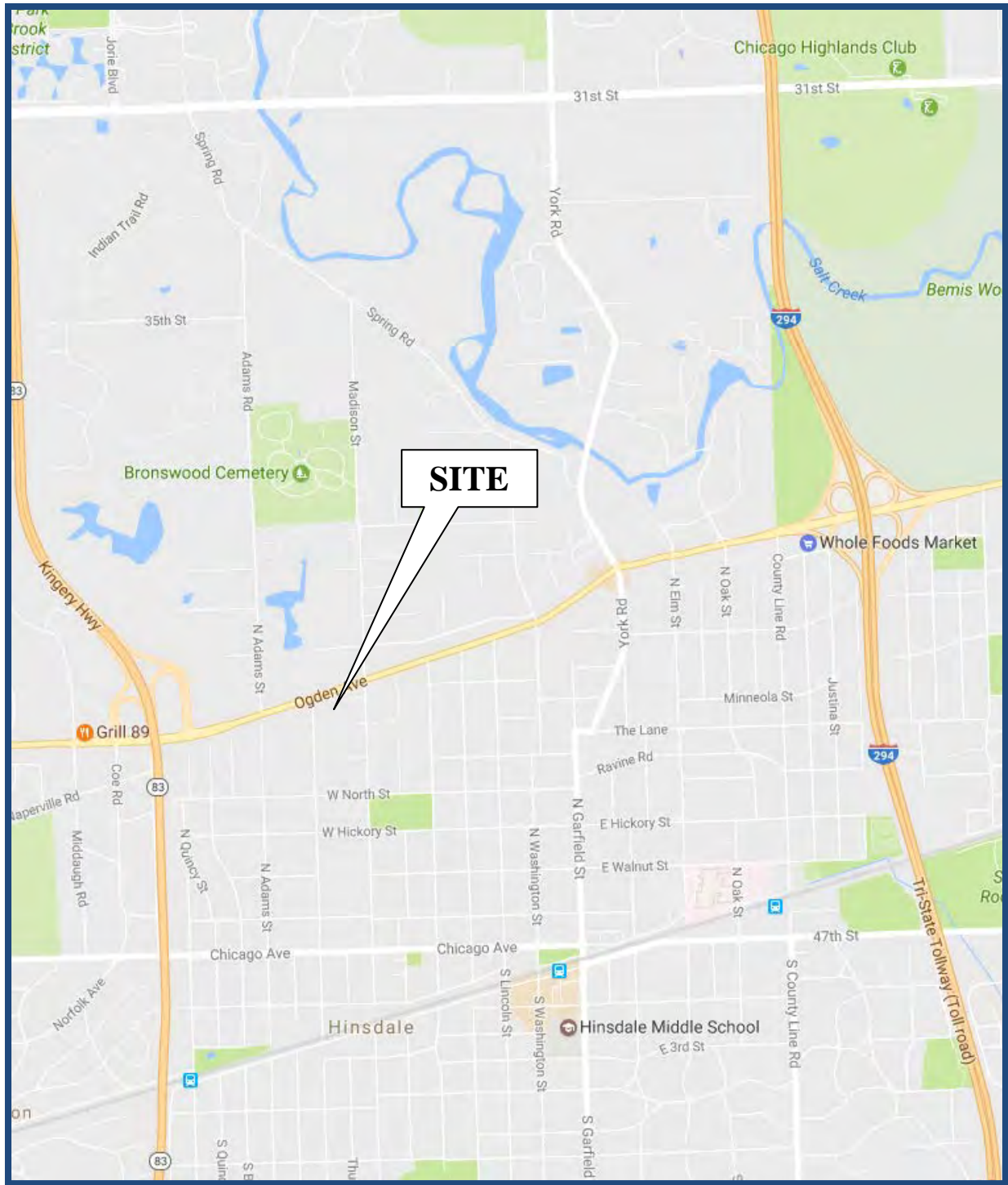
The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed development. **Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site area.

The sections of this report present the following:

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

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

1. Existing Conditions - Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.
2. Future Conditions – Analyzes the capacity of the roadways system using the future projected traffic volumes, which include the existing traffic volumes increased by an ambient area growth factor (growth not attributable to any particular development) and the traffic estimated to be generated by the proposed subject development.



Site Location

Figure 1



Aerial View of Site Location

Figure 2

2. Existing Conditions

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

Site Location

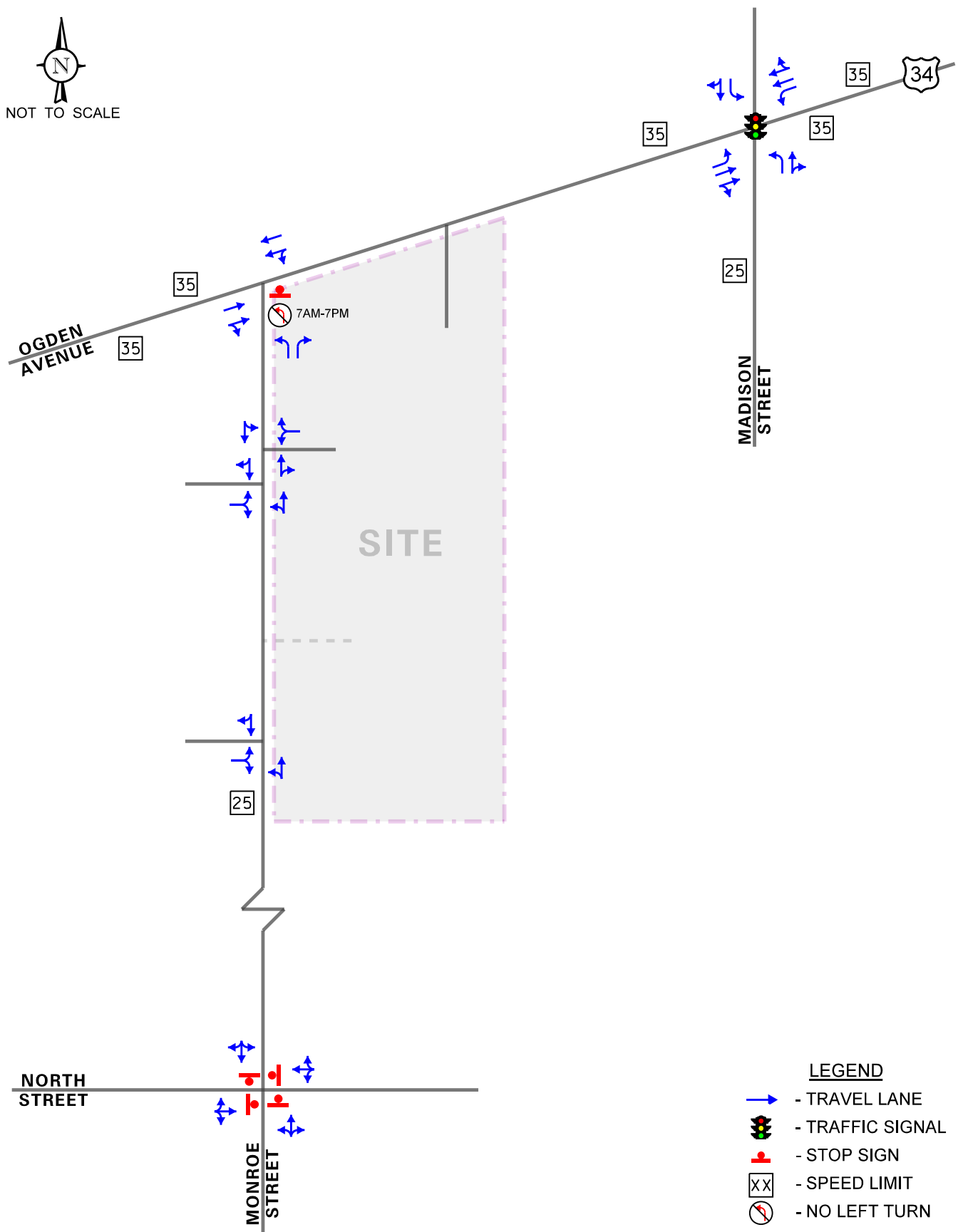
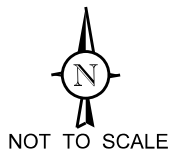
The site, which is currently occupied by a vacant commercial building, is located in the southeast quadrant of the intersection of Ogden Avenue with Monroe Street. Land uses in the vicinity of the site are primarily residential to the east and south and commercial to the west and north. Hinsdale Orthopedics and ManorCare Health Services Hinsdale are located west of the site and the Institute of Basic Life Principles is located northwest of the site. Furthermore, IL 83 is located less than one-half mile to the west.

Existing Roadway System Characteristics

The characteristics of the existing roadways near the development are described below. **Figure 3** illustrates the existing roadway characteristics.

Ogden Avenue (US Route 34) is a northeast-southwest, arterial roadway that in the vicinity of the site provides two lanes in each direction. At its signalized intersection with Madison Street, Ogden Avenue provides an exclusive left-turn lane, an exclusive through lane, and a shared through/right-turn lane on both approaches and the northeast-bound approach provides a standard style crosswalk. At its unsignalized intersection with Monroe Street, Ogden Avenue provides an exclusive through lane and a shared through/right-turn lane on the northeast-bound approach and a shared left-turn/through lane and an exclusive through lane on the southwest-bound approach. At its unsignalized intersection with the access drive to the site, Ogden Avenue provides an exclusive through lane and a shared through/right-turn lane on the northeast-bound approach and a shared left-turn/through lane and an exclusive through lane on the southwest-bound approach. Ogden Avenue is under the jurisdiction of the Illinois Department of Transportation (IDOT), carries an annual average daily traffic (AADT) volume of 31,900 vehicles (IDOT AADT 2016), and has a posted speed limit of 35 miles per hour.

Madison Street is a north-south roadway that provides one lane in each direction. Madison Street is classified as a collector roadway south of Ogden Avenue and a local roadway north of Ogden Avenue. At its signalized intersection with Ogden Avenue, Madison Street provides an exclusive left-turn lane and a shared through/right-turn lane on both approaches. Madison Street is under the jurisdiction of the Village of Hinsdale, carries an AADT volume of 5,100 vehicles (IDOT AADT 2016) south of Ogden Avenue and an AADT volume of 2,200 vehicles (IDOT AADT 2016) north of Ogden Avenue, and has a posted speed limit of 25 miles per hour.



Kensington School
Hinsdale, Illinois

Existing Roadway Characteristics

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

Job No: 17-051

Figure: 3

Monroe Street is a north-south, local roadway that provides one lane in each direction. At its unsignalized intersection with Ogden Avenue, Monroe Street provides an exclusive left-turn lane and an exclusive right-turn lane under stop sign control. Left-turn movements from Monroe Street to Ogden Avenue are prohibited between 7:00 A.M. and 7:00 P.M. At its all-way stop sign controlled intersection with North Street, Monroe Street provides a single-lane approach on both legs of the intersection. Monroe Street is under the jurisdiction of the Village of Hinsdale, carries an AADT volume of 2,500 vehicles (IDOT AADT 2016), and has a posted speed limit of 25 miles per hour.

North Street is a north-south, local roadway that provides one lane in each direction. At its all-way stop sign controlled intersections with Monroe Street and Madison Street, both legs of North Street provide single-lane approaches. North Street is under the jurisdiction of the Village of Hinsdale.

Existing Traffic Volumes

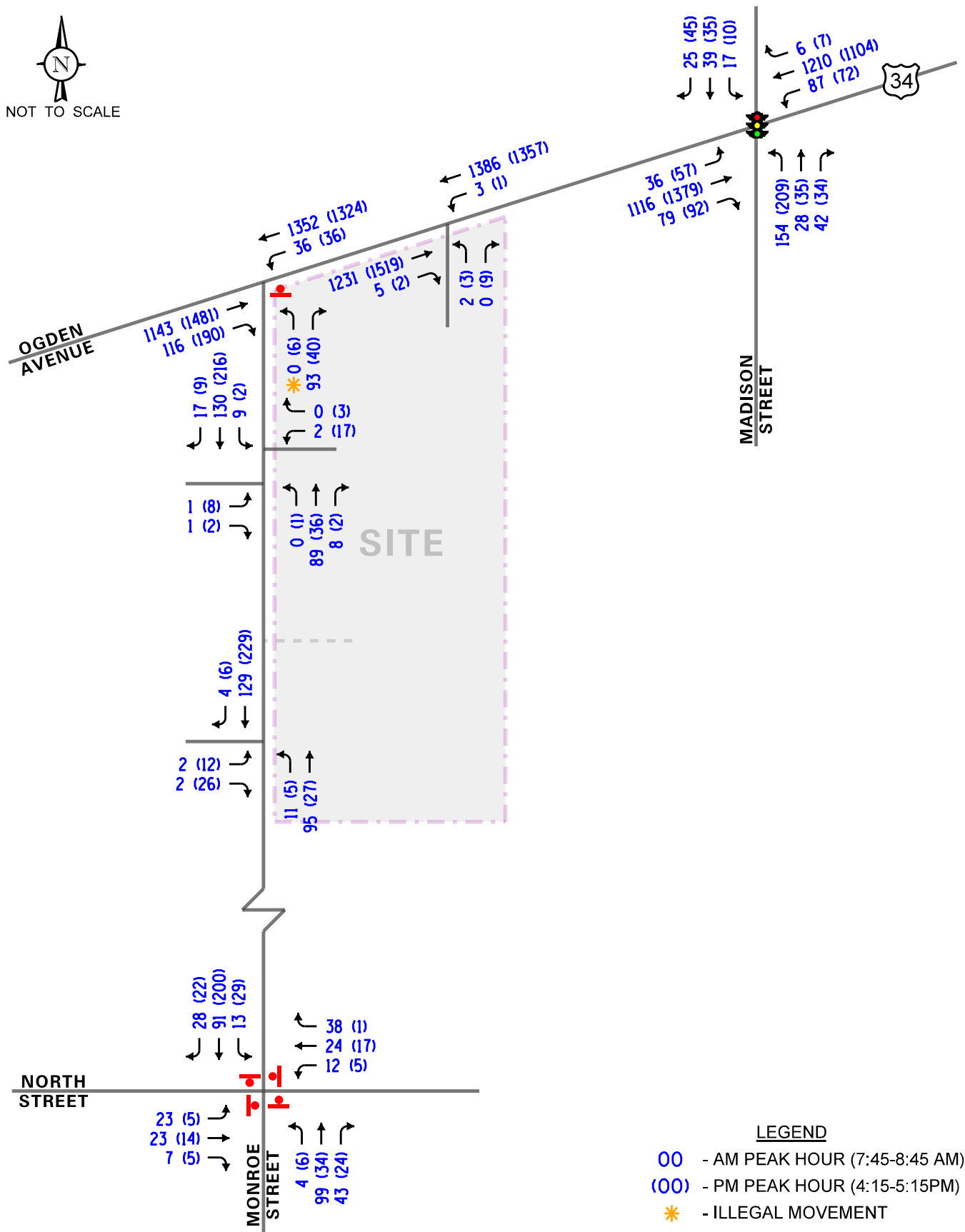
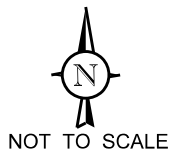
In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period traffic counts using Miovision Scout Video Collection Units on Tuesday, January 23 and Tuesday, February 20, 2018 during the weekday morning (7:00 A.M. to 9:00 A.M.) and weekday evening (4:00 P.M. to 6:00 P.M.) peak periods at the following intersections:

- Ogden Avenue with Monroe Street
- Ogden Avenue with existing site access drive
- Monroe Street with North Street
- Monroe Street with the Hinsdale Orthopaedics access drives

In addition, previous traffic counts conducted in February 2017 at the intersection of Ogden Avenue with Madison Street were used for this study. The results of the traffic counts showed that the weekday morning peak hour of traffic occurs from 7:15 A.M. to 8:15 A.M. and the evening peak hour of traffic occurs from 4:30 P.M. to 5:30 P.M. **Figure 4** illustrates the existing peak hour traffic volumes. Copies of the traffic count summary sheets are included in the Appendix.

Gap Study

A gap study was also conducted on Thursday, February 16, 2017 during the weekday morning and weekday evening peak hours along Ogden Avenue at the approximate location of the proposed access drive in order to determine the availability of gaps or breaks in the Ogden Avenue traffic stream. The gap study measured the gaps in the northeast-bound direction of Ogden Avenue which is required to complete a left turn from Ogden Avenue to the access drive and a right turn from the access drive to Ogden Avenue. **Table 1** shows the number of available gaps to perform the critical movements to and from the access drive and is based on the critical and follow-up gaps provided in the *Highway Capacity Manual, 2010* published by the Transportation Research Board.



Kensington School
Hinsdale, Illinois

Existing Traffic Volumes

Table 1

GAP STUDY RESULTS – OGDEN AVENUE AT PROPOSED ACCESS DRIVE

Time Periods	Number of Available Gaps to Perform Critical Movements	
	Southwest-bound Left Turn	Northeast-bound Right Turn
Weekday Morning 7:15 - 8:15 A.M.	150+	150+
Weekday Evening 4:30 – 5:30 P.M.	150+	150+

The results of the gap study show that Ogden Avenue has numerous available gaps in the northeast-bound direction, which is required to accommodate the left-turn movement from Ogden Avenue to the access drive and the right-turn movement from the access drive to Ogden Avenue.

Crash Data Analysis

KLOA, Inc. obtained crash data for the past six years (2010 to 2015) for the intersections of Ogden Avenue with Madison Street and Ogden Avenue with Monroe Street. The crash data for the intersections are summarized in **Tables 2** and **3**. A review of the crash data indicated that there were no fatalities reported at any of the intersections.

Table 2

OGDEN AVENUE WITH MADISON STREET– CRASH DATA

Year	Type of Accident Frequency						Total
	Angle	Object	Rear End	Sideswipe	Turning	Other	
2010	0	0	3	1	2	0	6
2011	2	1	2	0	2	0	7
2012	1	0	2	1	0	0	4
2013	1	0	2	0	2	0	5
2014	1	0	2	0	1	0	4
2015	0	0	2	0	4	0	6
Total	5	1	13	2	11	0	32
Average/Year	<1	< 1	2.2	< 1	1.8	0	5.3

Table 3

OGDEN AVENUE WITH MONROE STREET– CRASH DATA

Year	Type of Accident Frequency						Total
	Angle	Object	Rear End	Sideswipe	Turning	Other	
2010	0	1	7	2	6	0	16
2011	0	0	4	1	4	0	9
2012	1	0	3	0	2	0	6
2013	0	0	5	1	1	0	7
2014	0	1	2	1	3	0	7
2015	0	1	4	0	1	0	6
Total	1	3	25	5	17	0	51
Average/Year	< 1	< 1	4.2	<1	2.8	0	8.5

DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. The author is responsible for any data analyses and conclusions drawn.

3. Traffic Characteristics of the Proposed Development

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

Proposed Development Plan

The site is to be developed with eight single-family homes on the south side of the site and an approximate 15,000 square-foot Kensington School on the north side of the site. As proposed, the school will provide a full-day preschool program with a maximum enrollment of 150 students and approximately 21 to 23 staff members that will operate between 6:30 A.M. and 6:30 P.M. According to the operator, most students will be dropped off between 6:30 and 8:30 A.M. and picked up between 3:30 and 6:00 P.M. All parents will be required to park and walk their child to and from the school. The school will have a total of 39 parking spaces. A copy of the proposed site plan is provided in the Appendix.

Site Access

Access to the development is proposed to be provided via one access drive on Ogden Avenue and two access drives on Monroe Street. The following describes the design and location of the three access drives:

- The *Ogden Avenue access drive* is proposed to provide restricted right-turn in, left-turn in, and right-turn out access that will serve the school. This access drive is to be located on the south side of Ogden Avenue approximately 200 feet northeast of Monroe Street at the approximate location of the existing access drive serving the site. As proposed, the access drive will provide one inbound lane and one outbound lane with the outbound lane channelized, striped, and signed to restrict outbound left-turn movements. The outbound lane will be under stop sign control.
- The *northern Monroe Street access drive* is proposed to be a full access drive that will serve the school. This access drive is to be located on the east side of Monroe Street approximately 225 feet south of Ogden Avenue at the approximate location of the existing access drive serving the site. As proposed, the access drive will provide one inbound lane and one outbound lane with the outbound lane under stop sign control.
- The *southern Monroe Street access drive* is proposed to be a full access drive that will serve the eight single-family homes. This access drive is to be located on the east side of Monroe Street approximately 400 feet south of Ogden Avenue at the approximate location of the existing access drive. As proposed, the access drive will provide one inbound lane and one outbound lane with the outbound lane under stop sign control.

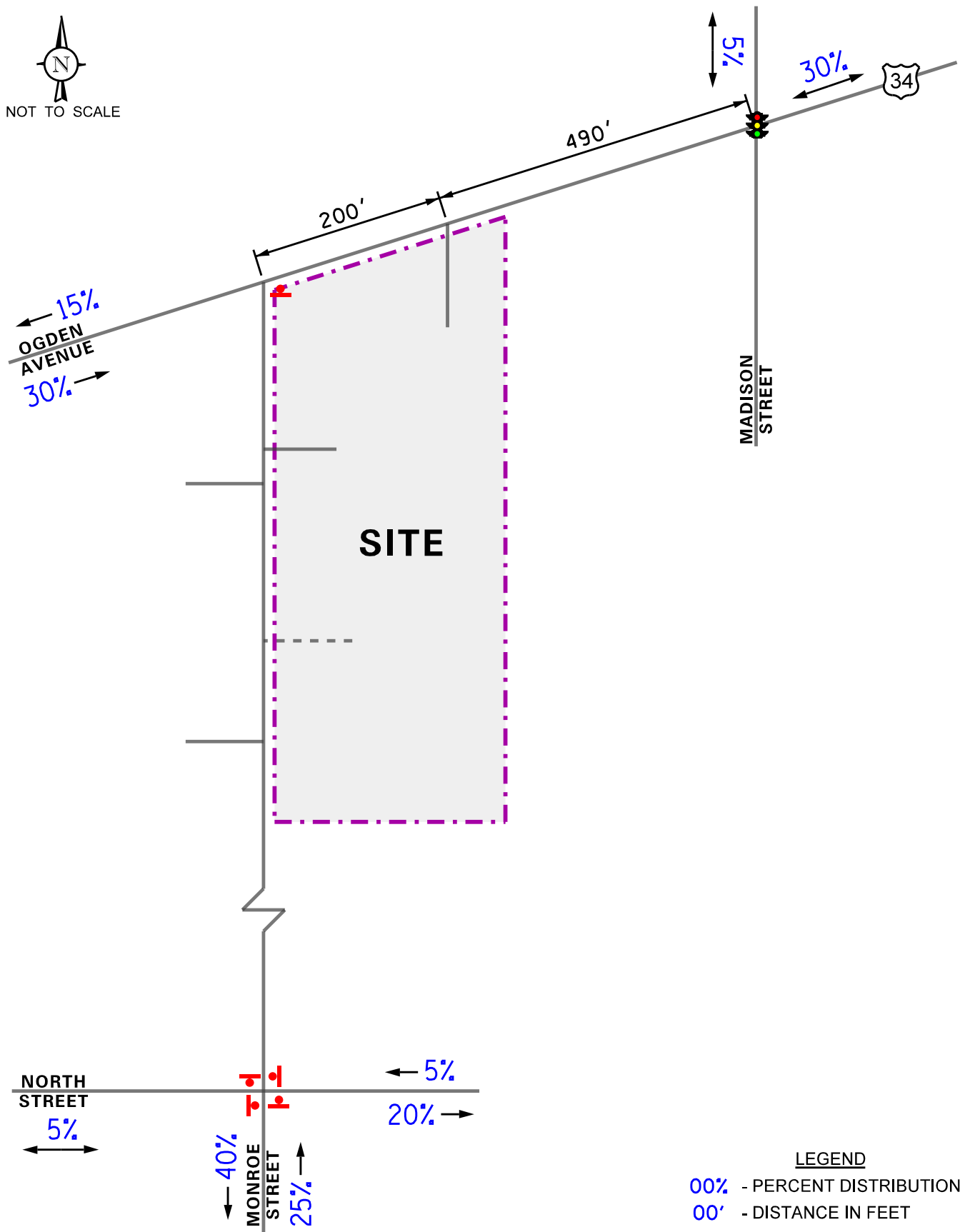
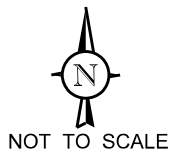
A copy of the preliminary site plan depicting the proposed development is included in the Appendix.

Directional Distribution

The directions from which the development traffic will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. Given the left-turn restrictions from Monroe Street to Ogden Avenue and the access drive to Ogden Avenue, the following provides the primary routes the development-generated traffic will likely use to travel west when exiting the development:

- South on Monroe Street to west on Chicago Avenue or west on Burlington Avenue
- South on Monroe Street to east on North Street to north on Madison Street to west on Ogden Avenue

Figure 5 illustrates the directional distribution of the development-generated traffic.



Kensington School
Hinsdale, Illinois

Estimated Directional Distribution

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.
Job No: 17-051 Figure: 5

Estimated Site Traffic Generation

The traffic to be generated by the proposed development was estimated as follows:

- Trip rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 9th Edition were used to estimate the traffic to be generated by the eight single-family homes.
- Surveys of an existing Kensington School located in Elmhurst, Illinois were used to estimate the traffic to be generated by the school. According to the operator, the Elmhurst school has a similar enrollment and operation to that of the proposed Hinsdale school. The surveys were performed on Wednesday, December 9, 2015 during the morning (6:00 A.M. to 9:00 A.M.) and evening (4:00 P.M. to 6:00 P.M.) peak periods.

Table 4 tabulates the vehicle trips anticipated to be generated by the proposed development during the weekday morning and evening peak hours.

Table 4

ESTIMATED DEVELOPMENT-GENERATED TRAFFIC VOLUMES

Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
	In	Out	Total	In	Out	Total
Eight Single-Family Homes	2	6	8	5	3	8
Proposed Kensington School	<u>54</u>	<u>54</u>	<u>108</u>	<u>53</u>	<u>59</u>	<u>112</u>
Total	56	60	116	58	62	120

The school primarily generates traffic during the drop-off and pick-up periods. Further, the school is typically closed after 6:30 P.M. on weeknights and on weekends. As such, other than during the morning and evening peak periods, the school generates a very limited volume of traffic during weekdays and little, if any, traffic on weekday evenings or weekends.

ManorCare and Hinsdale Orthopaedics are located directly west of the site on the west side of Monroe Street. Currently, ManorCare has a lease to park a maximum of 75 vehicles on the subject site and subleases a portion of the parking to Hinsdale Orthopaedics. With the redevelopment of the subject site, ManorCare has indicated that they will lease parking at an off-site facility and bus the motorists to and from the ManorCare facility. As such, the net increase in traffic on the area roadways, particular on the local roads, resulting from the redevelopment of the site will be reduced.

4. Projected Traffic Conditions

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

Development Traffic Assignment

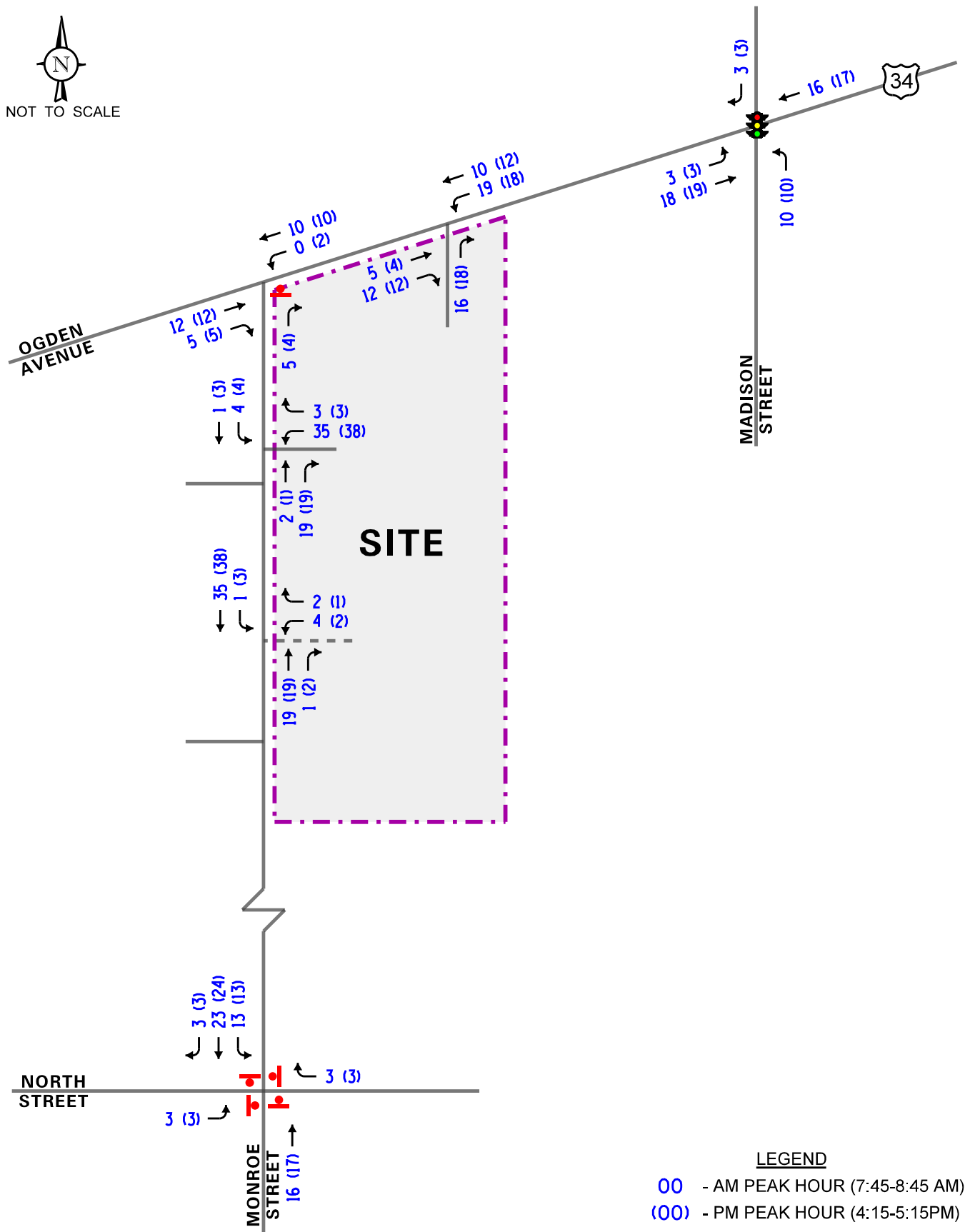
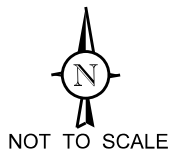
The estimated weekday morning and evening peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). The traffic assignment for the development is illustrated in **Figure 6**.

Background Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on ADT projections provided by the Chicago Metropolitan Agency for Planning (CMAP) in a letter dated February 24, 2017, an increase of approximately one-third of a percent per year for six years (buildout year plus five years) for a total of two percent was applied to project Year 2024 traffic volumes. A copy of the CMAP 2040 projections letter is included in the Appendix.

Total Projected Traffic Volumes

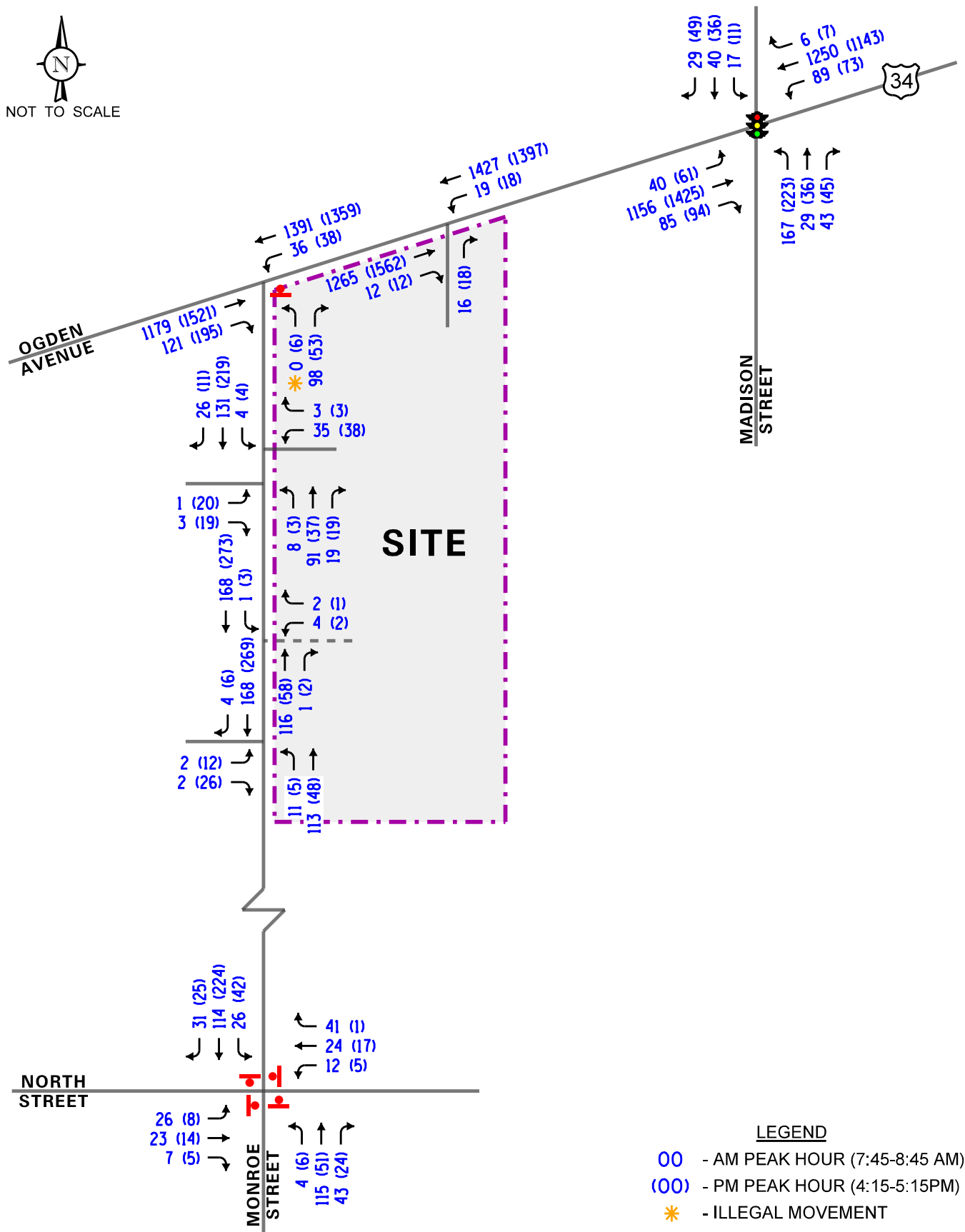
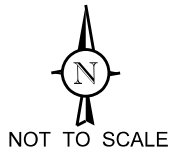
The development-generated traffic was added to the existing traffic volumes accounting for background growth to determine the Year 2024 projected traffic volumes, shown in **Figure 7**.



Kensington School
Hinsdale, Illinois

Estimated Site-Generated
Traffic Volumes

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.
Job No: 17-051 Figure: 6



Kensington School
Hinsdale, Illinois

Year 2024 Total Projected Traffic Volumes

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.
Job No: 17-051 Figure: 7

5. Traffic Analysis and Recommendations

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

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday evening peak hours for the existing and future projected (Year 2024) traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 2010 and analyzed using the HCS 2010 computer software. The analyses for the signalized intersections were conducted utilizing actual cycle lengths and phasings.

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

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and Year 2024 total projected conditions are presented in **Tables 5** through **10**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 5

CAPACITY ANALYSIS RESULTS – OGDEN AVENUE WITH MADISON STREET – SIGNALIZED

Existing Conditions	Peak Hour	Eastbound			Westbound			Northbound			Southbound			Overall
		L	T	R	L	T	R	L	T	R	L	T	R	
	Weekday Morning Peak Hour	A 6.6	A 4.1	A 5.0	A 6.8	A 3.6	A 3.7	E 59.6	D 47.0		D 49.1	D 46.6		A – 9.5
		A – 4.6			A – 3.9			E – 55.7			D – 47.1			
	Weekday Evening Peak Hour	A 9.8	A 9.1	B 10.5	B 12.1	A 6.7	A 6.8	E 62.3	D 43.4		D 45.2	D 44.0		B – 14.1
		A – 9.8			A – 7.1			E – 57.6			D – 44.1			
Year 2024 Projected Conditions	Weekday Morning Peak Hour	A 7.4	A 5.0	A 6.0	A 7.7	A 4.4	A 4.5	E 59.2	D 45.5		D 47.7	D 45.3		B – 10.3
		A – 5.6			A – 4.7			E – 55.1			D – 45.8			
	Weekday Evening Peak Hour	B 10.9	B 11.0	B 12.5	B 14.0	A 8.0	A 8.1	E 62.5	D 42.6		D 44.9	D 42.6		B – 15.7
		B – 11.7			A – 8.4			E – 57.2			D – 42.9			
Delay is measured in seconds.														

Delay is measured in seconds.

Table 6
CAPACITY ANALYSIS RESULTS
OGDEN AVENUE WITH MONROE STREET – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Existing Conditions				
• Northbound Left Turns	n/a	n/a	F	99+
• Northbound Right Turns	C	16.5	C	19.3
• Westbound Left Turns	B	12.3	C	16.2
Projected Conditions				
• Northbound Left Turns	n/a	n/a	F	99+
• Northbound Right Turns	C	17.2	C	20.7
• Westbound Left Turns	B	12.5	C	16.8
LOS = Level of Service Delay is measured in seconds.				

Table 7
CAPACITY ANALYSIS RESULTS
MONROE STREET WITH NORTH STREET – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Existing Conditions				
• Intersection	A	8.1	A	8.6
• Southbound Approach	A	8.3	A	9.0
• Westbound Approach	A	7.8	A	7.9
• Northbound Approach	A	8.2	A	7.5
• Eastbound Approach	A	8.1	A	7.8
Projected Conditions				
• Intersection	A	8.5	A	9.1
• Southbound Approach	A	8.7	A	9.7
• Westbound Approach	A	8.0	A	8.1
• Northbound Approach	A	8.5	A	7.8
• Eastbound Approach	A	8.3	A	8.0
LOS = Level of Service Delay is measured in seconds.				

Table 8
CAPACITY ANALYSIS RESULTS
OGDEN AVENUE WITH PROPOSED ACCESS DRIVE – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Existing Conditions				
• Northbound Approach	F	99+	E	45.6
• Westbound Left Turns	B	11.6	B	13.7
Projected Conditions				
• Northbound Approach	B	14.2	C	17.0
• Westbound Left Turns	B	12.1	B	14.6
LOS = Level of Service Delay is measured in seconds.				

Table 9
CAPACITY ANALYSIS RESULTS
MONROE STREET WITH HINSDALE ORTHOPAEDICS ACCESS DRIVE AND NORTH
EXISTING/PROPOSED ACCESS DRIVE

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Existing Conditions				
• Eastbound Approach	A	9.8	B	10.6
• Westbound Approach	B	10.5	B	10.5
• Northbound Left Turn	A	7.5	A	7.8
• Southbound Left Turn	A	7.4	A	7.3
Projected Conditions				
• Eastbound Approach	A	9.4	B	10.7
• Westbound Approach	B	11.0	B	11.5
• Northbound Left Turn	A	7.6	A	7.5
• Southbound Left Turn	A	7.5	A	7.3
LOS = Level of Service Delay is measured in seconds.				

Table 10
CAPACITY ANALYSIS RESULTS
MONROE STREET WITH SOUTH PROPOSED ACCESS DRIVE

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Projected Conditions				
• Westbound Approach	A	9.8	A	10.0
• Southbound Left Turns	A	7.4	A	7.3
LOS = Level of Service Delay is measured in seconds.				

Discussion and Recommendations

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

Ogden Avenue with Madison Street

The results of the capacity analysis indicate that overall this intersection currently operates at Level of Service (LOS) A during the weekday morning peak hour and at LOS B during the weekday evening peak hour. It should be noted that the northbound approach currently operates at LOS E during the morning and evening peak hours due to the existing high volume of northbound left-turn traffic and the reduced green time provided to Madison Street. Additionally, the 95th percentile queues for the northbound left-turn movement generally exceed the existing left-turn storage during the weekday morning and evening peak hours.

Assuming Year 2024 conditions, the overall intersection is projected to operate at LOS B during the weekday morning peak hour and is projected to continue operating at LOS B during the weekday evening peak hour with limited increases in delay. Furthermore, the northbound approach is projected to continue operating at LOS E during the peak hours with minimal increases in delay. It should be noted that the proposed development-generated traffic will represent only approximately 1.6 percent of the Year 2024 projected traffic volumes. As such, this intersection has sufficient reserve capacity to accommodate the limited traffic projected to be generated by the proposed development and no improvements are required.

Ogden Avenue with Monroe Street

The results of the capacity analysis indicate that the northbound right-turn movement currently operates at LOS C during the morning and evening peak hours and the northbound left-turn movement currently operates at LOS F during the evening peak hour. However, it should be noted that the left-turn movement is prohibited between 7:00 A.M. and 7:00 P.M. and, as such, the volume of left-turn traffic is very limited during the peak hours.

Assuming Year 2024 conditions, the northbound right-turn movement is projected to continue operating at LOS C during the peak hours with increases in delay of approximately one second or less and the northbound left-turn movement is projected to continue operating at LOS F. Furthermore, westbound left-turn movements are projected to continue operating at LOS C or better during the peak hours with limited increases in delay and 95th percentile queues of one to two vehicles. As such, this intersection has sufficient reserve capacity to accommodate the limited traffic projected to be generated by the proposed development and no improvements are required.

Monroe Street with North Street

The results of the capacity analyses show that the intersection and each of the approaches are operating at a very good LOS A with limited, if any, delays and queueing. With the additional traffic to be generated by the proposed development, the intersection and all of the approaches are projected to continue to operate at a LOS with minimal increases in delay (less than one second of delay on any of the approaches). As such, the intersection has sufficient reserve capacity to accommodate the additional traffic to be generated by the development and no improvements are required.

Ogden Avenue with Existing/Proposed Access Drive

The results of the capacity analysis indicate that the existing vacant commercial building access drive currently operates at LOS F during the weekday morning peak hour and at LOS E during the weekday evening peak hour. This is due to the left-turn movements occurring at the access drives and the limited number of two-way gaps in the Ogden Avenue traffic stream.

As proposed, the Ogden Avenue access drive is proposed to provide restricted right-turn in, left-turn in, and right-turn out access that will serve the school. This access drive is to be located on the south side of Ogden Avenue approximately 200 feet northeast of Monroe Street at the approximate location of the existing access drive serving the site. As proposed, the access drive will provide one inbound lane and one outbound lane with the outbound lane channelized, striped, and signed to restrict left-turn out movements. The outbound lane will be under stop sign control.

Assuming the Year 2024 conditions, the inbound (westbound) left-turn movement and the outbound right-turn movement are projected to operate at a LOS B with maximum queues of one to two vehicles. Further, the results of the gap study show that more than sufficient gaps are available in the northbound Ogden Avenue traffic stream to accommodate the traffic to and from the access drive. It should be noted that the Ogden Avenue eastbound queue of traffic from the Madison Street intersection can extend past the access drive during the peak periods. During these times, it is anticipated that traffic will be able to enter and exit the access drive via courtesy gaps. It should also be noted that, except for the signalized intersections, no separate left-turn lanes are provided on Ogden Avenue at any of the cross roads or access drives between York Road and IL 83. As such, the access drive is projected to provide efficient and orderly access to and from the development with limited impact on Ogden Avenue. Further, no roadway improvements other than those proposed as part of the access drives are required to accommodate the development-generated traffic.

Monroe Street with Hinsdale Orthopaedics Access Drive and Proposed Access Drives

The results of the capacity analysis indicate that the critical approaches and movements at the intersections of Monroe Street with the Hinsdale Orthopaedics access drive and the north access drive to the site currently operate at LOS B or better during the weekday morning and evening peak hours. Access to the development from Monroe Street will be provided via the following two access drives:

- The northern Monroe Street access drive is proposed to be a full access drive that will serve the school. This access drive is to be located on the east side of Monroe Street approximately 225 feet south of Ogden Avenue at the approximate location of the existing access drive serving the site. As proposed, the access drive will provide one inbound lane and one outbound lane with the outbound lane under stop sign control.
- The southern Monroe Street access drive is proposed to be a full access drive that will serve the eight single-family homes. This access drive is to be located on the east side of Monroe Street approximately 400 feet south of Ogden Avenue at the approximate location of the existing access drive. As proposed, the access drive will provide one inbound lane and one outbound lane with the outbound lane under stop sign control.

Assuming the Year 2024 conditions, the critical approaches and movements at the intersections of Monroe Street with the Hinsdale Orthopaedics access drive and the two proposed access drives are projected to operate at a LOS B or better with very limited queueing. As such, the access drives are projected to provide efficient and orderly access to and from the development with limited impact on Monroe Street. Further, no roadway improvements other than those proposed as part of the access drives are required to accommodate the development-generated traffic.

Impact on Local Roads

Existing Conditions

Table 11 shows the existing daily and peak hour traffic volumes on several of the local roads serving the subject site. The daily traffic volumes were obtained from IDOT and the Village of Hinsdale and the peak hour traffic volumes are based on the traffic counts performed by KLOA, Inc.

Table 11
EXISTING TRAFFIC VOLUMES

Roadway	Two-Way Traffic Volumes		
	Daily	Morning Peak Hour	Evening Peak Hour
Madison Street	5,200	429	477
Monroe Street north of North Street	3,060	292	291
Monroe Street south of North Street	2,900	256	274
North Street east of Monroe Street	1,400	153	90
North Street west of Monroe Street	1,050	109	69

In general all three roads are two-lane, local roads serving the area. The following summarizes the traffic volumes on each road:

- Madison Street carries by far the highest daily and peak hour traffic volumes of the three roadways serving the subject site. This is expected given that it is classified as a collector road, one of the primary north-south roads serving Hinsdale, and is under traffic signal control at Ogden Avenue. While Madison Street is a collector road with the highest traffic volumes, it extends through a residential area along Burns Field (park) and Monroe Elementary School and has a school zone.
- Monroe Street carries approximately 30 to 45 percent less traffic than Madison Street. The traffic volumes along Monroe Street are higher than a typical local road as it is one of only several roads providing access between Ogden Avenue and Hinsdale as well as the northeast portion of Westmont.
- North Street carries the lowest traffic volumes which are approximately 65 to 85 percent less than the traffic on Madison Street and 40 to 70 percent less than the traffic on Monroe Street. The traffic volumes on North Street are typical of a local road. This is due to the fact that North Street extends for less than a mile and does not cross IL 83.

All three roads are operating well below the operating capacity of two-lane, residential roadways. As indicated in the previous section, the intersection of Monroe Street with North Street is operating at a very good Level of Service A with limited, if any, delays and queuing. The intersection and local roads have more than sufficient reserve capacity to accommodate the limited additional traffic to be generated by the proposed development.

Lastly, the local roadways include the following intersection traffic control, pedestrian facilities, and traffic calming measures:

- All-way stop sign control is provided at many intersections in the area, including North Street with Monroe Street and North Street with Madison Street. Further, Monroe Street traffic is required to stop at five of the six intersections between Ogden Avenue and Chicago Avenue.
- Crosswalks are provided at many area intersections.
- School zones with reduced 20 mph speed limits are located on Monroe Street and Madison Street along the Monroe Elementary School frontage.
- Radar speed signs are located on both Monroe Street and Madison Street south of North Street.

All of these measures result in enhanced pedestrian circulation and help to calm and slow down traffic through the area.

Projected Conditions

Table 12 shows the additional peak hour traffic to be generated by the proposed development along Monroe Street and North Street.

Table 12
DEVELOPMENT-GENERATED PEAK HOUR TRAFFIC VOLUMES

Roadway	Peak Hour Two-Way Traffic Volumes	
	Southbound/ Westbound	Northbound/ Eastbound
Monroe Street north of North Street	39-40	22-23
Monroe Street south of North Street	23-24	16-17
North Street east of Monroe Street	3	13
North Street west of Monroe Street	3	3

As the following outlines, the net increase in traffic generated by the development will be limited:

- Monroe Street is anticipated to have an increase in northbound traffic of approximately 16 to 23 vehicles during the peak hours which represents, on average, one additional vehicle every 2.6 to 3.7 minutes and an increase in southbound traffic of approximately 23 to 40 vehicles during the peak hours which represents, on average, one additional vehicle every 1.5 to 2.6 minutes.
- North Street is projected to have a maximum increase in two-way traffic of six to 16 vehicles which represents, on average, one additional vehicle every four minutes east of Monroe Street and one additional vehicle every 10 minutes west of Monroe Street.
- As indicated previously, ManorCare has a lease to park a maximum of 75 vehicles on the subject site and sublease some of the parking to Hinsdale Orthopaedics. With the redevelopment of the subject site, ManorCare has indicated that they will lease parking at an off-site parking facility and bus the motorists to and from the ManorCare facility. As such, the net increase in traffic on the area roadways, particular on the local roads, resulting from the redevelopment of the site will be reduced.
- The school will be closed on weekday evenings and weekends. Other than approximately 2.5 hours in the morning (6:30 to 9:00 A.M.) and early evening (3:30 to 6:00 PM), the school is anticipated to generate limited, if any, traffic. Further, the majority of the traffic is generated during the morning and evening peak periods when traffic is the highest in the area.

Finally, Kensington School has indicated that they will be a good neighbor and will instruct their parents to follow the rules of the road, particularly when traversing the local roads, and be respectful of the neighbors.

As such, it can be seen that the net increase in traffic on the local roads will be limited, that the roads have more than sufficient capacity to accommodate the additional traffic, and that various measures have been installed on the local roads to enhance pedestrian circulation and calm traffic.

6. Conclusion

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

- The school primarily generates traffic during the drop-off and pick-up periods. Further, the school is typically closed after 6:30 P.M. on weeknights and on weekends. As such, other than during the morning and evening peak periods, the school generates a very limited volume of traffic during weekdays and little, if any, traffic on weekday evenings or weekends.
- Access to the development is proposed to be provided via a restricted right-turn in, left-turn in, and right-turn out access drive on Ogden Avenue and two full access drives on Monroe Street. The three access drives will be located at approximately the same locations of the three existing access drives serving the site. The three access drives will provide efficient and orderly access to the development with limited impact on Ogden Avenue or Monroe Street.
- The results of the capacity analyses show that all of the intersections and critical approaches and movements are projected to generally operate at a good level of service. As such, the area roadways and intersections have sufficient reserve capacity to accommodate the traffic to be generated by the development. Further, no roadway improvements other than those proposed as part of the access drives are required to accommodate the development-generated traffic.
- The impact of the proposed development on the local roads will be limited due to the following:
 - The proposed development is projected to generate a low volume of traffic on the local roads. Further, the net increase in traffic resulting from the redevelopment of the site will be reduced as ManorCare will be relocating the 75 parking spaces they currently lease on the subject site to an off-site parking facility.
 - The local roads and intersections are all operating at a very good level of service and have more than sufficient capacity to accommodate the limited additional traffic that will be generated by the development.
 - Various measures have been installed on the local roads to enhance pedestrian circulation and calm and slow down traffic.

Appendix

Traffic Count Summary Sheets
Preliminary Site Plan
CMAP Projection Letter
Level of Service Criteria
Capacity Analysis Summary Sheets

Traffic Count Summary Sheets



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

Count Name: Ogden Avenue with Madison
Street
Site Code:
Start Date: 02/16/2017
Page No: 1

Turning Movement Data

Start Time	Ogden Avenue Eastbound						Ogden Avenue Westbound						Madison Street Northbound						Madison Street 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	5	219	14	0	238	0	8	233	0	0	241	0	20	4	10	0	34	0	4	2	3	0	9	522
7:15 AM	0	7	284	11	0	302	0	22	264	2	0	288	0	37	3	9	0	49	0	5	12	5	0	22	661
7:30 AM	0	11	284	20	0	315	0	23	276	3	0	302	0	33	3	9	0	45	0	4	11	5	0	20	682
7:45 AM	0	11	261	26	1	298	0	26	293	1	0	320	0	47	9	12	0	68	0	5	9	6	0	20	706
Hourly Total	0	34	1048	71	1	1153	0	79	1066	6	0	1151	0	137	19	40	0	196	0	18	34	19	0	71	2571
8:00 AM	0	7	269	22	0	298	0	16	299	0	0	315	0	37	13	12	0	62	0	3	7	9	0	19	694
8:15 AM	0	3	250	16	0	269	0	16	261	1	0	278	0	39	8	15	0	62	0	6	11	11	0	28	637
8:30 AM	0	15	246	19	0	280	0	28	256	1	0	285	0	47	8	4	0	59	0	5	7	9	0	21	645
8:45 AM	0	14	236	25	0	275	0	18	285	4	0	307	0	41	4	4	0	49	0	5	5	11	0	21	652
Hourly Total	0	39	1001	82	0	1122	0	78	1101	6	0	1185	0	164	33	35	0	232	0	19	30	40	0	89	2628
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	18	321	22	0	361	0	13	275	5	0	293	0	46	6	6	0	58	0	6	12	9	0	27	739
4:15 PM	0	7	352	21	0	380	0	26	280	2	0	308	0	38	12	12	0	62	0	4	6	14	0	24	774
4:30 PM	0	17	324	16	1	357	0	15	240	4	0	259	0	57	11	6	0	74	0	3	9	11	0	23	713
4:45 PM	0	13	338	28	0	379	0	18	287	1	0	306	0	40	5	12	0	57	0	1	7	13	0	21	763
Hourly Total	0	55	1335	87	1	1477	0	72	1082	12	0	1166	0	181	34	36	0	251	0	14	34	47	0	95	2989
5:00 PM	0	17	364	20	0	401	0	17	280	0	0	297	0	63	10	9	0	82	0	4	9	16	0	29	809
5:15 PM	0	10	348	28	0	386	0	22	297	2	0	321	0	49	9	7	0	65	0	2	10	5	0	17	789
5:30 PM	0	16	308	16	0	340	0	28	235	3	0	266	0	46	15	13	0	74	0	1	7	13	0	21	701
5:45 PM	0	18	293	29	0	340	0	20	228	3	0	251	0	42	12	14	0	68	0	2	4	3	0	9	668
Hourly Total	0	61	1313	93	0	1467	0	87	1040	8	0	1135	0	200	46	43	0	289	0	9	30	37	0	76	2967
Grand Total	0	189	4697	333	2	5219	0	316	4289	32	0	4637	0	682	132	154	0	968	0	60	128	143	0	331	11155
Approach %	0.0	3.6	90.0	6.4	-	-	0.0	6.8	92.5	0.7	-	-	0.0	70.5	13.6	15.9	-	-	0.0	18.1	38.7	43.2	-	-	-
Total %	0.0	1.7	42.1	3.0	-	46.8	0.0	2.8	38.4	0.3	-	41.6	0.0	6.1	1.2	1.4	-	8.7	0.0	0.5	1.1	1.3	-	3.0	-
Lights	0	177	4618	327	-	5122	0	310	4221	30	-	4561	0	671	129	148	-	948	0	57	126	131	-	314	10945
% Lights	-	93.7	98.3	98.2	-	98.1	-	98.1	98.4	93.8	-	98.4	-	98.4	97.7	96.1	-	97.9	-	95.0	98.4	91.6	-	94.9	98.1
Buses	0	2	19	2	-	23	0	3	7	0	-	10	0	4	2	2	-	8	0	2	2	1	-	5	46
% Buses	-	1.1	0.4	0.6	-	0.4	-	0.9	0.2	0.0	-	0.2	-	0.6	1.5	1.3	-	0.8	-	3.3	1.6	0.7	-	1.5	0.4
Single-Unit Trucks	0	1	42	4	-	47	0	3	43	0	-	46	0	6	0	4	-	10	0	1	0	0	-	1	104
% Single-Unit Trucks	-	0.5	0.9	1.2	-	0.9	-	0.9	1.0	0.0	-	1.0	-	0.9	0.0	2.6	-	1.0	-	1.7	0.0	0.0	-	0.3	0.9
Articulated Trucks	0	9	17	0	-	26	0	0	18	2	-	20	0	1	1	0	-	2	0	0	0	11	-	11	59
% Articulated Trucks	-	4.8	0.4	0.0	-	0.5	-	0.0	0.4	6.3	-	0.4	-	0.1	0.8	0.0	-	0.2	-	0.0	0.0	7.7	-	3.3	0.5
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	2	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	0	-	-	-

% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
---------------	---	---	---	---	-------	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---



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

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

Count Name: Ogden Avenue with Madison
Street
Site Code:
Start Date: 02/16/2017
Page No: 3

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Ogden Avenue Eastbound						Ogden Avenue Westbound						Madison Street Northbound						Madison Street 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	7	284	11	0	302	0	22	264	2	0	288	0	37	3	9	0	49	0	5	12	5	0	22	661
7:30 AM	0	11	284	20	0	315	0	23	276	3	0	302	0	33	3	9	0	45	0	4	11	5	0	20	682
7:45 AM	0	11	261	26	1	298	0	26	293	1	0	320	0	47	9	12	0	68	0	5	9	6	0	20	706
8:00 AM	0	7	269	22	0	298	0	16	299	0	0	315	0	37	13	12	0	62	0	3	7	9	0	19	694
Total	0	36	1098	79	1	1213	0	87	1132	6	0	1225	0	154	28	42	0	224	0	17	39	25	0	81	2743
Approach %	0.0	3.0	90.5	6.5	-	-	0.0	7.1	92.4	0.5	-	-	0.0	68.8	12.5	18.8	-	-	0.0	21.0	48.1	30.9	-	-	-
Total %	0.0	1.3	40.0	2.9	-	44.2	0.0	3.2	41.3	0.2	-	44.7	0.0	5.6	1.0	1.5	-	8.2	0.0	0.6	1.4	0.9	-	3.0	-
PHF	0.000	0.818	0.967	0.760	-	0.963	0.000	0.837	0.946	0.500	-	0.957	0.000	0.819	0.538	0.875	-	0.824	0.000	0.850	0.813	0.694	-	0.920	0.971
Lights	0	34	1076	77	-	1187	0	84	1108	6	-	1198	0	152	27	40	-	219	0	15	37	24	-	76	2680
% Lights	-	94.4	98.0	97.5	-	97.9	-	96.6	97.9	100.0	-	97.8	-	98.7	96.4	95.2	-	97.8	-	88.2	94.9	96.0	-	93.8	97.7
Buses	0	2	7	2	-	11	0	1	6	0	-	7	0	2	1	0	-	3	0	1	2	1	-	4	25
% Buses	-	5.6	0.6	2.5	-	0.9	-	1.1	0.5	0.0	-	0.6	-	1.3	3.6	0.0	-	1.3	-	5.9	5.1	4.0	-	4.9	0.9
Single-Unit Trucks	0	0	14	0	-	14	0	2	12	0	-	14	0	0	0	2	-	2	0	1	0	0	-	1	31
% Single-Unit Trucks	-	0.0	1.3	0.0	-	1.2	-	2.3	1.1	0.0	-	1.1	-	0.0	0.0	4.8	-	0.9	-	5.9	0.0	0.0	-	1.2	1.1
Articulated Trucks	0	0	1	0	-	1	0	0	6	0	-	6	0	0	0	0	-	0	0	0	0	0	-	0	7
% Articulated Trucks	-	0.0	0.1	0.0	-	0.1	-	0.0	0.5	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.3
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
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: Ogden Avenue with Madison
Street
Site Code:
Start Date: 02/16/2017
Page No: 4

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Ogden Avenue Eastbound						Ogden Avenue Westbound						Madison Street Northbound						Madison Street 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	
4:30 PM	0	17	324	16	1	357	0	15	240	4	0	259	0	57	11	6	0	74	0	3	9	11	0	23	713
4:45 PM	0	13	338	28	0	379	0	18	287	1	0	306	0	40	5	12	0	57	0	1	7	13	0	21	763
5:00 PM	0	17	364	20	0	401	0	17	280	0	0	297	0	63	10	9	0	82	0	4	9	16	0	29	809
5:15 PM	0	10	348	28	0	386	0	22	297	2	0	321	0	49	9	7	0	65	0	2	10	5	0	17	789
Total	0	57	1374	92	1	1523	0	72	1104	7	0	1183	0	209	35	34	0	278	0	10	35	45	0	90	3074
Approach %	0.0	3.7	90.2	6.0	-	-	0.0	6.1	93.3	0.6	-	-	0.0	75.2	12.6	12.2	-	-	0.0	11.1	38.9	50.0	-	-	-
Total %	0.0	1.9	44.7	3.0	-	49.5	0.0	2.3	35.9	0.2	-	38.5	0.0	6.8	1.1	1.1	-	9.0	0.0	0.3	1.1	1.5	-	2.9	-
PHF	0.000	0.838	0.944	0.821	-	0.950	0.000	0.818	0.929	0.438	-	0.921	0.000	0.829	0.795	0.708	-	0.848	0.000	0.625	0.875	0.703	-	0.776	0.950
Lights	0	52	1361	91	-	1504	0	72	1099	7	-	1178	0	208	35	33	-	276	0	10	35	39	-	84	3042
% Lights	-	91.2	99.1	98.9	-	98.8	-	100.0	99.5	100.0	-	99.6	-	99.5	100.0	97.1	-	99.3	-	100.0	100.0	86.7	-	93.3	99.0
Buses	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	2
% Buses	-	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	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	0	6	1	-	7	0	0	2	0	-	2	0	1	0	1	-	2	0	0	0	0	-	0	11
% Single-Unit Trucks	-	0.0	0.4	1.1	-	0.5	-	0.0	0.2	0.0	-	0.2	-	0.5	0.0	2.9	-	0.7	-	0.0	0.0	0.0	-	0.0	0.4
Articulated Trucks	0	5	5	0	-	10	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	6	-	6	19
% Articulated Trucks	-	8.8	0.4	0.0	-	0.7	-	0.0	0.3	0.0	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	13.3	-	6.7	0.6
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	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: Ogden Avenue with Monroe Street
Site Code:
Start Date: 01/23/2018
Page No: 1

Turning Movement Data

Start Time	Ogden Avenue Eastbound					Ogden Avenue Westbound					Monroe Street Northbound					Int. Total
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
7:00 AM	0	234	11	0	245	0	7	256	0	263	0	1	23	0	24	532
7:15 AM	0	246	19	0	265	0	6	263	0	269	0	1	17	0	18	552
7:30 AM	0	291	28	0	319	0	7	292	0	299	0	0	19	0	19	637
7:45 AM	0	258	33	0	291	0	14	350	0	364	0	0	22	0	22	677
Hourly Total	0	1029	91	0	1120	0	34	1161	0	1195	0	2	81	0	83	2398
8:00 AM	0	244	23	0	267	0	3	318	0	321	0	0	33	0	33	621
8:15 AM	0	241	33	0	274	0	10	324	0	334	0	0	20	0	20	628
8:30 AM	0	247	27	0	274	0	9	360	0	369	0	0	18	0	18	661
8:45 AM	0	254	22	0	276	0	8	321	0	329	0	3	26	0	29	634
Hourly Total	0	986	105	0	1091	0	30	1323	0	1353	0	3	97	0	100	2544
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	333	37	0	370	0	9	316	0	325	0	1	17	0	18	713
4:15 PM	0	376	43	0	419	0	12	329	0	341	0	1	11	0	12	772
4:30 PM	0	355	51	0	406	0	5	330	0	335	0	0	8	0	8	749
4:45 PM	0	343	35	0	378	0	6	304	0	310	0	3	11	0	14	702
Hourly Total	0	1407	166	0	1573	0	32	1279	0	1311	0	5	47	0	52	2936
5:00 PM	0	358	61	0	419	0	13	351	0	364	0	2	10	0	12	795
5:15 PM	0	373	37	0	410	0	12	296	0	308	0	1	8	0	9	727
5:30 PM	0	347	43	0	390	0	8	327	0	335	0	0	10	0	10	735
5:45 PM	0	327	53	0	380	0	9	243	0	252	0	1	11	0	12	644
Hourly Total	0	1405	194	0	1599	0	42	1217	0	1259	0	4	39	0	43	2901
Grand Total	0	4827	556	0	5383	0	138	4980	0	5118	0	14	264	0	278	10779
Approach %	0.0	89.7	10.3	-	-	0.0	2.7	97.3	-	-	0.0	5.0	95.0	-	-	-
Total %	0.0	44.8	5.2	-	49.9	0.0	1.3	46.2	-	47.5	0.0	0.1	2.4	-	2.6	-
Lights	0	4745	549	-	5294	0	135	4915	-	5050	0	14	261	-	275	10619
% Lights	-	98.3	98.7	-	98.3	-	97.8	98.7	-	98.7	-	100.0	98.9	-	98.9	98.5
Buses	0	10	2	-	12	0	1	6	-	7	0	0	1	-	1	20
% Buses	-	0.2	0.4	-	0.2	-	0.7	0.1	-	0.1	-	0.0	0.4	-	0.4	0.2
Single-Unit Trucks	0	45	5	-	50	0	2	39	-	41	0	0	2	-	2	93
% Single-Unit Trucks	-	0.9	0.9	-	0.9	-	1.4	0.8	-	0.8	-	0.0	0.8	-	0.7	0.9
Articulated Trucks	0	27	0	-	27	0	0	20	-	20	0	0	0	-	0	47
% Articulated Trucks	-	0.6	0.0	-	0.5	-	0.0	0.4	-	0.4	-	0.0	0.0	-	0.0	0.4
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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

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

Count Name: Ogden Avenue with Monroe Street
Site Code:
Start Date: 01/23/2018
Page No: 2

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Ogden Avenue Eastbound					Ogden Avenue Westbound					Monroe Street Northbound					Int. Total
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
7:45 AM	0	258	33	0	291	0	14	350	0	364	0	0	22	0	22	677
8:00 AM	0	244	23	0	267	0	3	318	0	321	0	0	33	0	33	621
8:15 AM	0	241	33	0	274	0	10	324	0	334	0	0	20	0	20	628
8:30 AM	0	247	27	0	274	0	9	360	0	369	0	0	18	0	18	661
Total	0	990	116	0	1106	0	36	1352	0	1388	0	0	93	0	93	2587
Approach %	0.0	89.5	10.5	-	-	0.0	2.6	97.4	-	-	0.0	0.0	100.0	-	-	-
Total %	0.0	38.3	4.5	-	42.8	0.0	1.4	52.3	-	53.7	0.0	0.0	3.6	-	3.6	-
PHF	0.000	0.959	0.879	-	0.950	0.000	0.643	0.939	-	0.940	0.000	0.000	0.705	-	0.705	0.955
Lights	0	964	112	-	1076	0	36	1322	-	1358	0	0	91	-	91	2525
% Lights	-	97.4	96.6	-	97.3	-	100.0	97.8	-	97.8	-	-	97.8	-	97.8	97.6
Buses	0	4	1	-	5	0	0	4	-	4	0	0	1	-	1	10
% Buses	-	0.4	0.9	-	0.5	-	0.0	0.3	-	0.3	-	-	1.1	-	1.1	0.4
Single-Unit Trucks	0	16	3	-	19	0	0	20	-	20	0	0	1	-	1	40
% Single-Unit Trucks	-	1.6	2.6	-	1.7	-	0.0	1.5	-	1.4	-	-	1.1	-	1.1	1.5
Articulated Trucks	0	6	0	-	6	0	0	6	-	6	0	0	0	-	0	12
% Articulated Trucks	-	0.6	0.0	-	0.5	-	0.0	0.4	-	0.4	-	-	0.0	-	0.0	0.5
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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

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

Count Name: Ogden Avenue with Monroe Street
Site Code:
Start Date: 01/23/2018
Page No: 3

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Ogden Avenue Eastbound					Ogden Avenue Westbound					Monroe Street Northbound					Int. Total
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
4:15 PM	0	376	43	0	419	0	12	329	0	341	0	1	11	0	12	772
4:30 PM	0	355	51	0	406	0	5	330	0	335	0	0	8	0	8	749
4:45 PM	0	343	35	0	378	0	6	304	0	310	0	3	11	0	14	702
5:00 PM	0	358	61	0	419	0	13	351	0	364	0	2	10	0	12	795
Total	0	1432	190	0	1622	0	36	1314	0	1350	0	6	40	0	46	3018
Approach %	0.0	88.3	11.7	-	-	0.0	2.7	97.3	-	-	0.0	13.0	87.0	-	-	-
Total %	0.0	47.4	6.3	-	53.7	0.0	1.2	43.5	-	44.7	0.0	0.2	1.3	-	1.5	-
PHF	0.000	0.952	0.779	-	0.968	0.000	0.692	0.936	-	0.927	0.000	0.500	0.909	-	0.821	0.949
Lights	0	1417	189	-	1606	0	36	1307	-	1343	0	6	40	-	46	2995
% Lights	-	99.0	99.5	-	99.0	-	100.0	99.5	-	99.5	-	100.0	100.0	-	100.0	99.2
Buses	0	1	1	-	2	0	0	0	-	0	0	0	0	-	0	2
% Buses	-	0.1	0.5	-	0.1	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	8	0	-	8	0	0	5	-	5	0	0	0	-	0	13
% Single-Unit Trucks	-	0.6	0.0	-	0.5	-	0.0	0.4	-	0.4	-	0.0	0.0	-	0.0	0.4
Articulated Trucks	0	6	0	-	6	0	0	2	-	2	0	0	0	-	0	8
% Articulated Trucks	-	0.4	0.0	-	0.4	-	0.0	0.2	-	0.1	-	0.0	0.0	-	0.0	0.3
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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

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

Count Name: Ogden Avenue with Access Drive
Site Code:
Start Date: 01/23/2018
Page No: 1

Turning Movement Data

Start Time	Ogden Avenue Eastbound					Ogden Avenue Westbound					Access Drive Northbound					Int. Total
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
7:00 AM	0	255	0	0	255	0	1	255	0	256	0	0	0	0	0	511
7:15 AM	0	260	0	0	260	0	0	269	0	269	0	0	0	0	0	529
7:30 AM	0	316	0	0	316	0	1	298	0	299	0	0	0	0	0	615
7:45 AM	0	281	0	0	281	0	0	365	0	365	0	1	0	0	1	647
Hourly Total	0	1112	0	0	1112	0	2	1187	0	1189	0	1	0	0	1	2302
8:00 AM	0	289	1	0	290	0	2	316	0	318	0	0	0	0	0	608
8:15 AM	0	272	2	0	274	0	1	325	0	326	0	1	0	0	1	601
8:30 AM	0	273	2	0	275	0	0	361	0	361	0	0	0	0	0	636
8:45 AM	0	289	0	0	289	0	0	323	0	323	0	0	0	0	0	612
Hourly Total	0	1123	5	0	1128	0	3	1325	0	1328	0	1	0	0	1	2457
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	345	0	0	345	0	0	325	0	325	0	0	1	0	1	671
4:15 PM	0	380	0	0	380	0	1	335	0	336	0	0	2	0	2	718
4:30 PM	0	363	0	0	363	0	0	342	0	342	0	2	0	0	2	707
4:45 PM	0	364	2	0	366	0	0	302	0	302	0	1	2	0	3	671
Hourly Total	0	1452	2	0	1454	0	1	1304	0	1305	0	3	5	0	8	2767
5:00 PM	0	374	0	0	374	0	0	368	0	368	0	0	5	0	5	747
5:15 PM	0	368	0	0	368	0	0	311	0	311	0	0	3	0	3	682
5:30 PM	0	367	1	0	368	0	0	336	0	336	0	0	1	0	1	705
5:45 PM	0	333	0	0	333	0	2	259	0	261	0	0	2	0	2	596
Hourly Total	0	1442	1	0	1443	0	2	1274	0	1276	0	0	11	0	11	2730
Grand Total	0	5129	8	0	5137	0	8	5090	0	5098	0	5	16	0	21	10256
Approach %	0.0	99.8	0.2	-	-	0.0	0.2	99.8	-	-	0.0	23.8	76.2	-	-	-
Total %	0.0	50.0	0.1	-	50.1	0.0	0.1	49.6	-	49.7	0.0	0.0	0.2	-	0.2	-
Lights	0	5035	7	-	5042	0	8	5022	-	5030	0	4	16	-	20	10092
% Lights	-	98.2	87.5	-	98.2	-	100.0	98.7	-	98.7	-	80.0	100.0	-	95.2	98.4
Buses	0	13	0	-	13	0	0	5	-	5	0	0	0	-	0	18
% Buses	-	0.3	0.0	-	0.3	-	0.0	0.1	-	0.1	-	0.0	0.0	-	0.0	0.2
Single-Unit Trucks	0	53	1	-	54	0	0	42	-	42	0	1	0	-	1	97
% Single-Unit Trucks	-	1.0	12.5	-	1.1	-	0.0	0.8	-	0.8	-	20.0	0.0	-	4.8	0.9
Articulated Trucks	0	28	0	-	28	0	0	21	-	21	0	0	0	-	0	49
% Articulated Trucks	-	0.5	0.0	-	0.5	-	0.0	0.4	-	0.4	-	0.0	0.0	-	0.0	0.5
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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

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

Count Name: Ogden Avenue with Access Drive
Site Code:
Start Date: 01/23/2018
Page No: 2

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Ogden Avenue Eastbound					Ogden Avenue Westbound					Access Drive Northbound					Int. Total
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
7:45 AM	0	281	0	0	281	0	0	365	0	365	0	1	0	0	1	647
8:00 AM	0	289	1	0	290	0	2	316	0	318	0	0	0	0	0	608
8:15 AM	0	272	2	0	274	0	1	325	0	326	0	1	0	0	1	601
8:30 AM	0	273	2	0	275	0	0	361	0	361	0	0	0	0	0	636
Total	0	1115	5	0	1120	0	3	1367	0	1370	0	2	0	0	2	2492
Approach %	0.0	99.6	0.4	-	-	0.0	0.2	99.8	-	-	0.0	100.0	0.0	-	-	-
Total %	0.0	44.7	0.2	-	44.9	0.0	0.1	54.9	-	55.0	0.0	0.1	0.0	-	0.1	-
PHF	0.000	0.965	0.625	-	0.966	0.000	0.375	0.936	-	0.938	0.000	0.500	0.000	-	0.500	0.963
Lights	0	1083	4	-	1087	0	3	1340	-	1343	0	1	0	-	1	2431
% Lights	-	97.1	80.0	-	97.1	-	100.0	98.0	-	98.0	-	50.0	-	-	50.0	97.6
Buses	0	5	0	-	5	0	0	2	-	2	0	0	0	-	0	7
% Buses	-	0.4	0.0	-	0.4	-	0.0	0.1	-	0.1	-	0.0	-	-	0.0	0.3
Single-Unit Trucks	0	19	1	-	20	0	0	18	-	18	0	1	0	-	1	39
% Single-Unit Trucks	-	1.7	20.0	-	1.8	-	0.0	1.3	-	1.3	-	50.0	-	-	50.0	1.6
Articulated Trucks	0	8	0	-	8	0	0	7	-	7	0	0	0	-	0	15
% Articulated Trucks	-	0.7	0.0	-	0.7	-	0.0	0.5	-	0.5	-	0.0	-	-	0.0	0.6
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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

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

Count Name: Ogden Avenue with Access Drive
Site Code:
Start Date: 01/23/2018
Page No: 3

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Ogden Avenue Eastbound					Ogden Avenue Westbound					Access Drive Northbound					Int. Total
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
4:15 PM	0	380	0	0	380	0	1	335	0	336	0	0	2	0	2	718
4:30 PM	0	363	0	0	363	0	0	342	0	342	0	2	0	0	2	707
4:45 PM	0	364	2	0	366	0	0	302	0	302	0	1	2	0	3	671
5:00 PM	0	374	0	0	374	0	0	368	0	368	0	0	5	0	5	747
Total	0	1481	2	0	1483	0	1	1347	0	1348	0	3	9	0	12	2843
Approach %	0.0	99.9	0.1	-	-	0.0	0.1	99.9	-	-	0.0	25.0	75.0	-	-	-
Total %	0.0	52.1	0.1	-	52.2	0.0	0.0	47.4	-	47.4	0.0	0.1	0.3	-	0.4	-
PHF	0.000	0.974	0.250	-	0.976	0.000	0.250	0.915	-	0.916	0.000	0.375	0.450	-	0.600	0.951
Lights	0	1465	2	-	1467	0	1	1336	-	1337	0	3	9	-	12	2816
% Lights	-	98.9	100.0	-	98.9	-	100.0	99.2	-	99.2	-	100.0	100.0	-	100.0	99.1
Buses	0	1	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Buses	-	0.1	0.0	-	0.1	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	9	0	-	9	0	0	9	-	9	0	0	0	-	0	18
% Single-Unit Trucks	-	0.6	0.0	-	0.6	-	0.0	0.7	-	0.7	-	0.0	0.0	-	0.0	0.6
Articulated Trucks	0	6	0	-	6	0	0	2	-	2	0	0	0	-	0	8
% Articulated Trucks	-	0.4	0.0	-	0.4	-	0.0	0.1	-	0.1	-	0.0	0.0	-	0.0	0.3
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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

Count Name: Monroe Street with North Street
Site Code:
Start Date: 02/20/2018
Page No: 1

Turning Movement Data

Start Time	North Street Eastbound						North Street Westbound						Monroe Street Northbound						Monroe Street 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	4	1	1	0	6	0	0	0	7	0	7	0	1	18	1	0	20	0	2	9	2	0	13	46
7:15 AM	0	3	3	0	1	6	0	1	3	11	1	15	0	2	19	1	0	22	0	3	25	4	0	32	75
7:30 AM	0	6	8	0	0	14	0	4	5	19	0	28	0	0	27	10	0	37	0	3	40	2	0	45	124
7:45 AM	0	4	3	2	0	9	0	5	0	9	0	14	0	0	24	11	0	35	0	3	28	9	0	40	98
Hourly Total	0	17	15	3	1	35	0	10	8	46	1	64	0	3	88	23	0	114	0	11	102	17	0	130	343
8:00 AM	0	10	5	0	0	15	0	0	8	7	0	15	0	4	25	13	0	42	0	2	24	4	0	30	102
8:15 AM	0	3	5	3	0	11	0	2	8	8	0	18	0	0	20	10	0	30	0	7	20	10	1	37	96
8:30 AM	0	6	10	2	4	18	0	5	8	14	0	27	0	0	30	9	4	39	0	1	19	5	1	25	109
8:45 AM	0	4	3	2	0	9	0	0	2	7	0	9	0	0	17	2	0	19	0	2	34	4	0	40	77
Hourly Total	0	23	23	7	4	53	0	7	26	36	0	69	0	4	92	34	4	130	0	12	97	23	2	132	384
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	11	1	0	12	0	3	5	0	0	8	0	2	10	7	0	19	0	9	33	3	0	45	84
4:15 PM	0	1	4	1	0	6	0	0	4	0	0	4	0	3	9	6	0	18	0	3	42	8	0	53	81
4:30 PM	0	0	2	2	0	4	0	0	6	0	0	6	0	1	6	7	0	14	0	14	56	7	0	77	101
4:45 PM	0	1	6	0	0	7	0	3	2	0	0	5	0	1	10	7	0	18	0	7	36	3	0	46	76
Hourly Total	0	2	23	4	0	29	0	6	17	0	0	23	0	7	35	27	0	69	0	33	167	21	0	221	342
5:00 PM	0	3	2	2	0	7	0	2	5	1	0	8	0	1	9	4	0	14	0	5	50	4	0	59	88
5:15 PM	0	0	3	1	0	4	0	1	5	1	0	7	0	0	7	6	0	13	0	12	57	5	0	74	98
5:30 PM	0	2	3	1	0	6	0	3	4	2	0	9	0	1	10	4	0	15	0	10	53	8	0	71	101
5:45 PM	0	1	4	1	0	6	0	5	7	2	0	14	0	2	12	5	0	19	0	6	55	5	0	66	105
Hourly Total	0	6	12	5	0	23	0	11	21	6	0	38	0	4	38	19	0	61	0	33	215	22	0	270	392
Grand Total	0	48	73	19	5	140	0	34	72	88	1	194	0	18	253	103	4	374	0	89	581	83	2	753	1461
Approach %	0.0	34.3	52.1	13.6	-	-	0.0	17.5	37.1	45.4	-	-	0.0	4.8	67.6	27.5	-	-	0.0	11.8	77.2	11.0	-	-	-
Total %	0.0	3.3	5.0	1.3	-	9.6	0.0	2.3	4.9	6.0	-	13.3	0.0	1.2	17.3	7.0	-	25.6	0.0	6.1	39.8	5.7	-	51.5	-
Lights	0	47	73	18	-	138	0	34	71	85	-	190	0	18	247	101	-	366	0	85	575	81	-	741	1435
% Lights	-	97.9	100.0	94.7	-	98.6	-	100.0	98.6	96.6	-	97.9	-	100.0	97.6	98.1	-	97.9	-	95.5	99.0	97.6	-	98.4	98.2
Buses	0	0	0	0	-	0	0	0	1	0	-	1	0	0	1	1	-	2	0	0	1	1	-	2	5
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	1.4	0.0	-	0.5	-	0.0	0.4	1.0	-	0.5	-	0.0	0.2	1.2	-	0.3	0.3
Single-Unit Trucks	0	1	0	1	-	2	0	0	0	2	-	2	0	0	5	1	-	6	0	2	4	1	-	7	17
% Single-Unit Trucks	-	2.1	0.0	5.3	-	1.4	-	0.0	0.0	2.3	-	1.0	-	0.0	2.0	1.0	-	1.6	-	2.2	0.7	1.2	-	0.9	1.2
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.2	0.0	-	0.1	0.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	0	-	0	0	2	0	0	-	2	3
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	1.1	-	0.5	-	0.0	0.0	0.0	-	0.0	-	2.2	0.0	0.0	-	0.3	0.2
Pedestrians	-	-	-	-	5	-	-	-	-	1	-	-	-	-	-	-	4	-	-	-	-	2	-	-	-

% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-
---------------	---	---	---	---	-------	---	---	---	---	---	-------	---	---	---	---	-------	---	---	---	---	-------	---	---



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

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

Count Name: Monroe Street with North Street
Site Code:
Start Date: 02/20/2018
Page No: 3

Turning Movement Peak Hour Data (7:45 AM)

Start Time	North Street Eastbound						North Street Westbound						Monroe Street Northbound						Monroe Street 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	
7:45 AM	0	4	3	2	0	9	0	5	0	9	0	14	0	0	24	11	0	35	0	3	28	9	0	40	98
8:00 AM	0	10	5	0	0	15	0	0	8	7	0	15	0	4	25	13	0	42	0	2	24	4	0	30	102
8:15 AM	0	3	5	3	0	11	0	2	8	8	0	18	0	0	20	10	0	30	0	7	20	10	1	37	96
8:30 AM	0	6	10	2	4	18	0	5	8	14	0	27	0	0	30	9	4	39	0	1	19	5	1	25	109
Total	0	23	23	7	4	53	0	12	24	38	0	74	0	4	99	43	4	146	0	13	91	28	2	132	405
Approach %	0.0	43.4	43.4	13.2	-	-	0.0	16.2	32.4	51.4	-	-	0.0	2.7	67.8	29.5	-	-	0.0	9.8	68.9	21.2	-	-	-
Total %	0.0	5.7	5.7	1.7	-	13.1	0.0	3.0	5.9	9.4	-	18.3	0.0	1.0	24.4	10.6	-	36.0	0.0	3.2	22.5	6.9	-	32.6	-
PHF	0.000	0.575	0.575	0.583	-	0.736	0.000	0.600	0.750	0.679	-	0.685	0.000	0.250	0.825	0.827	-	0.869	0.000	0.464	0.813	0.700	-	0.825	0.929
Lights	0	22	23	7	-	52	0	12	24	38	-	74	0	4	97	42	-	143	0	11	90	26	-	127	396
% Lights	-	95.7	100.0	100.0	-	98.1	-	100.0	100.0	100.0	-	100.0	-	100.0	98.0	97.7	-	97.9	-	84.6	98.9	92.9	-	96.2	97.8
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	1	-	2	0	0	0	1	-	1	3
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	1.0	2.3	-	1.4	-	0.0	0.0	3.6	-	0.8	0.7
Single-Unit Trucks	0	1	0	0	-	1	0	0	0	0	-	0	0	0	1	0	-	1	0	2	0	1	-	3	5
% Single-Unit Trucks	-	4.3	0.0	0.0	-	1.9	-	0.0	0.0	0.0	-	0.0	-	0.0	1.0	0.0	-	0.7	-	15.4	0.0	3.6	-	2.3	1.2
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	1.1	0.0	-	0.8	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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

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

Count Name: Monroe Street with North Street
Site Code:
Start Date: 02/20/2018
Page No: 4

Turning Movement Peak Hour Data (4:15 PM)

Start Time	North Street Eastbound						North Street Westbound						Monroe Street Northbound						Monroe Street 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	
4:15 PM	0	1	4	1	0	6	0	0	4	0	0	4	0	3	9	6	0	18	0	3	42	8	0	53	81
4:30 PM	0	0	2	2	0	4	0	0	6	0	0	6	0	1	6	7	0	14	0	14	56	7	0	77	101
4:45 PM	0	1	6	0	0	7	0	3	2	0	0	5	0	1	10	7	0	18	0	7	36	3	0	46	76
5:00 PM	0	3	2	2	0	7	0	2	5	1	0	8	0	1	9	4	0	14	0	5	50	4	0	59	88
Total	0	5	14	5	0	24	0	5	17	1	0	23	0	6	34	24	0	64	0	29	184	22	0	235	346
Approach %	0.0	20.8	58.3	20.8	-	-	0.0	21.7	73.9	4.3	-	-	0.0	9.4	53.1	37.5	-	-	0.0	12.3	78.3	9.4	-	-	-
Total %	0.0	1.4	4.0	1.4	-	6.9	0.0	1.4	4.9	0.3	-	6.6	0.0	1.7	9.8	6.9	-	18.5	0.0	8.4	53.2	6.4	-	67.9	-
PHF	0.000	0.417	0.583	0.625	-	0.857	0.000	0.417	0.708	0.250	-	0.719	0.000	0.500	0.850	0.857	-	0.889	0.000	0.518	0.821	0.688	-	0.763	0.856
Lights	0	5	14	5	-	24	0	5	17	1	-	23	0	6	32	24	-	62	0	29	183	22	-	234	343
% Lights	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	-	100.0	94.1	100.0	-	96.9	-	100.0	99.5	100.0	-	99.6	99.1
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	1	0	-	1	3
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	5.9	0.0	-	3.1	-	0.0	0.5	0.0	-	0.4	0.9
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	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: Monroe Street with Access Drives
Site Code:
Start Date: 01/23/2018
Page No: 1

Turning Movement Data

Start Time	Access Drive Eastbound						Access Drive Westbound						Monroe Street Northbound						Monroe Street 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	2	0	0	0	2	0	0	0	0	0	0	0	0	24	1	0	25	0	0	18	1	1	19	46
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	19	2	0	23	0	2	19	3	3	24	47
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	20	0	0	21	0	2	28	3	1	33	54
7:45 AM	0	0	0	0	1	0	0	0	0	0	2	0	0	0	21	5	0	26	0	2	43	4	2	49	75
Hourly Total	0	2	0	0	1	2	0	0	0	0	2	0	0	3	84	8	0	95	0	6	108	11	7	125	222
8:00 AM	0	1	0	0	0	1	0	1	0	0	0	1	0	0	30	3	0	33	0	1	22	5	1	28	63
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	20	0	4	37	3	3	44	64
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	18	0	0	18	0	2	28	5	1	35	54
8:45 AM	0	0	0	1	1	1	0	0	0	0	1	0	0	1	28	2	0	31	0	1	22	9	0	32	64
Hourly Total	0	1	0	1	1	2	0	1	1	0	1	2	0	1	96	5	0	102	0	8	109	22	5	139	245
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	3	0	0	1	3	0	1	0	0	0	1	0	1	15	0	0	16	0	0	42	5	0	47	67
4:15 PM	0	0	0	0	0	0	0	1	0	1	0	2	0	1	12	0	0	13	0	1	48	5	0	54	69
4:30 PM	0	3	0	2	0	5	0	4	0	0	0	4	0	0	5	2	0	7	0	0	56	1	0	57	73
4:45 PM	0	3	1	0	0	4	0	7	0	1	0	8	0	0	9	0	0	9	0	0	42	2	4	44	65
Hourly Total	0	9	1	2	1	12	0	13	0	2	0	15	0	2	41	2	0	45	0	1	188	13	4	202	274
5:00 PM	0	1	0	0	4	1	0	5	0	1	0	6	0	0	10	0	0	10	0	1	70	1	7	72	89
5:15 PM	0	1	0	0	2	1	0	1	0	0	0	1	0	0	8	0	0	8	0	1	44	5	1	50	60
5:30 PM	0	3	0	1	1	4	0	2	0	0	0	2	0	0	7	0	0	7	1	1	49	1	1	52	65
5:45 PM	0	0	0	3	0	3	0	3	0	0	0	3	0	0	10	1	1	11	0	0	58	2	2	60	77
Hourly Total	0	5	0	4	7	9	0	11	0	1	0	12	0	0	35	1	1	36	1	3	221	9	11	234	291
Grand Total	0	17	1	7	10	25	0	25	1	3	3	29	0	6	256	16	1	278	1	18	626	55	27	700	1032
Approach %	0.0	68.0	4.0	28.0	-	-	0.0	86.2	3.4	10.3	-	-	0.0	2.2	92.1	5.8	-	-	0.1	2.6	89.4	7.9	-	-	-
Total %	0.0	1.6	0.1	0.7	-	2.4	0.0	2.4	0.1	0.3	-	2.8	0.0	0.6	24.8	1.6	-	26.9	0.1	1.7	60.7	5.3	-	67.8	-
Lights	0	17	1	7	-	25	0	25	1	3	-	29	0	6	252	16	-	274	1	18	617	54	-	690	1018
% Lights	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	-	100.0	98.4	100.0	-	98.6	100.0	100.0	98.6	98.2	-	98.6	98.6
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	3	0	-	3	5
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.8	0.0	-	0.7	0.0	0.0	0.5	0.0	-	0.4	0.5
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	6	1	-	7	9
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.8	0.0	-	0.7	0.0	0.0	1.0	1.8	-	1.0	0.9
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	10	-	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	27	-	-

% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-
---------------	---	---	---	---	-------	---	---	---	---	---	-------	---	---	---	---	-------	---	---	---	---	-------	---	---



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

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

Count Name: Monroe Street with Access Drives
Site Code:
Start Date: 01/23/2018
Page No: 3

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Access Drive Eastbound						Access Drive Westbound						Monroe Street Northbound						Monroe Street 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	
7:45 AM	0	0	0	0	1	0	0	0	0	0	2	0	0	0	21	5	0	26	0	2	43	4	2	49	75
8:00 AM	0	1	0	0	0	1	0	1	0	0	0	1	0	0	30	3	0	33	0	1	22	5	1	28	63
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	20	0	4	37	3	3	44	64
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	18	0	0	18	0	2	28	5	1	35	54
Total	0	1	0	0	1	1	0	1	1	0	2	2	0	0	89	8	0	97	0	9	130	17	7	156	256
Approach %	0.0	100.0	0.0	0.0	-	-	0.0	50.0	50.0	0.0	-	-	0.0	0.0	91.8	8.2	-	-	0.0	5.8	83.3	10.9	-	-	-
Total %	0.0	0.4	0.0	0.0	-	0.4	0.0	0.4	0.4	0.0	-	0.8	0.0	0.0	34.8	3.1	-	37.9	0.0	3.5	50.8	6.6	-	60.9	-
PHF	0.000	0.250	0.000	0.000	-	0.250	0.000	0.250	0.250	0.000	-	0.500	0.000	0.000	0.742	0.400	-	0.735	0.000	0.563	0.756	0.850	-	0.796	0.853
Lights	0	1	0	0	-	1	0	1	1	0	-	2	0	0	87	8	-	95	0	9	126	17	-	152	250
% Lights	-	100.0	-	-	-	100.0	-	100.0	100.0	-	-	100.0	-	-	97.8	100.0	-	97.9	-	100.0	96.9	100.0	-	97.4	97.7
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	1	0	-	1	2
% Buses	-	0.0	-	-	-	0.0	-	0.0	0.0	-	-	0.0	-	-	1.1	0.0	-	1.0	-	0.0	0.8	0.0	-	0.6	0.8
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	3	0	-	3	4
% Single-Unit Trucks	-	0.0	-	-	-	0.0	-	0.0	0.0	-	-	0.0	-	-	1.1	0.0	-	1.0	-	0.0	2.3	0.0	-	1.9	1.6
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	-	-	-	0.0	-	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	-	-	-	0.0	-	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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

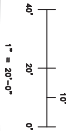
Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Monroe Street with Access Drives
Site Code:
Start Date: 01/23/2018
Page No: 4

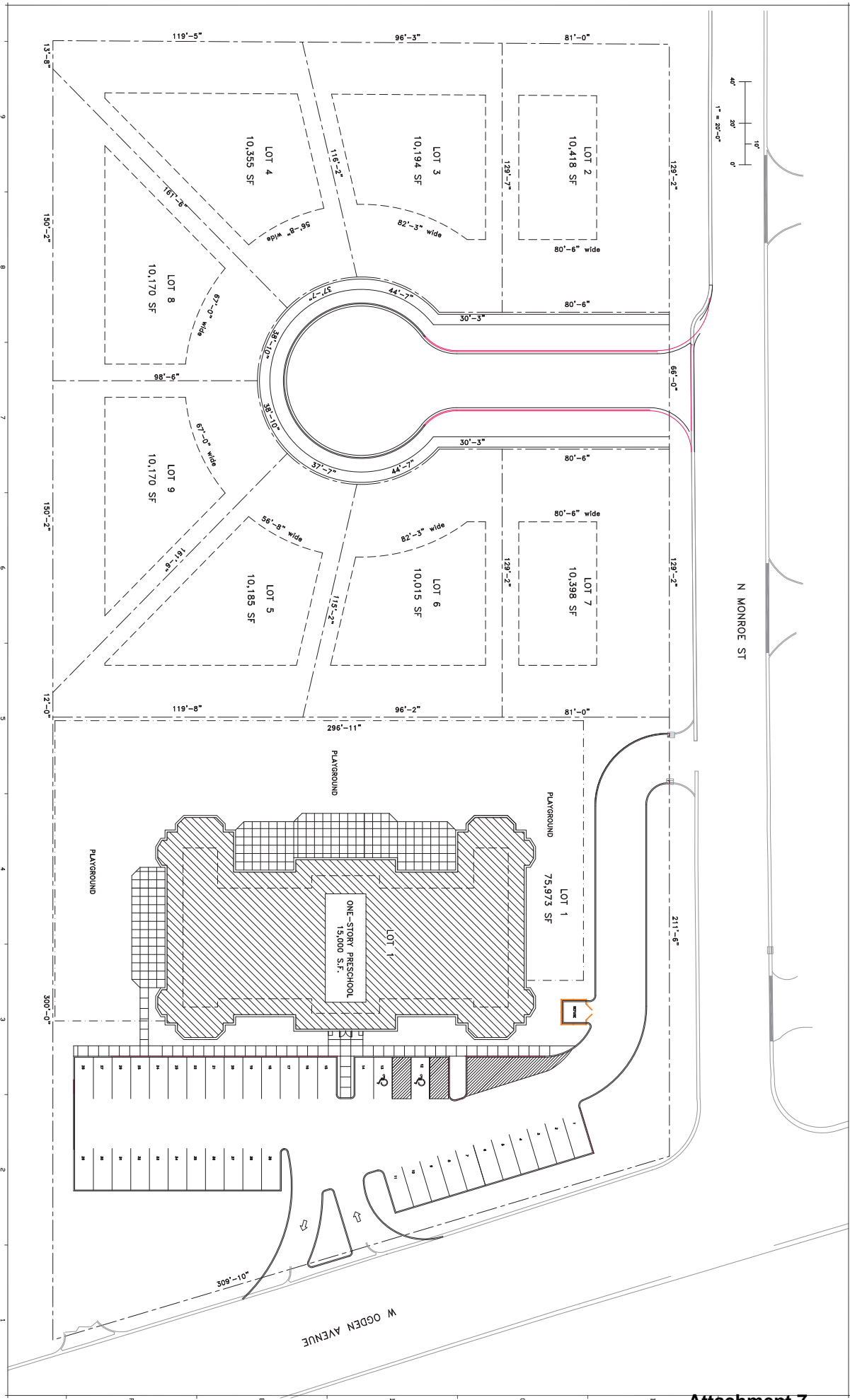
Turning Movement Peak Hour Data (4:15 PM)

Start Time	Access Drive Eastbound						Access Drive Westbound						Monroe Street Northbound						Monroe Street 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	
4:15 PM	0	0	0	0	0	0	0	1	0	1	0	2	0	1	12	0	0	13	0	1	48	5	0	54	69
4:30 PM	0	3	0	2	0	5	0	4	0	0	0	4	0	0	5	2	0	7	0	0	56	1	0	57	73
4:45 PM	0	3	1	0	0	4	0	7	0	1	0	8	0	0	9	0	0	9	0	0	42	2	4	44	65
5:00 PM	0	1	0	0	4	1	0	5	0	1	0	6	0	0	10	0	0	10	0	1	70	1	7	72	89
Total	0	7	1	2	4	10	0	17	0	3	0	20	0	1	36	2	0	39	0	2	216	9	11	227	296
Approach %	0.0	70.0	10.0	20.0	-	-	0.0	85.0	0.0	15.0	-	-	0.0	2.6	92.3	5.1	-	-	0.0	0.9	95.2	4.0	-	-	-
Total %	0.0	2.4	0.3	0.7	-	3.4	0.0	5.7	0.0	1.0	-	6.8	0.0	0.3	12.2	0.7	-	13.2	0.0	0.7	73.0	3.0	-	76.7	-
PHF	0.000	0.583	0.250	0.250	-	0.500	0.000	0.607	0.000	0.750	-	0.625	0.000	0.250	0.750	0.250	-	0.750	0.000	0.500	0.771	0.450	-	0.788	0.831
Lights	0	7	1	2	-	10	0	17	0	3	-	20	0	1	36	2	-	39	0	2	215	9	-	226	295
% Lights	-	100.0	100.0	100.0	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	-	100.0	99.5	100.0	-	99.6	99.7
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.5	0.0	-	0.4	0.3
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	11	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Preliminary Site Plan



N MONROE ST



KENSINGTON SCHOOL

741 W. OGDEN AVENUE
HINSDALE, ILLINOIS 60521
T: 630.990.0000 F: 630.990.0001

KENSINGTON SCHOOL OF HINSDALE
540 WEST OGDEN AVENUE
HINSDALE, ILLINOIS 60521

PROJECT NAME

DRAWING CODE

DATE	2-24-2016
DESCRIPTION	
REV. NUMBER	

DRAWING TITLE

SITE PLAN

DATE	2-24-2016
DESCRIPTION	
REV. NUMBER	

DRAWING NO.

A1-0

CMAP Projection Letter



Chicago Metropolitan
Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

February 24, 2017

Brendan S. May
Consultant
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: *Ogden Avenue (US 34) @ Madison Street*
IDOT

Dear Mr. May:

In response to a request made on your behalf and dated February 24, 2017, we have developed year 2040 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2040 ADT
Ogden Ave (US 34)	27,300	28,900
Madison St north of Ogden Ave	1,550	1,700
Madison St south of Ogden Ave	5,300	5,700

Traffic projections are developed using existing ADT data provided in the request letter and the results from the October 2016 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2040 socioeconomic projections and assumes the implementation of the GO TO 2040 Comprehensive Regional Plan for the Northeastern Illinois area.

If you have any questions, please call me at (312) 386-8806.

Sincerely,

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

cc: Fortmann (IDOT)
S:\AdminGroups\ResearchAnalysis\TrafficForecasts_CY2017\Hinsdale\du-14-17\du-14-17.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	

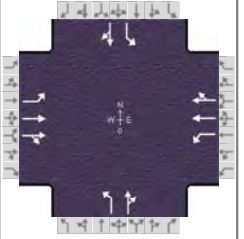
Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Summary Sheets

Capacity Analysis Summary Sheets
Existing Morning Peak Hour Conditions



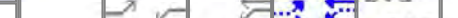
HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	KLOA, Inc.			Duration, h	0.25
Analyst	BSM	Analysis Date	Feb 7, 2018	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Peak Hour	PHF	0.97
Urban Street	Ogden Avenue	Analysis Year	2018	Analysis Period	1> 7:00
Intersection	Ogden Avenue with Mad...	File Name			
Project Description	AM Existing Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	36	1116	79	87	1210	6	154	28	42	17	39	25

Signal Information												
Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	3.0	1.2	87.3	23.0	0.0	0.0		
				Yellow	3.5	0.0	4.5	4.5	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	1.5	1.5	0.0	0.0		

												
	1	2	3	4								
	5	6	7									

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	36	1116	79	87	1210	6	154	28	42	17	39	25
Initial Queue (Q _b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s _o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N _m), man/h	None			None			None			None		
Heavy Vehicles (P _{HV}), %	6	2		3	2		1	4		12	5	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N _b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filtering (I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft	160	0		190	0		70	0		70	0	
Grade (P _g), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	25	25	25	25	25	25

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) or Phase Split, s	13.0	78.0	13.0	78.0		39.0		39.0
Yellow Change Interval (Y), s	3.5	4.5	3.5	4.5		4.5		4.5
Red Clearance Interval (R _c), s	0.0	1.5	0.0	1.5		1.5		1.5
Minimum Green (G _{min}), s	3	15	3	15	3	8	3	8
Start-Up Lost Time (I _t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (P _T), s	3.0	7.0	3.0	7.0	3.0	5.0	3.0	5.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Walk (Walk), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (P _C), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No		0.50	No		0.50	No		0.50	No		0.50

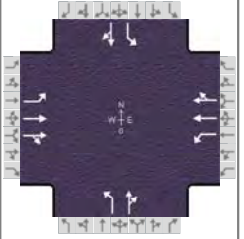
HCS7 Signalized Intersection Results Summary

General Information

Agency	KLOA, Inc.			Duration, h	0.25
Analyst	BSM	Analysis Date	Feb 7, 2018	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Peak Hour	PHF	0.97
Urban Street	Ogden Avenue	Analysis Year	2018	Analysis Period	1> 7:00
Intersection	Ogden Avenue with Mad...	File Name			
Project Description	AM Existing Peak Hour				

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.97
Analysis Period	1> 7:00



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	36	1116	79	87	1210	6	154	28	42	17	39	25

Signal Information

Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	4.0	1.1	4.0		6.0		6.0
Phase Duration, s	6.5	93.3	7.7	94.5		29.0		29.0
Change Period, (Y+R _c), s	3.5	6.0	3.5	6.0		6.0		6.0
Max Allow Headway (MAH), s	4.0	0.0	4.0	0.0		6.3		6.3
Queue Clearance Time (g _s), s	2.9		4.1			21.1		8.4
Green Extension Time (g _e), s	0.1	0.0	0.2	0.0		1.8		2.6
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	0.00		0.00			0.21		0.01

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	37	623	609	90	627	626	159	72		18	66	
Adjusted Saturation Flow Rate (s), veh/h/ln	1725	1870	1826	1767	1870	1867	1346	1661		1223	1706	
Queue Service Time (g _s), s	0.9	8.2	10.3	2.1	7.3	7.4	14.9	4.9		1.6	4.3	
Cycle Queue Clearance Time (g _c), s	0.9	8.2	10.3	2.1	7.3	7.4	19.1	4.9		6.4	4.3	
Green Ratio (g/C)	0.69	0.67	0.67	0.70	0.68	0.68	0.18	0.18		0.18	0.18	
Capacity (c), veh/h	356	1255	1226	378	1273	1271	249	294		227	302	
Volume-to-Capacity Ratio (X)	0.104	0.496	0.497	0.237	0.493	0.493	0.636	0.246		0.077	0.219	
Back of Queue (Q), ft/ln (95 th percentile)	14.7	111.6	136.5	34.4	99.2	99.6	234.6	98.3		25.9	90	
Back of Queue (Q), veh/ln (95 th percentile)	0.6	4.4	5.5	1.3	3.9	4.0	9.3	3.8		0.9	3.5	
Queue Storage Ratio (RQ) (95 th percentile)	0.09	0.00	0.00	0.18	0.00	0.00	3.35	0.00		0.37	0.00	
Uniform Delay (d ₁), s/veh	6.5	2.7	3.6	6.5	2.3	2.3	54.0	46.0		48.8	45.8	
Incremental Delay (d ₂), s/veh	0.1	1.4	1.4	0.3	1.4	1.4	5.6	0.9		0.3	0.8	
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	6.6	4.1	5.0	6.8	3.6	3.7	59.6	47.0		49.1	46.6	
Level of Service (LOS)	A	A	A	A	A	A	E	D		D	D	
Approach Delay, s/veh / LOS	4.6		A	3.9		A	55.7		E	47.1		D
Intersection Delay, s/veh / LOS	9.5						A					

Multimodal Results

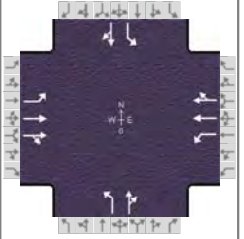
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.2		B	2.2		B	2.9		C	2.9		C
Bicycle LOS Score / LOS	1.5		B	1.6		B	0.9		A	0.6		A

HCS7 Signalized Intersection Intermediate Values

General Information

Agency	KLOA, Inc.			Duration, h	0.25
Analyst	BSM	Analysis Date	Feb 7, 2018	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Peak Hour	PHF	0.97
Urban Street	Ogden Avenue	Analysis Year	2018	Analysis Period	1> 7:00
Intersection	Ogden Avenue with Mad...	File Name			
Project Description	AM Existing Peak Hour				

Intersection Information



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	36	1116	79	87	1210	6	154	28	42	17	39	25

Signal Information

Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	3.0	1.2	87.3	23.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	0.0	4.5	4.5	0.0	0.0		
				Red	0.0	0.0	1.5	1.5	0.0	0.0		

Saturation Flow / Delay

	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVG})	0.953	0.984	1.000	0.977	0.984	1.000	0.992	0.969	1.000	0.906	0.961	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.708	0.000		0.644	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.977	0.977		0.998	0.998		0.903	0.903		0.934	0.934
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{WZ})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1725	3453	244	1767	3719	18	1346	665	997	1223	1040	666
Proportion of Vehicles Arriving on Green (P)	0.02	0.89	0.67	0.03	0.91	0.68	0.18	0.18	0.18	0.18	0.18	0.18
Incremental Delay Factor (k)	0.11	0.50	0.50	0.11	0.50	0.50	0.23	0.23		0.23	0.23	

Signal Timing / Movement Groups

	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	6.0	3.5	6.0		6.0		6.0
Green Ratio (g/C)	0.69	0.67	0.70	0.68		0.18		0.18
Permitted Saturation Flow Rate (s_p), veh/h/ln	429	0	449	0		1346		1223
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	87.3	0.0	87.3	0.0		23.0		23.0
Permitted Service Time (g_u), s	78.9	0.0	76.9	0.0		18.7		18.2
Permitted Queue Service Time (g_{ps}), s	0.8		2.6			14.9		1.6
Time to First Blockage (g_t), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{ts}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal

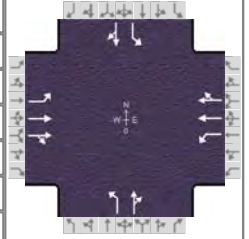
	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.00	1.557	0.00	2.107	0.00	2.107	0.00
Pedestrian F_s / F_{delay}	0.000	0.078	0.000	0.076	0.000	0.152	0.000	0.152
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	1342.72	7.02	1361.91	6.62	353.47	44.05	353.47	44.05
Bicycle F_w / F_v	-3.64	1.05	-3.64	1.11	-3.64	0.38	-3.64	0.14

HCS7 Signalized Intersection Results Graphical Summary

General Information

Agency	KLOA, Inc.			Duration, h	0.25
Analyst	BSM	Analysis Date	Feb 7, 2018	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Peak Hour	PHF	0.97
Urban Street	Ogden Avenue	Analysis Year	2018	Analysis Period	1 > 7:00
Intersection	Ogden Avenue with Mad...	File Name			
Project Description	AM Existing Peak Hour				

Intersection Information



Demand Information

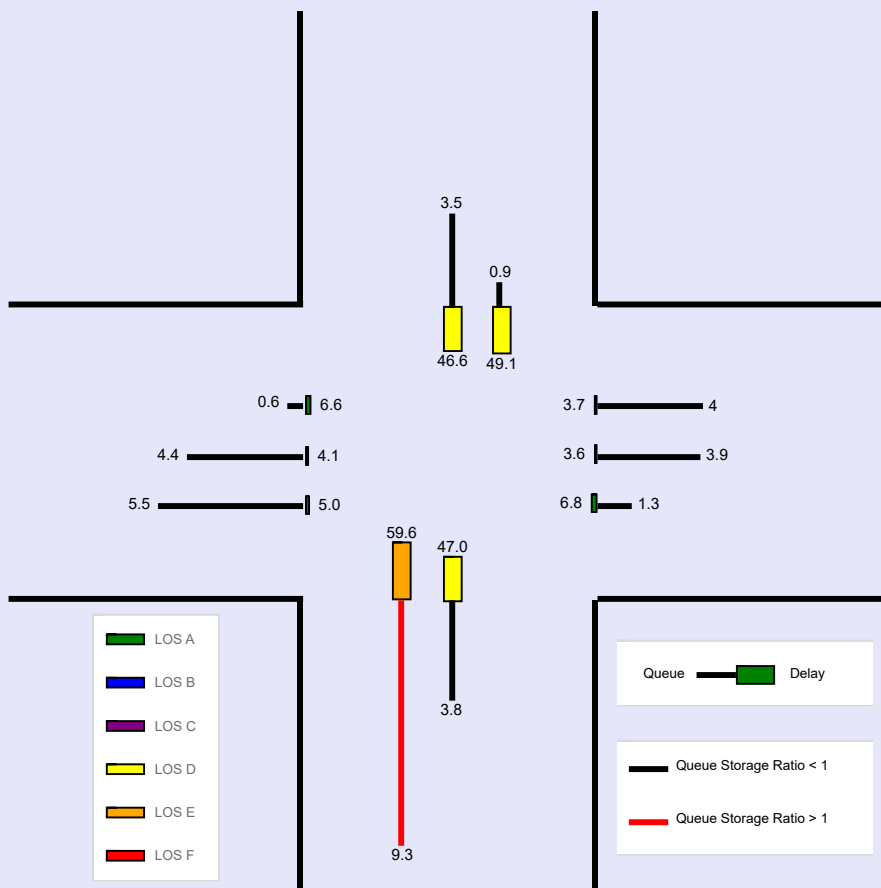
	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	36	1116	79	87	1210	6	154	28	42	17	39	25

Signal Information

Cycle, s	130.0	Reference Phase	2																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
----------	-------	-----------------	---	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (Q), ft/ln (95 th percentile)	14.7	111.6	136.5	34.4	99.2	99.6	234.6	98.3		25.9	90	
Back of Queue (Q), veh/ln (95 th percentile)	0.6	4.4	5.5	1.3	3.9	4.0	9.3	3.8		0.9	3.5	
Queue Storage Ratio (RQ) (95 th percentile)	0.09	0.00	0.00	0.18	0.00	0.00	3.35	0.00		0.37	0.00	
Control Delay (d), s/veh	6.6	4.1	5.0	6.8	3.6	3.7	59.6	47.0		49.1	46.6	
Level of Service (LOS)	A	A	A	A	A	A	E	D		D	D	
Approach Delay, s/veh / LOS	4.6		A	3.9		A	55.7		E	47.1		D
Intersection Delay, s/veh / LOS	9.5						A					

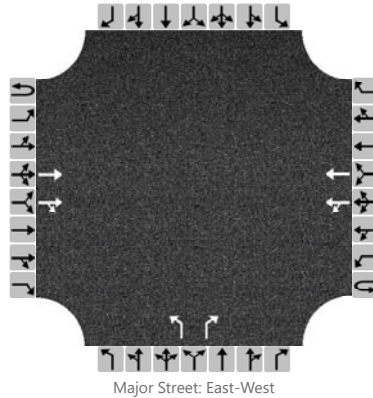


HCS7 Two-Way Stop-Control Report

General Information

Analyst	ANB	Intersection	Ogden Avenue with Monroe
Agency/Co.	KLOA, Inc.	Jurisdiction	IDOT
Date Performed	2/7/2018	East/West Street	Ogden Avenue
Analysis Year	2018	North/South Street	Monroe Street
Time Analyzed	AM Existing Peak Hour	Peak Hour Factor	0.96
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	17-051		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		1	0	1		0	0	0
Configuration			T	TR		LT	T			L		R				
Volume, V (veh/h)			1143	116		36	1352			0		93				
Percent Heavy Vehicles (%)						0				0		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

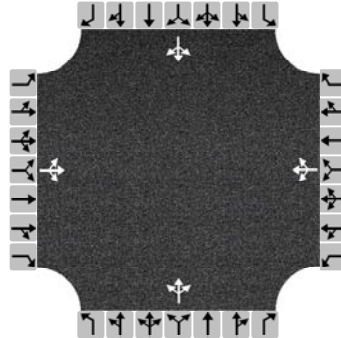
Flow Rate, v (veh/h)						38				0		97				
Capacity, c (veh/h)						534				47		408				
v/c Ratio						0.07				0.00		0.24				
95% Queue Length, Q ₉₅ (veh)						0.2				0.0		0.9				
Control Delay (s/veh)						12.3				81.3		16.5				
Level of Service, LOS						B				F		C				
Approach Delay (s/veh)					2.2				16.5							
Approach LOS									C							

HCS7 All-Way Stop Control Report

General Information

Analyst	ANB	Intersection	Monroe and North
Agency/Co.	KLOA, Inc.	Jurisdiction	IDOT
Date Performed	2/23/2018	East/West Street	North Street
Analysis Year	2018	North/South Street	Monroe Street
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.93
Time Analyzed	Existing Morning Peak		
Project Description	Kensington School		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	23	23	7	12	24	38	4	99	43	13	91	28
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	57			80			157			142		
Percent Heavy Vehicles	2			0			2			4		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.051			0.071			0.140			0.126		
Final Departure Headway, hd (s)	4.71			4.37			4.24			4.35		
Final Degree of Utilization, x	0.075			0.096			0.185			0.172		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	2.71			2.37			2.24			2.35		

Capacity, Delay and Level of Service

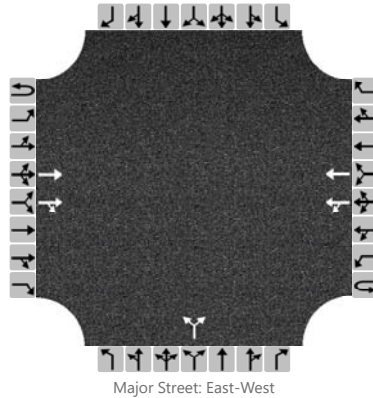
Flow Rate, v (veh/h)	57			80			157			142		
Capacity	765			825			849			827		
95% Queue Length, Q ₉₅ (veh)	0.2			0.3			0.7			0.6		
Control Delay (s/veh)	8.1			7.8			8.2			8.3		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh)	8.1			7.8			8.2			8.3		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	8.1						A					

HCS7 Two-Way Stop-Control Report

General Information

Analyst	ANB	Intersection	Ogden Avenue & N. Access
Agency/Co.	KLOA, Inc.	Jurisdiction	IDOT
Date Performed	2/7/2018	East/West Street	Ogden Avenue
Analysis Year	2018	North/South Street	North Access Drive
Time Analyzed	AM Existing Peak Hour	Peak Hour Factor	0.96
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	17-051		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	1	0		0	0	0
Configuration			T	TR		LT	T				LR					
Volume, V (veh/h)			1231	5		3	1386			2		0				
Percent Heavy Vehicles (%)						0				50		0				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						3					2					
Capacity, c (veh/h)						546					29					
v/c Ratio						0.01					0.07					
95% Queue Length, Q ₉₅ (veh)						0.0					0.2					
Control Delay (s/veh)						11.6					139.8					
Level of Service, LOS						B					F					
Approach Delay (s/veh)					0.2				139.8							
Approach LOS									F							

HCS7 Two-Way Stop-Control Report

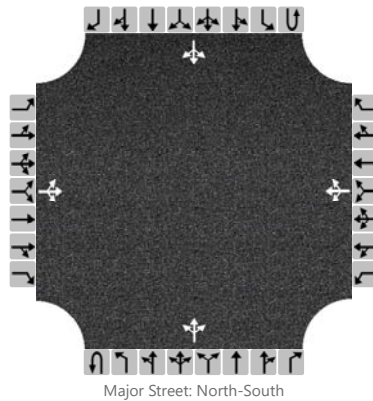
General Information

Analyst	ANB
Agency/Co.	KLOA, Inc.
Date Performed	2/7/2018
Analysis Year	2018
Time Analyzed	AM Existing Peak Hour
Intersection Orientation	North-South
Project Description	17-051

Site Information

Intersection	Monroe and West Access
Jurisdiction	IDOT
East/West Street	West Access Drive
North/South Street	Monroe Street
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		1	0	1		2	0	0		0	89	8		9	130	17
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

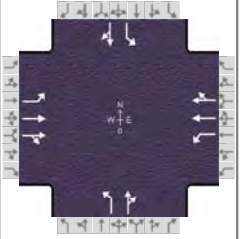
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			2				2				0				11	
Capacity, c (veh/h)			756				656				1416				1488	
v/c Ratio			0.00				0.00				0.00				0.01	
95% Queue Length, Q ₉₅ (veh)			0.0				0.0				0.0				0.0	
Control Delay (s/veh)			9.8				10.5				7.5				7.4	
Level of Service, LOS			A				B				A				A	
Approach Delay (s/veh)	9.8				10.5				0.0				0.5			
Approach LOS	A				B											

Capacity Analysis Summary Sheets
Existing Evening Peak Hour Conditions

HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	KLOA, Inc.			Duration, h	0.25
Analyst	BSM	Analysis Date	Mar 8, 2017	Area Type	Other
Jurisdiction	IDOT	Time Period	PM Peak Hour	PHF	0.95
Urban Street	Ogden Avenue	Analysis Year	2018	Analysis Period	1> 7:00
Intersection	Ogden Avenue with Mad...	File Name			
Project Description	PM Existing Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	57	1379	92	72	1104	7	209	35	34	10	35	45

Signal Information												
Cycle, s	140.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	3.9	0.4	87.5	32.7	0.0	0.0		
				Yellow	3.5	0.0	4.5	4.5	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	1.5	1.5	0.0	0.0		

1	2	3	4
5	6	7	

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	57	1379	92	72	1104	7	209	35	34	10	35	45
Initial Queue (Q _b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s _o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N _m), man/h	None			None			None			None		
Heavy Vehicles (P _{HV}), %	9	1		0	1		1	1		0	8	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N _b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filtering (I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft	160	0		190	0		70	0		70	0	
Grade (P _g), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	25	25	25	25	25	25

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) or Phase Split, s	15.0	77.0	15.0	77.0		48.0		48.0
Yellow Change Interval (Y), s	3.5	4.5	3.5	4.5		4.5		4.5
Red Clearance Interval (R _c), s	0.0	1.5	0.0	1.5		1.5		1.5
Minimum Green (G _{min}), s	3	15	3	15	3	8	3	8
Start-Up Lost Time (I _t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (P _T), s	3.0	7.0	3.0	7.0	3.0	5.0	3.0	5.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Walk (Walk), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (P _C), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No		0.50	No		0.50	No		0.50	No		0.50

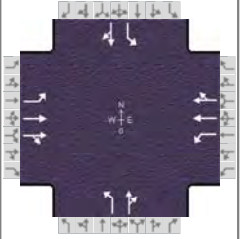
HCS7 Signalized Intersection Results Summary

General Information

Agency	KLOA, Inc.			Duration, h	0.25
Analyst	BSM	Analysis Date	Mar 8, 2017	Area Type	Other
Jurisdiction	IDOT	Time Period	PM Peak Hour	PHF	0.95
Urban Street	Ogden Avenue	Analysis Year	2018	Analysis Period	1> 7:00
Intersection	Ogden Avenue with Mad...	File Name			
Project Description	PM Existing Peak Hour				

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.95
Analysis Period	1> 7:00



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	57	1379	92	72	1104	7	209	35	34	10	35	45

Signal Information

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

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	4.0	1.1	4.0		6.0		6.0
Phase Duration, s	7.4	93.5	7.8	93.9		38.7		38.7
Change Period, (Y+R _c), s	3.5	6.0	3.5	6.0		6.0		6.0
Max Allow Headway (MAH), s	4.0	0.0	4.0	0.0		6.3		6.3
Queue Clearance Time (g _s), s	3.8		4.1			30.4		7.9
Green Extension Time (g _e), s	0.1	0.0	0.2	0.0		2.3		3.5
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	0.00		0.00			0.28		0.00

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	60	780	769	76	585	584	220	73		11	84	
Adjusted Saturation Flow Rate (s), veh/h/ln	1682	1885	1843	1810	1885	1881	1324	1732		1348	1618	
Queue Service Time (g _s), s	1.8	21.5	24.4	2.1	12.1	12.3	22.5	4.7		0.9	5.9	
Cycle Queue Clearance Time (g _c), s	1.8	21.5	24.4	2.1	12.1	12.3	28.4	4.7		5.5	5.9	
Green Ratio (g/C)	0.65	0.63	0.63	0.66	0.63	0.63	0.23	0.23		0.23	0.23	
Capacity (c), veh/h	336	1179	1152	259	1183	1181	306	405		322	378	
Volume-to-Capacity Ratio (X)	0.178	0.662	0.667	0.292	0.495	0.495	0.720	0.180		0.033	0.223	
Back of Queue (Q), ft/ln (95 th percentile)	32.1	246.3	275.9	38.5	175.2	176.2	325.9	95.5		13.9	118.5	
Back of Queue (Q), veh/ln (95 th percentile)	1.2	9.8	11.0	1.5	7.0	7.0	12.9	3.8		0.6	4.5	
Queue Storage Ratio (RQ) (95 th percentile)	0.20	0.00	0.00	0.20	0.00	0.00	4.66	0.00		0.20	0.00	
Uniform Delay (d ₁), s/veh	9.5	6.2	7.4	11.4	5.2	5.3	54.8	42.9		45.1	43.4	
Incremental Delay (d ₂), s/veh	0.3	2.9	3.1	0.6	1.5	1.5	7.5	0.4		0.1	0.6	
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	9.8	9.1	10.5	12.1	6.7	6.8	62.3	43.4		45.2	44.0	
Level of Service (LOS)	A	A	B	B	A	A	E	D		D	D	
Approach Delay, s/veh / LOS	9.8		A	7.1		A	57.6		E	44.1		D
Intersection Delay, s/veh / LOS	14.1						B					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.2		B	2.2		B	2.9		C	2.9		C
Bicycle LOS Score / LOS	1.8		B	1.5		B	1.0		A	0.6		A

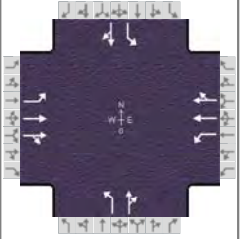
HCS7 Signalized Intersection Intermediate Values

General Information

Agency	KLOA, Inc.			Duration, h	0.25
Analyst	BSM	Analysis Date	Mar 8, 2017	Area Type	Other
Jurisdiction	IDOT	Time Period	PM Peak Hour	PHF	0.95
Urban Street	Ogden Avenue	Analysis Year	2018	Analysis Period	1> 7:00
Intersection	Ogden Avenue with Mad...	File Name			
Project Description	PM Existing Peak Hour				

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.95
Analysis Period	1> 7:00



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	57	1379	92	72	1104	7	209	35	34	10	35	45

Signal Information

Cycle, s	140.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	3.9	0.4	87.5	32.7	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	0.0	4.5	4.5	0.0	0.0		
				Red	0.0	0.0	1.5	1.5	0.0	0.0		

Saturation Flow / Delay

	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVG})	0.930	0.992	1.000	1.000	0.992	1.000	0.992	0.992	1.000	1.000	0.938	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.697	0.000		0.710	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.978	0.978		0.998	0.998		0.919	0.919		0.908	0.908
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{WZ})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1682	3496	232	1810	3742	24	1324	878	853	1348	708	910
Proportion of Vehicles Arriving on Green (P)	0.03	0.83	0.63	0.03	0.84	0.63	0.23	0.23	0.23	0.23	0.23	0.23
Incremental Delay Factor (k)	0.11	0.50	0.50	0.11	0.50	0.50	0.26	0.23		0.23	0.23	

Signal Timing / Movement Groups

	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	6.0	3.5	6.0		6.0		6.0
Green Ratio (g/C)	0.65	0.63	0.66	0.63		0.23		0.23
Permitted Saturation Flow Rate (s_p), veh/h/ln	453	0	339	0		1324		1348
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	87.5	0.0	87.5	0.0		32.7		32.7
Permitted Service Time (g_u), s	73.5	0.0	63.0	0.0		26.9		28.1
Permitted Queue Service Time (g_{ps}), s	2.1		7.1			22.5		0.9
Time to First Blockage (g_t), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{ts}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal

	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.00	1.557	0.00	2.107	0.00	2.107	0.00
Pedestrian F_s / F_{delay}	0.000	0.092	0.000	0.091	0.000	0.149	0.000	0.149
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	1250.48	9.83	1255.54	9.70	467.18	41.12	467.18	41.12
Bicycle F_w / F_v	-3.64	1.33	-3.64	1.03	-3.64	0.48	-3.64	0.16

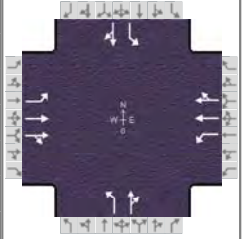
HCS7 Signalized Intersection Results Graphical Summary

General Information

Agency	KLOA, Inc.
Analyst	BSM
Jurisdiction	IDOT
Urban Street	Ogden Avenue
Intersection	Ogden Avenue with Mad...
Project Description	PM Existing Peak Hour

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.95
Analysis Period	1> 7:00



Demand Information

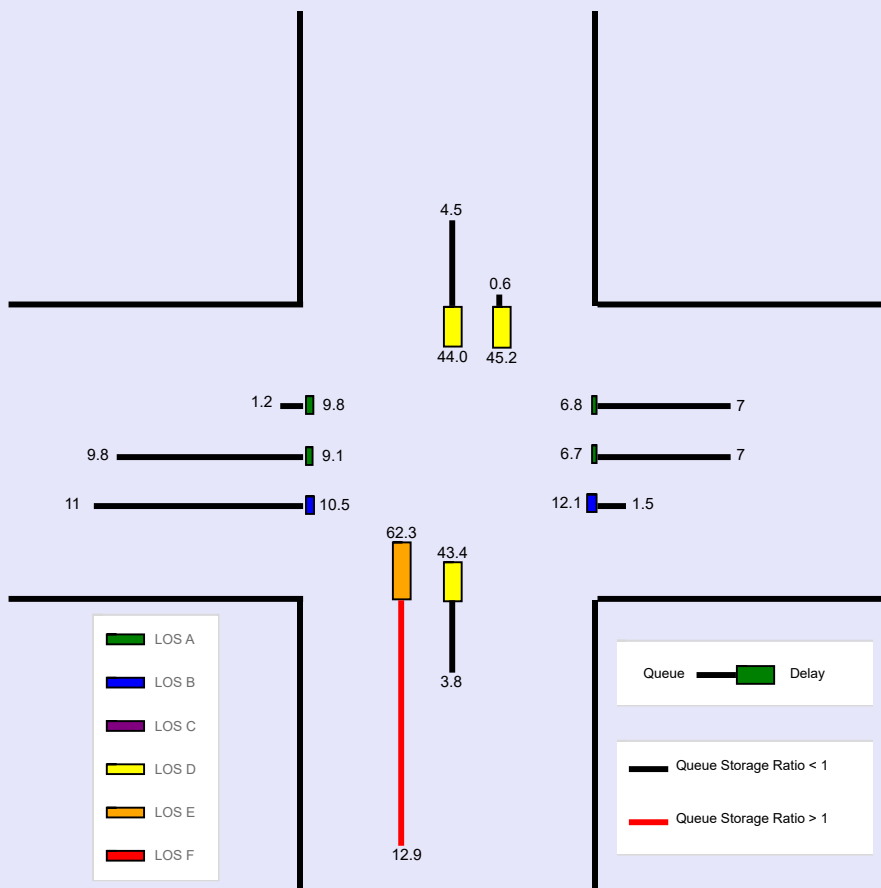
	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	57	1379	92	72	1104	7	209	35	34	10	35	45

Signal Information

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

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (Q), ft/lh (95 th percentile)	32.1	246.3	275.9	38.5	175.2	176.2	325.9	95.5		13.9	118.5	
Back of Queue (Q), veh/lh (95 th percentile)	1.2	9.8	11.0	1.5	7.0	7.0	12.9	3.8		0.6	4.5	
Queue Storage Ratio (RQ) (95 th percentile)	0.20	0.00	0.00	0.20	0.00	0.00	4.66	0.00		0.20	0.00	
Control Delay (d), s/veh	9.8	9.1	10.5	12.1	6.7	6.8	62.3	43.4		45.2	44.0	
Level of Service (LOS)	A	A	B	B	A	A	E	D		D	D	
Approach Delay, s/veh / LOS	9.8		A	7.1		A	57.6		E	44.1		D
Intersection Delay, s/veh / LOS	14.1						B					



HCS7 Two-Way Stop-Control Report

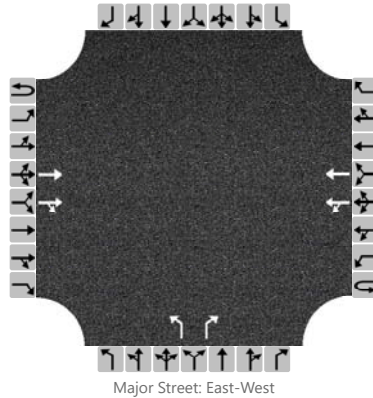
General Information

Analyst	ANB
Agency/Co.	KLOA, Inc.
Date Performed	2/7/2018
Analysis Year	2018
Time Analyzed	PM Existing Peak Hour
Intersection Orientation	East-West
Project Description	17-051

Site Information

Intersection	Ogden Avenue with Monroe
Jurisdiction	IDOT
East/West Street	Ogden Avenue
North/South Street	Monroe Street
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		1	0	1		0	0	0
Configuration			T	TR		LT	T			L		R				
Volume, V (veh/h)			1481	190		36	1324			6		40				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

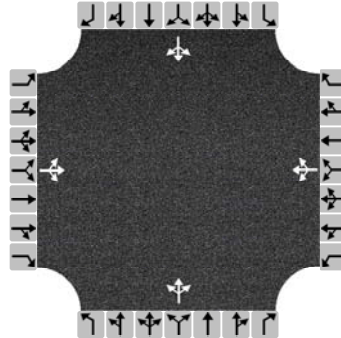
Flow Rate, v (veh/h)						38				6		42				
Capacity, c (veh/h)						360				24		294				
v/c Ratio						0.11				0.25		0.14				
95% Queue Length, Q ₉₅ (veh)						0.4				0.7		0.5				
Control Delay (s/veh)						16.2				196.2		19.3				
Level of Service, LOS						C				F		C				
Approach Delay (s/veh)					3.9				41.4							
Approach LOS									E							

HCS7 All-Way Stop Control Report

General Information

Analyst	ANB	Intersection	Monroe and North
Agency/Co.	KLOA, Inc.	Jurisdiction	IDOT
Date Performed	2/23/2018	East/West Street	North Street
Analysis Year	2018	North/South Street	Monroe Street
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.86
Time Analyzed	Existing Evening Peak		
Project Description	Kensington School		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	5	14	5	5	17	1	6	34	24	22	200	29
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	28			27			74			292		
Percent Heavy Vehicles	0			0			3			0		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.025			0.024			0.066			0.259		
Final Departure Headway, hd (s)	4.63			4.73			4.16			4.06		
Final Degree of Utilization, x	0.036			0.035			0.086			0.329		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	2.63			2.73			2.16			2.06		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	28			27			74			292		
Capacity	778			761			866			887		
95% Queue Length, Q ₉₅ (veh)	0.1			0.1			0.3			1.4		
Control Delay (s/veh)	7.8			7.9			7.5			9.0		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh)	7.8			7.9			7.5			9.0		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	8.6						A					

HCS7 Two-Way Stop-Control Report

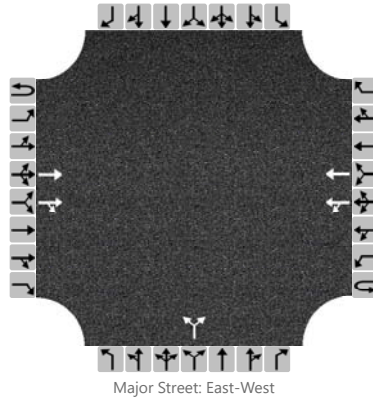
General Information

Analyst	ANB
Agency/Co.	KLOA, Inc.
Date Performed	2/7/2018
Analysis Year	2018
Time Analyzed	PM Existing Peak Hour
Intersection Orientation	East-West
Project Description	17-051

Site Information

Intersection	Ogden Avenue & N. Access
Jurisdiction	IDOT
East/West Street	Ogden Avenue
North/South Street	North Access Drive
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	1	0		0	0	0
Configuration			T	TR		LT	T				LR					
Volume, V (veh/h)			1519	2		1	1357			3		9				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						1					12					
Capacity, c (veh/h)						414					101					
v/c Ratio						0.00					0.12					
95% Queue Length, Q ₉₅ (veh)						0.0					0.4					
Control Delay (s/veh)						13.7					45.6					
Level of Service, LOS						B					E					
Approach Delay (s/veh)					0.1				45.6							
Approach LOS									E							

HCS7 Two-Way Stop-Control Report

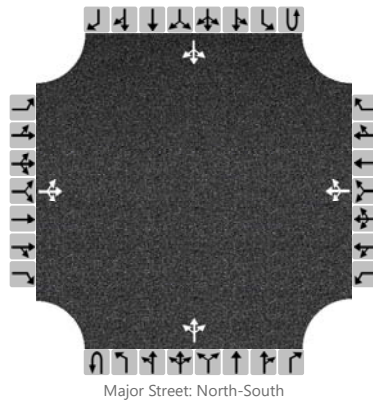
General Information

Analyst	ANB
Agency/Co.	KLOA, Inc.
Date Performed	2/7/2018
Analysis Year	2018
Time Analyzed	PM Existing Peak Hour
Intersection Orientation	North-South
Project Description	17-051

Site Information

Intersection	Monroe and West Access
Jurisdiction	IDOT
East/West Street	West Access Drive
North/South Street	Monroe Street
Peak Hour Factor	0.83
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		8	0	2		17	0	3		1	36	2		2	216	9
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

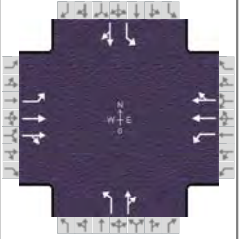
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			12				24			1				2		
Capacity, c (veh/h)			655				681			1304				1576		
v/c Ratio			0.02				0.04			0.00				0.00		
95% Queue Length, Q ₉₅ (veh)			0.1				0.1			0.0				0.0		
Control Delay (s/veh)			10.6				10.5			7.8				7.3		
Level of Service, LOS			B				B			A				A		
Approach Delay (s/veh)	10.6				10.5				0.2				0.1			
Approach LOS	B				B											

Capacity Analysis Summary Sheets
Projected Morning Peak Hour Conditions



HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	KLOA, Inc.			Duration, h	0.25
Analyst	BSM	Analysis Date	Feb 7, 2018	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Peak Hour	PHF	0.97
Urban Street	Ogden Avenue	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Ogden Avenue with Mad...	File Name			
Project Description	AM Projected Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	40	1156	85	89	1250	6	167	29	43	17	40	29

Signal Information												
Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	3.1	1.3	85.5	24.6	0.0	0.0		
				Yellow	3.5	0.0	4.5	4.5	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	1.5	1.5	0.0	0.0		

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	40	1156	85	89	1250	6	167	29	43	17	40	29
Initial Queue (Q _b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s _o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N _m), man/h	None			None			None			None		
Heavy Vehicles (P _{HV}), %	6	2		3	2		1	4		12	5	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N _b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filtering (I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft	160	0		190	0		70	0		70	0	
Grade (P _g), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	25	25	25	25	25	25

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) or Phase Split, s	13.0	78.0	13.0	78.0		39.0		39.0
Yellow Change Interval (Y), s	3.5	4.5	3.5	4.5		4.5		4.5
Red Clearance Interval (R _c), s	0.0	1.5	0.0	1.5		1.5		1.5
Minimum Green (G _{min}), s	3	15	3	15	3	8	3	8
Start-Up Lost Time (I _t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (P _T), s	3.0	7.0	3.0	7.0	3.0	5.0	3.0	5.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Walk (Walk), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (P _C), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

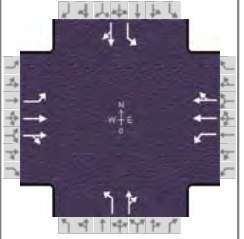
HCS7 Signalized Intersection Results Summary

General Information

Agency	KLOA, Inc.			Duration, h	0.25
Analyst	BSM	Analysis Date	Feb 7, 2018	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Peak Hour	PHF	0.97
Urban Street	Ogden Avenue	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Ogden Avenue with Mad...	File Name			
Project Description	AM Projected Peak Hour				

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.97
Analysis Period	1> 7:00



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	40	1156	85	89	1250	6	167	29	43	17	40	29

Signal Information

Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	3.1	1.3	85.5	24.6	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	0.0	4.5	4.5	0.0	0.0		
				Red	0.0	0.0	1.5	1.5	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	4.0	1.1	4.0		6.0		6.0
Phase Duration, s	6.6	91.5	7.9	92.8		30.6		30.6
Change Period, ($Y+R_c$), s	3.5	6.0	3.5	6.0		6.0		6.0
Max Allow Headway (MAH), s	4.0	0.0	4.0	0.0		6.3		6.3
Queue Clearance Time (g_s), s	3.0		4.2			22.8		8.5
Green Extension Time (g_e), s	0.1	0.0	0.2	0.0		1.8		2.8
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	0.00		0.00			0.35		0.01

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	41	647	633	92	648	647	172	74		18	71	
Adjusted Saturation Flow Rate (s), veh/h/ln	1725	1870	1825	1767	1870	1867	1340	1662		1220	1697	
Queue Service Time (g_s), s	1.0	10.3	12.5	2.2	9.2	9.3	16.2	4.9		1.6	4.6	
Cycle Queue Clearance Time (g_c), s	1.0	10.3	12.5	2.2	9.2	9.3	20.8	4.9		6.5	4.6	
Green Ratio (g/C)	0.68	0.66	0.66	0.69	0.67	0.67	0.19	0.19		0.19	0.19	
Capacity (c), veh/h	335	1230	1200	355	1249	1247	262	315		241	321	
Volume-to-Capacity Ratio (X)	0.123	0.526	0.527	0.258	0.519	0.519	0.657	0.236		0.073	0.221	
Back of Queue (Q), ft/ln (95 th percentile)	17.4	137.3	164.5	37.3	122.4	122.5	250.3	99.3		25.4	95.5	
Back of Queue (Q), veh/ln (95 th percentile)	0.7	5.4	6.6	1.5	4.8	4.9	9.9	3.8		0.9	3.7	
Queue Storage Ratio (RQ) (95 th percentile)	0.11	0.00	0.00	0.20	0.00	0.00	3.58	0.00		0.36	0.00	
Uniform Delay (d_1), s/veh	7.2	3.4	4.4	7.3	2.9	2.9	53.4	44.7		47.5	44.6	
Incremental Delay (d_2), s/veh	0.2	1.6	1.7	0.4	1.5	1.5	5.9	0.8		0.3	0.7	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	7.4	5.0	6.0	7.7	4.4	4.5	59.2	45.5		47.7	45.3	
Level of Service (LOS)	A	A	A	A	A	A	E	D		D	D	
Approach Delay, s/veh / LOS	5.6		A	4.7		A	55.1		E	45.8		D
Intersection Delay, s/veh / LOS	10.3						B					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.2		B	2.2		B	2.9		C	2.9		C
Bicycle LOS Score / LOS	1.6		B	1.6		B	0.9		A	0.6		A

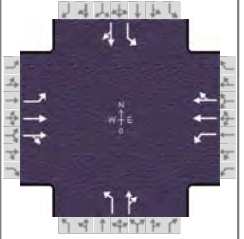
HCS7 Signalized Intersection Intermediate Values

General Information

Agency	KLOA, Inc.			Duration, h	0.25
Analyst	BSM	Analysis Date	Feb 7, 2018	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Peak Hour	PHF	0.97
Urban Street	Ogden Avenue	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Ogden Avenue with Mad...	File Name			
Project Description	AM Projected Peak Hour				

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.97
Analysis Period	1> 7:00



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	40	1156	85	89	1250	6	167	29	43	17	40	29

Signal Information

Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	3.1	1.3	85.5	24.6	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	0.0	4.5	4.5	0.0	0.0		
				Red	0.0	0.0	1.5	1.5	0.0	0.0		

Saturation Flow / Delay

	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVG})	0.953	0.984	1.000	0.977	0.984	1.000	0.992	0.969	1.000	0.906	0.961	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.705	0.000		0.642	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.976	0.976		0.998	0.998		0.903	0.903		0.930	0.930
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{WZ})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1725	3442	253	1767	3720	18	1340	669	993	1220	984	713
Proportion of Vehicles Arriving on Green (P)	0.02	0.88	0.66	0.03	0.89	0.67	0.19	0.19	0.19	0.19	0.19	0.19
Incremental Delay Factor (k)	0.11	0.50	0.50	0.11	0.50	0.50	0.23	0.23		0.23	0.23	

Signal Timing / Movement Groups

	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	6.0	3.5	6.0		6.0		6.0
Green Ratio (g/C)	0.68	0.66	0.69	0.67		0.19		0.19
Permitted Saturation Flow Rate (s_p), veh/h/ln	412	0	429	0		1340		1220
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	85.5	0.0	85.5	0.0		24.6		24.6
Permitted Service Time (g_u), s	75.4	0.0	72.9	0.0		20.0		19.7
Permitted Queue Service Time (g_{ps}), s	1.1		3.4			16.2		1.6
Time to First Blockage (g_t), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{ts}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal

	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.00	1.557	0.00	2.107	0.00	2.107	0.00
Pedestrian F_s / F_{delay}	0.000	0.081	0.000	0.079	0.000	0.151	0.000	0.151
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	1315.84	7.61	1335.90	7.17	378.35	42.73	378.35	42.73
Bicycle F_w / F_v	-3.64	1.09	-3.64	1.14	-3.64	0.41	-3.64	0.15

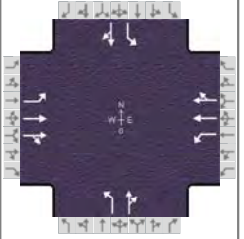
HCS7 Signalized Intersection Results Graphical Summary

General Information

Agency	KLOA, Inc.			Intersection Information	
Analyst	BSM	Analysis Date	Feb 7, 2018	Duration, h	0.25
Jurisdiction	IDOT	Time Period	AM Peak Hour	Area Type	Other
Urban Street	Ogden Avenue	Analysis Year	2024	PHF	0.97
Intersection	Ogden Avenue with Mad...	File Name		Analysis Period	1> 7:00
Project Description	AM Projected Peak Hour				

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.97
Analysis Period	1> 7:00



Demand Information

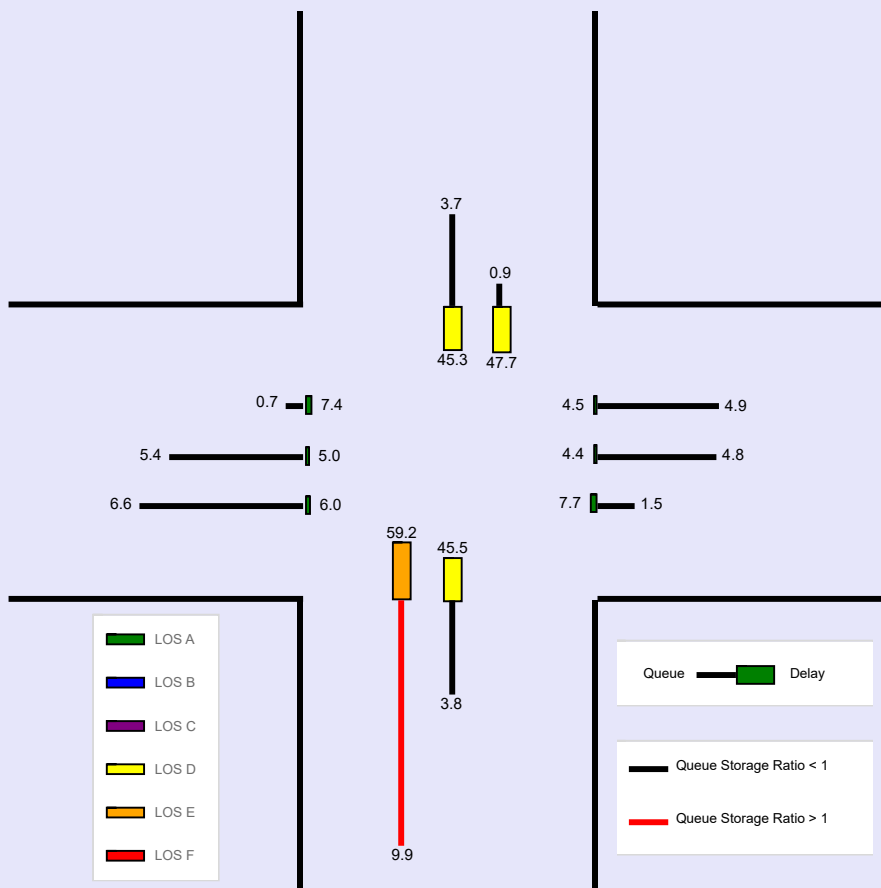
	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	40	1156	85	89	1250	6	167	29	43	17	40	29

Signal Information

Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (Q), ft/ln (95 th percentile)	17.4	137.3	164.5	37.3	122.4	122.5	250.3	99.3		25.4	95.5	
Back of Queue (Q), veh/ln (95 th percentile)	0.7	5.4	6.6	1.5	4.8	4.9	9.9	3.8		0.9	3.7	
Queue Storage Ratio (RQ) (95 th percentile)	0.11	0.00	0.00	0.20	0.00	0.00	3.58	0.00		0.36	0.00	
Control Delay (d), s/veh	7.4	5.0	6.0	7.7	4.4	4.5	59.2	45.5		47.7	45.3	
Level of Service (LOS)	A	A	A	A	A	A	E	D		D	D	
Approach Delay, s/veh / LOS	5.6		A	4.7		A	55.1		E	45.8		D
Intersection Delay, s/veh / LOS	10.3						B					



HCS7 Two-Way Stop-Control Report

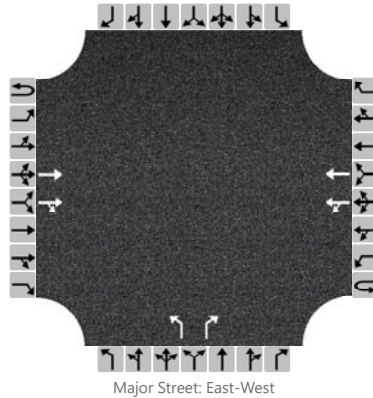
General Information

Analyst	ANB
Agency/Co.	KLOA, Inc.
Date Performed	2/7/2018
Analysis Year	2024
Time Analyzed	AM Projected Peak Hour
Intersection Orientation	East-West
Project Description	17-051

Site Information

Intersection	Ogden Avenue with Monroe
Jurisdiction	IDOT
East/West Street	Ogden Avenue
North/South Street	Monroe Street
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		1	0	1		0	0	0
Configuration			T	TR		LT	T			L		R				
Volume, V (veh/h)			1179	121		36	1391			0		98				
Percent Heavy Vehicles (%)						0				0		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

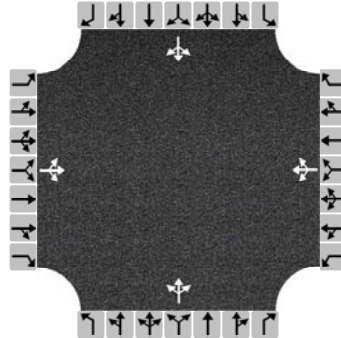
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						38				0		102				
Capacity, c (veh/h)						515				43		395				
v/c Ratio						0.07				0.00		0.26				
95% Queue Length, Q ₉₅ (veh)						0.2				0.0		1.0				
Control Delay (s/veh)						12.5				89.0		17.2				
Level of Service, LOS						B				F		C				
Approach Delay (s/veh)					2.5				17.2							
Approach LOS									C							

HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	ANB	Intersection	Monroe and North
Agency/Co.	KLOA, Inc.	Jurisdiction	IDOT
Date Performed	2/26/2018	East/West Street	North Street
Analysis Year	2024	North/South Street	Monroe Street
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.93
Time Analyzed	Projected Morning Peak		
Project Description	Kensington School		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	26	23	7	12	24	41	4	115	43	26	114	31
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	60			83			174			184		
Percent Heavy Vehicles	2			0			2			4		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.054			0.074			0.155			0.163		
Final Departure Headway, hd (s)	4.87			4.51			4.34			4.43		
Final Degree of Utilization, x	0.081			0.104			0.210			0.226		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	2.87			2.51			2.34			2.43		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	60			83			174			184		
Capacity	739			799			830			812		
95% Queue Length, Q ₉₅ (veh)	0.3			0.3			0.8			0.9		
Control Delay (s/veh)	8.3			8.0			8.5			8.7		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh)	8.3			8.0			8.5			8.7		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	8.5						A					

HCS7 Two-Way Stop-Control Report

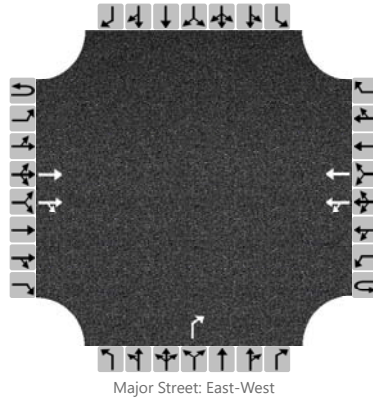
General Information

Analyst	ANB
Agency/Co.	KLOA, Inc.
Date Performed	2/7/2018
Analysis Year	2024
Time Analyzed	Projected AM Peak Hour
Intersection Orientation	East-West
Project Description	17-051

Site Information

Intersection	Ogden Avenue & N. Access
Jurisdiction	IDOT
East/West Street	Ogden Avenue
North/South Street	North Access Drive
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR		LT	T					R				
Volume, V (veh/h)			1265	12		19	1427					16				
Percent Heavy Vehicles (%)						0						0				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						20						17				
Capacity, c (veh/h)						526						407				
v/c Ratio						0.04						0.04				
95% Queue Length, Q ₉₅ (veh)						0.1						0.1				
Control Delay (s/veh)						12.1						14.2				
Level of Service, LOS						B						B				
Approach Delay (s/veh)					1.4				14.2							
Approach LOS									B							

HCS7 Two-Way Stop-Control Report

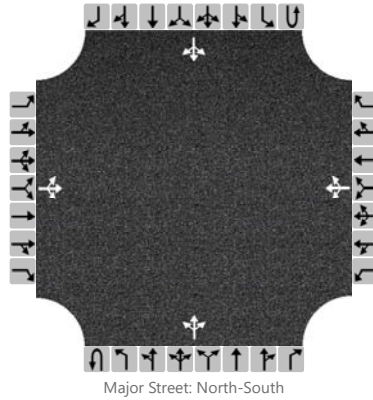
General Information

Analyst	ANB
Agency/Co.	KLOA, Inc.
Date Performed	2/7/2018
Analysis Year	2024
Time Analyzed	AM Projected Peak Hour
Intersection Orientation	North-South
Project Description	17-051

Site Information

Intersection	Monroe and West Access
Jurisdiction	IDOT
East/West Street	West Access Drive
North/South Street	Monroe Street
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		1	0	3		35	0	3		8	91	19		4	131	26
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			5				45					9				5
Capacity, c (veh/h)			815				650					1402				1469
v/c Ratio			0.01				0.07					0.01				0.00
95% Queue Length, Q ₉₅ (veh)			0.0				0.2					0.0				0.0
Control Delay (s/veh)			9.4				11.0					7.6				7.5
Level of Service, LOS			A				B					A				A
Approach Delay (s/veh)	9.4				11.0				0.5				0.2			
Approach LOS	A				B											

HCS7 Two-Way Stop-Control Report

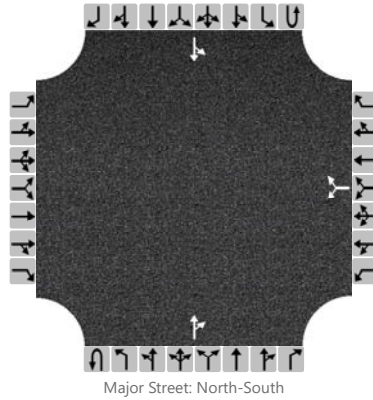
General Information

Analyst	ANB
Agency/Co.	KLOA, Inc.
Date Performed	2/7/2018
Analysis Year	2024
Time Analyzed	AM Projected Peak Hour
Intersection Orientation	North-South
Project Description	17-051

Site Information

Intersection	Monroe and South Access
Jurisdiction	IDOT
East/West Street	Monroe Street
North/South Street	South Access Drive
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume, V (veh/h)						4		2			116	1		1	168	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

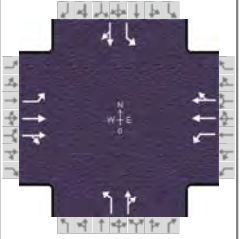
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						6								1		
Capacity, c (veh/h)						750								1472		
v/c Ratio						0.01								0.00		
95% Queue Length, Q ₉₅ (veh)						0.0								0.0		
Control Delay (s/veh)						9.8								7.4		
Level of Service, LOS						A								A		
Approach Delay (s/veh)					9.8								0.0			
Approach LOS					A											

Capacity Analysis Summary Sheets
Projected Evening Peak Hour Conditions

HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	KLOA, Inc.			Duration, h	0.25
Analyst	BSM	Analysis Date	Feb 7, 2018	Area Type	Other
Jurisdiction	IDOT	Time Period	PM Peak Hour	PHF	0.95
Urban Street	Ogden Avenue	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Ogden Avenue with Mad...	File Name			
Project Description	PM Projected Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	61	1425	94	73	1143	7	223	36	45	11	36	49

Signal Information												
Cycle, s	140.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	4.1	0.3	85.5	34.6	0.0	0.0		
				Yellow	3.5	0.0	4.5	4.5	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	1.5	1.5	0.0	0.0		

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	61	1425	94	73	1143	7	223	36	45	11	36	49
Initial Queue (Q _b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s _o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N _m), man/h	None			None			0	L + R	0	None		
Heavy Vehicles (P _{HV}), %	9	1		0	1		1	1		0	8	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N _b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filtering (I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft	160	0		190	0		70	0		70	0	
Grade (P _g), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	25	25	25	25	25	25

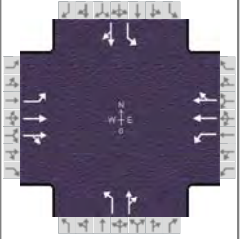
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) or Phase Split, s	15.0	77.0	15.0	77.0		48.0		48.0
Yellow Change Interval (Y), s	3.5	4.5	3.5	4.5		4.5		4.5
Red Clearance Interval (R _c), s	0.0	1.5	0.0	1.5		1.5		1.5
Minimum Green (G _{min}), s	3	15	3	15	3	8	3	8
Start-Up Lost Time (I _t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (P _T), s	3.0	7.0	3.0	7.0	3.0	5.0	3.0	5.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Walk (Walk), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (P _C), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

HCS7 Signalized Intersection Results Summary

General Information

Agency	KLOA, Inc.			Intersection Information	
Analyst	BSM	Analysis Date	Feb 7, 2018	Duration, h	0.25
Jurisdiction	IDOT	Time Period	PM Peak Hour	Area Type	Other
Urban Street	Ogden Avenue	Analysis Year	2024	PHF	0.95
Intersection	Ogden Avenue with Mad...	File Name		Analysis Period	1> 7:00
Project Description	PM Projected Peak Hour				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	61	1425	94	73	1143	7	223	36	45	11	36	49

Signal Information

Cycle, s	140.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	4.1	0.3	85.5	34.6	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	0.0	4.5	4.5	0.0	0.0		
				Red	0.0	0.0	1.5	1.5	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	4.0	1.1	4.0		6.0		6.0
Phase Duration, s	7.6	91.5	7.9	91.8		40.6		40.6
Change Period, ($Y+R_c$), s	3.5	6.0	3.5	6.0		6.0		6.0
Max Allow Headway (MAH), s	4.0	0.0	4.0	0.0		6.3		6.3
Queue Clearance Time (g_s), s	4.0		4.2			32.3		9.1
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0		2.3		3.9
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	0.00		0.00			0.48		0.00

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	64	805	794	77	606	605	235	85		12	89	
Adjusted Saturation Flow Rate (s), veh/h/ln	1682	1885	1844	1810	1885	1881	1318	1542		1333	1614	
Queue Service Time (g_s), s	2.0	25.7	28.7	2.2	14.4	14.6	24.2	6.2		1.0	6.2	
Cycle Queue Clearance Time (g_c), s	2.0	25.7	28.7	2.2	14.4	14.6	30.3	6.2		7.1	6.2	
Green Ratio (g/C)	0.64	0.61	0.61	0.64	0.61	0.61	0.25	0.25		0.25	0.25	
Capacity (c), veh/h	316	1152	1126	239	1155	1153	319	381		323	399	
Volume-to-Capacity Ratio (X)	0.203	0.699	0.705	0.322	0.525	0.525	0.735	0.224		0.036	0.224	
Back of Queue (Q), ft/ln (95 th percentile)	36.2	283	336.8	41.2	204.1	204.4	345.5	112		15.3	123.9	
Back of Queue (Q), veh/ln (95 th percentile)	1.3	11.2	13.5	1.6	8.1	8.2	13.7	4.4		0.6	4.7	
Queue Storage Ratio (RQ) (95 th percentile)	0.23	0.00	0.00	0.22	0.00	0.00	4.94	0.00		0.22	0.00	
Uniform Delay (d_1), s/veh	10.5	7.4	8.8	13.3	6.3	6.4	54.1	42.0		44.8	42.0	
Incremental Delay (d_2), s/veh	0.3	3.5	3.7	0.8	1.7	1.7	8.4	0.6		0.1	0.6	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	10.9	11.0	12.5	14.0	8.0	8.1	62.5	42.6		44.9	42.6	
Level of Service (LOS)	B	B	B	B	A	A	E	D		D	D	
Approach Delay, s/veh / LOS	11.7		B	8.4		A	57.2		E	42.9		D
Intersection Delay, s/veh / LOS	15.7						B					

Multimodal Results

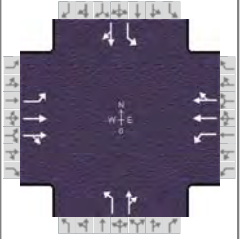
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.3		B	2.3		B	2.9		C	2.9		C
Bicycle LOS Score / LOS	1.9		B	1.5		B	1.0		A	0.7		A

HCS7 Signalized Intersection Intermediate Values

General Information

Agency	KLOA, Inc.			Duration, h	0.25
Analyst	BSM	Analysis Date	Feb 7, 2018	Area Type	Other
Jurisdiction	IDOT	Time Period	PM Peak Hour	PHF	0.95
Urban Street	Ogden Avenue	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Ogden Avenue with Mad...	File Name			
Project Description	PM Projected Peak Hour				

Intersection Information



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	61	1425	94	73	1143	7	223	36	45	11	36	49

Signal Information

Cycle, s	140.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	4.1	0.3	85.5	34.6	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	0.0	4.5	4.5	0.0	0.0		
				Red	0.0	0.0	1.5	1.5	0.0	0.0		

Saturation Flow / Delay

	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVG})	0.930	0.992	1.000	1.000	0.992	1.000	0.992	0.992	1.000	1.000	0.938	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.900	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.694	0.000		0.702	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.978	0.978		0.998	0.998		0.818	0.818		0.906	0.906
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{WZ})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1682	3499	230	1810	3743	23	1318	686	857	1333	684	930
Proportion of Vehicles Arriving on Green (P)	0.03	0.81	0.61	0.03	0.82	0.61	0.25	0.25	0.25	0.25	0.25	0.25
Incremental Delay Factor (k)	0.11	0.50	0.50	0.11	0.50	0.50	0.29	0.23		0.23	0.23	

Signal Timing / Movement Groups

	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	6.0	3.5	6.0		6.0		6.0
Green Ratio (g/C)	0.64	0.61	0.64	0.61		0.25		0.25
Permitted Saturation Flow Rate (s_p), veh/h/ln	436	0	323	0		1318		1333
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	85.5	0.0	85.5	0.0		34.6		34.6
Permitted Service Time (g_u), s	69.1	0.0	56.7	0.0		28.5		28.5
Permitted Queue Service Time (g_{ps}), s	2.8		9.0			24.2		1.0
Time to First Blockage (g_t), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{ts}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal

	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.00	1.557	0.00	2.107	0.00	2.107	0.00
Pedestrian F_s / F_{delay}	0.000	0.095	0.000	0.094	0.000	0.148	0.000	0.148
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	1221.84	10.60	1225.50	10.50	494.31	39.67	494.31	39.67
Bicycle F_w / F_v	-3.64	1.37	-3.64	1.06	-3.64	0.53	-3.64	0.17

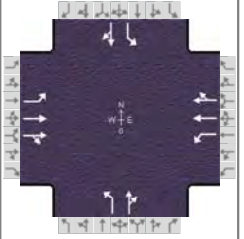
HCS7 Signalized Intersection Results Graphical Summary

General Information

Agency	KLOA, Inc.			Intersection Information	
Analyst	BSM	Analysis Date	Feb 7, 2018	Duration, h	0.25
Jurisdiction	IDOT	Time Period	PM Peak Hour	Area Type	Other
Urban Street	Ogden Avenue	Analysis Year	2024	PHF	0.95
Intersection	Ogden Avenue with Mad...	File Name		Analysis Period	1> 7:00
Project Description	PM Projected Peak Hour				

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.95
Analysis Period	1> 7:00



Demand Information

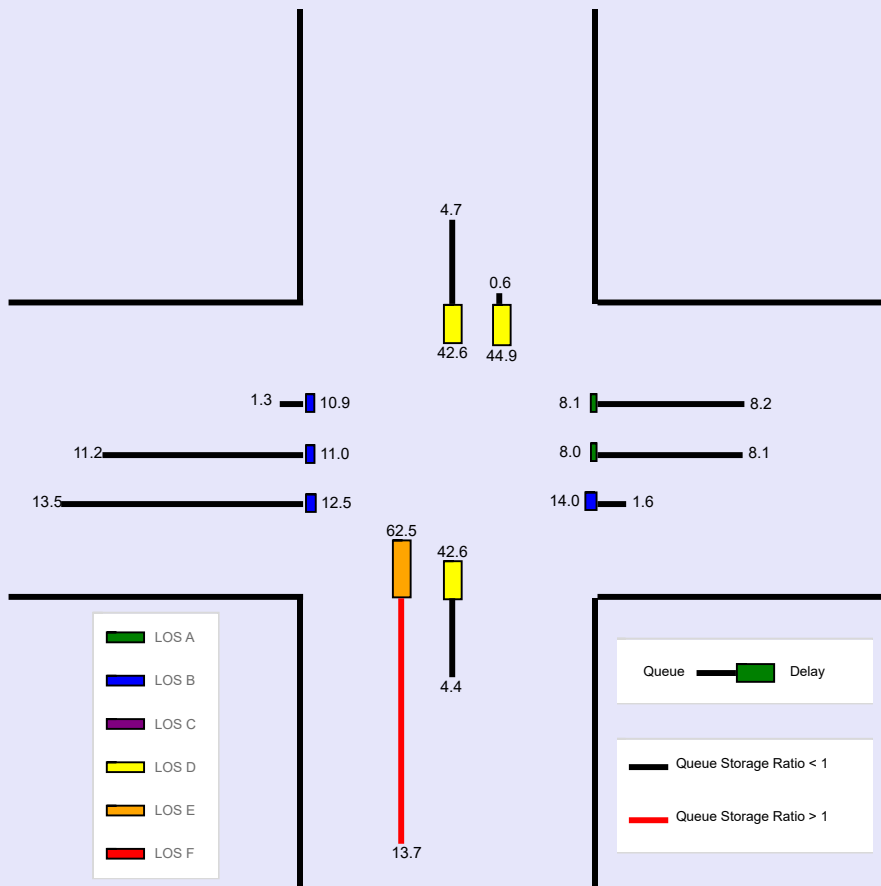
	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	61	1425	94	73	1143	7	223	36	45	11	36	49

Signal Information

Cycle, s	140.0	Reference Phase	2																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
----------	-------	-----------------	---	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (Q), ft/ln (95 th percentile)	36.2	283	336.8	41.2	204.1	204.4	345.5	112		15.3	123.9	
Back of Queue (Q), veh/ln (95 th percentile)	1.3	11.2	13.5	1.6	8.1	8.2	13.7	4.4		0.6	4.7	
Queue Storage Ratio (RQ) (95 th percentile)	0.23	0.00	0.00	0.22	0.00	0.00	4.94	0.00		0.22	0.00	
Control Delay (d), s/veh	10.9	11.0	12.5	14.0	8.0	8.1	62.5	42.6		44.9	42.6	
Level of Service (LOS)	B	B	B	B	A	A	E	D		D	D	
Approach Delay, s/veh / LOS	11.7		B	8.4		A	57.2		E	42.9		D
Intersection Delay, s/veh / LOS	15.7						B					



HCS7 Two-Way Stop-Control Report

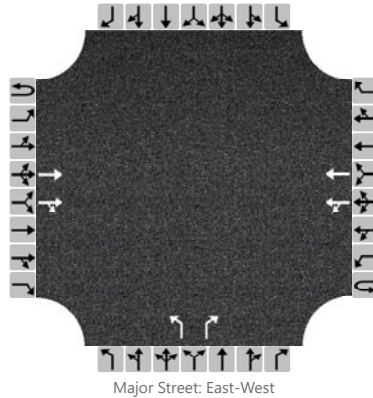
General Information

Analyst	ANB
Agency/Co.	KLOA, Inc.
Date Performed	2/7/2018
Analysis Year	2024
Time Analyzed	PM Projected Peak Hour
Intersection Orientation	East-West
Project Description	17-051

Site Information

Intersection	Ogden Avenue with Monroe
Jurisdiction	IDOT
East/West Street	Ogden Avenue
North/South Street	Monroe Street
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		1	0	1		0	0	0
Configuration			T	TR		LT	T			L		R				
Volume, V (veh/h)			1521	195		38	1359			6		53				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

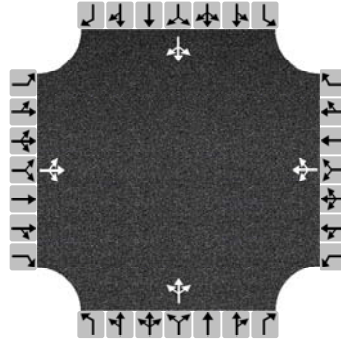
Flow Rate, v (veh/h)						40				6		56				
Capacity, c (veh/h)						346				22		284				
v/c Ratio						0.12				0.28		0.20				
95% Queue Length, Q ₉₅ (veh)						0.4				0.8		0.7				
Control Delay (s/veh)						16.8				226.4		20.7				
Level of Service, LOS						C				F		C				
Approach Delay (s/veh)					4.8				40.7							
Approach LOS									E							

HCS7 All-Way Stop Control Report

General Information

Analyst	ANB	Intersection	Monroe and North
Agency/Co.	KLOA, Inc.	Jurisdiction	IDOT
Date Performed	2/26/2018	East/West Street	North Street
Analysis Year	2024	North/South Street	Monroe Street
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.86
Time Analyzed	Projected Evening Peak		
Project Description	Kensington School		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	8	14	5	5	17	1	6	51	24	35	224	32
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	31			27			94			338		
Percent Heavy Vehicles	0			0			3			0		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.028			0.024			0.084			0.301		
Final Departure Headway, hd (s)	4.81			4.88			4.26			4.10		
Final Degree of Utilization, x	0.042			0.036			0.112			0.386		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	2.81			2.88			2.26			2.10		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	31			27			94			338		
Capacity	749			737			844			877		
95% Queue Length, Q ₉₅ (veh)	0.1			0.1			0.4			1.8		
Control Delay (s/veh)	8.0			8.1			7.8			9.7		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh)	8.0			8.1			7.8			9.7		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	9.1						A					

HCS7 Two-Way Stop-Control Report

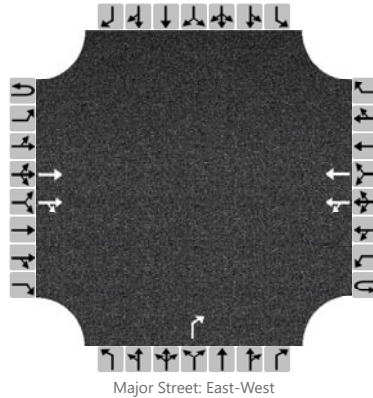
General Information

Analyst	ANB
Agency/Co.	KLOA, Inc.
Date Performed	2/7/2018
Analysis Year	2024
Time Analyzed	PM Projected Peak Hour
Intersection Orientation	East-West
Project Description	17-051

Site Information

Intersection	Ogden Avenue & N. Access
Jurisdiction	IDOT
East/West Street	Ogden Avenue
North/South Street	North Access Drive
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR		LT	T					R				
Volume, V (veh/h)			1562	12		18	1397					18				
Percent Heavy Vehicles (%)						0						0				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						19						19				
Capacity, c (veh/h)						394						318				
v/c Ratio						0.05						0.06				
95% Queue Length, Q ₉₅ (veh)						0.2						0.2				
Control Delay (s/veh)						14.6						17.0				
Level of Service, LOS						B						C				
Approach Delay (s/veh)					2.0				17.0							
Approach LOS									C							

HCS7 Two-Way Stop-Control Report

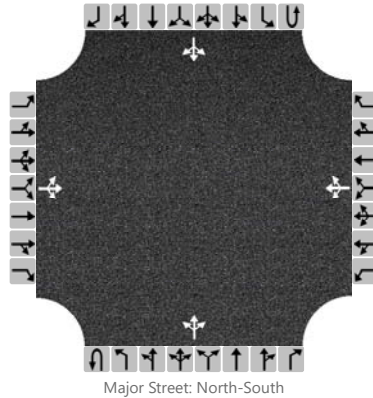
General Information

Analyst	ANB
Agency/Co.	KLOA, Inc.
Date Performed	2/7/2018
Analysis Year	2024
Time Analyzed	PM Projected Peak Hour
Intersection Orientation	North-South
Project Description	17-051

Site Information

Intersection	Monroe and West Access
Jurisdiction	IDOT
East/West Street	West Access Drive
North/South Street	Monroe Street
Peak Hour Factor	0.83
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		20	0	19		38	0	3		3	37	19		4	219	11
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			47				50			4				5		
Capacity, c (veh/h)			678				603			1298				1546		
v/c Ratio			0.07				0.08			0.00				0.00		
95% Queue Length, Q ₉₅ (veh)			0.2				0.3			0.0				0.0		
Control Delay (s/veh)			10.7				11.5			7.8				7.3		
Level of Service, LOS			B				B			A				A		
Approach Delay (s/veh)	10.7				11.5				0.5				0.2			
Approach LOS	B				B											

HCS7 Two-Way Stop-Control Report

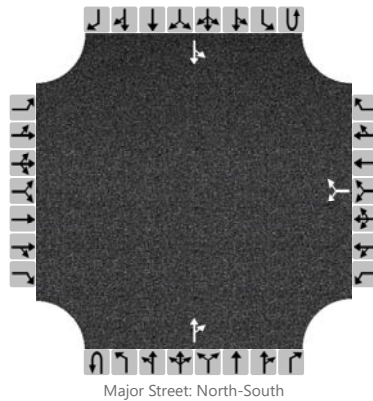
General Information

Analyst	ANB
Agency/Co.	KLOA, Inc.
Date Performed	2/7/2018
Analysis Year	2024
Time Analyzed	PM Projected Peak Hour
Intersection Orientation	North-South
Project Description	17-051

Site Information

Intersection	Monroe and South Access
Jurisdiction	IDOT
East/West Street	Monroe Street
North/South Street	South Access Drive
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume, V (veh/h)						2		1			58	2		3	273	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						3								3		
Capacity, c (veh/h)						725								1550		
v/c Ratio						0.00								0.00		
95% Queue Length, Q ₉₅ (veh)						0.0								0.0		
Control Delay (s/veh)						10.0								7.3		
Level of Service, LOS						A								A		
Approach Delay (s/veh)					10.0								0.1			
Approach LOS					A											



Kensington School
Community Meeting Summary
February 27, 7:00 PM

February 28, 2018

Kensington School met with a small group of concerned residents and business owners on Tuesday February 27 to discuss parking and traffic concerns that will result in the redevelopment of the property at 540 Ogden Avenue.

The meeting was held at the home of Dirk Landis at 618 W. North Street at 7pm. Present were Mr. Landis, a few of his neighbors that also live on North Street, David Kanzler from Hinsdale Orthopedic and Chan Yu from the Village. Steve Sares from Manor Care was unable to attend as his office is out of town but he was able to teleconference in for a better part of the meeting. Attending from Kensington School were myself and Michael Werthmann from KLOA, Kensington School's traffic engineer.

The discussion initially centered around the parking situation at the subject property and what will happen to those displaced parkers once this site gets developed. Currently, Manor Care has a lease in place for the use of 75 parking spaces with MIH Development, LLC, the owner of 540 W. Ogden. Manor Care in turn has a sublease with Hinsdale Orthopedic. After the Plan Commission meeting on February 14, 2018 and prior to this community meeting, MIH Development LLC, issued notice to Manor Care terminating the lease effective March 28, 2018.

Mr. Sares from Manor Care stated that he has established a commitment from Christ Church in Oak Brook to have many of their employee's park at that location and be bussed back and forth at various times during the day. Mr. Kanzler from Hinsdale Orthopedic stated that he would like to increase the parking density of his current lot by adding some spaces where an existing landscaped parking median currently exists and to install a gate at the south end of their lot where there is an ingress/egress point between the Manor Care and Hinsdale Orthopedic lots. He stated that with these measures and with the Manor Care visitors and employees not parking in his lot, he should have enough space on all but the very busiest of days. With regard to Kensington School, I indicated that we increased the size of our parking lot to accommodate 39 spaces as required by the ordinance and that this was more than enough parking as evidenced by our traffic study and a traffic and parking analysis prepared by KLOA at another location of ours in Elmhurst. Our Elmhurst school is the identical building with very similar programming, the same hours of operation and 36 parking spaces which is three less than proposed at this Hinsdale location. At our Elmhurst School, we exhibit no on-site traffic congestion, parking issues or traffic backing up onto the public road.

Michael Werthmann from KLOA gave a small presentation regarding traffic and the impact this project will have on the neighborhood. He indicated that while Kensington School will create some traffic in the neighborhood, the net increase in traffic generated will be limited. Monroe Street is anticipated to have an increase in northbound traffic of approximately 16 to 23 vehicles during the peak hours which represents, on average, one additional vehicle every 2.6 to 3.7 minutes and an increase in southbound traffic of approximately 23 to 40 vehicles during the peak hours which represents, on average, one additional vehicle every 1.5 to 2.6 minutes. Additionally, with the relocation of up to 75 daily cars parking in the subject property from Manor Care and Hinsdale Orthopedic, the impact of this project will be reduced further.

**Kensington School
Administration Office**
743 McClintock Drive
Burr Ridge, IL 60527
630-990-8000
Fax: 630-990-8041

Kensington School
125 North Kensington Avenue
LaGrange, IL 60525

**Kensington School
of the Highlands**
1900 58th Place
LaGrange, IL 60525

**Kensington School
of Western Springs**
1500 Walker Street
Western Springs, IL 60558

**Kensington School
of St. Charles**
1900 Cumberland Parkway
St. Charles, IL 60174

**Kensington School
of Geneva**
1774-1776 West State Street
Geneva, IL 60134

**Kensington School
of Naperville**
1915 Three Farms Avenue
Naperville, IL 60540

**Kensington School
of Wheaton**
1746 South Naperville Road
Wheaton, IL 60189

**Kensington School
of South Naperville**
4512 Walton Heath Drive
Naperville, IL 60564

**Kensington School
of Elmhurst**
425 South Spring Road
Elmhurst, IL 60126
630-516-0482



**Kensington School
Administration Office**

743 McClintock Drive
Burr Ridge, IL 60527
630-990-8000
Fax: 630-990-8041

Kensington School
125 North Kensington Avenue
LaGrange, IL 60525

**Kensington School
of the Highlands**

1900 58th Place
LaGrange, IL 60525

**Kensington School
of Western Springs**

1500 Walker Street
Western Springs, IL 60558

**Kensington School
of St. Charles**

1900 Cumberland Parkway
St. Charles, IL 60174

**Kensington School
of Geneva**

1774-1776 West State Street
Geneva, IL 60134

**Kensington School
of Naperville**

1915 Three Farms Avenue
Naperville, IL 60540

**Kensington School
of Wheaton**

1746 South Naperville Road
Wheaton, IL 60189

**Kensington School
of South Naperville**

4512 Walton Heath Drive
Naperville, IL 60564

**Kensington School
of Elmhurst**

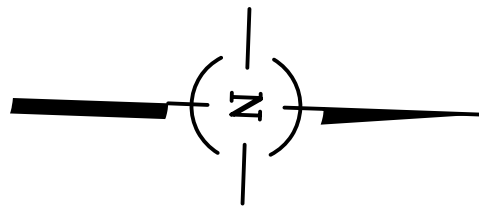
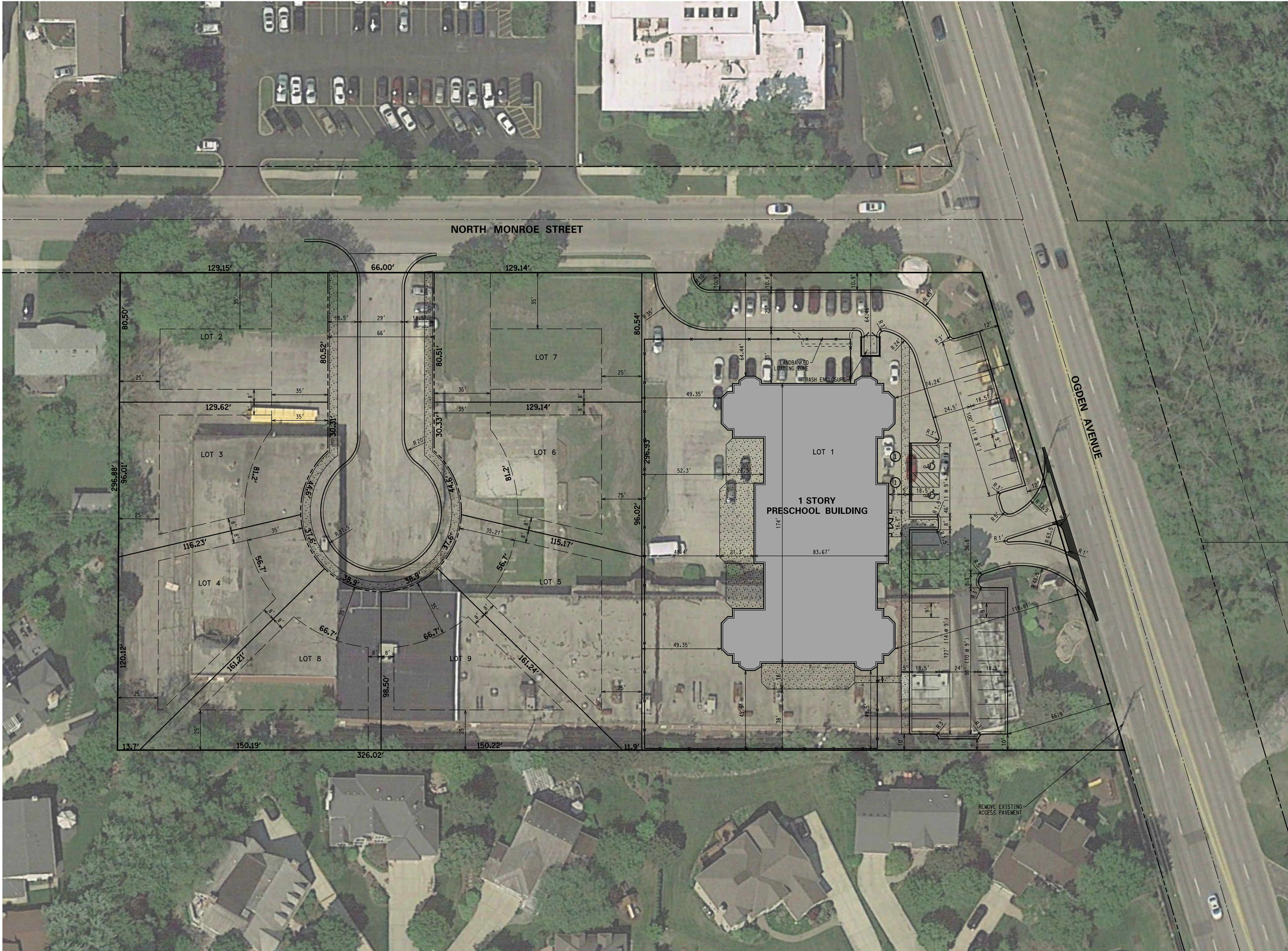
425 South Spring Road
Elmhurst, IL 60126
630-516-0482

Some confusion arose as we were discussing the type of programming that Kensington School would be offering to the families of Hinsdale and how it would impact parking and traffic. One of the neighbors asked if we would be offering daycare or preschool. I indicated that we would be offering both as there really isn't a difference in curriculum between the two and that the two offerings are synonymous for us. The concern stemmed from the fact that at the last Plan Commission meeting I stated that we would have no preschool and only daycare. When I learned that the Village and residents felt that daycare and preschool were different, I looked for some understanding on how they were different seeing that the zoning ordinance only has one definition. Upon further discussion, I understood that "preschool", in the eyes of the Village and these community members necessitates a drop off/pickup car line and "daycare" does not. To that end, I confirmed that Kensington School will not have a car pickup line as seen by other "preschools" in Hinsdale such as Union Church and others. At this location, Kensington School families will be required to park their cars and walk their children into school at drop-off and pickup at all times. We will not have a "drop-off/pickup line" as seen at other Daycare/Preschools in the surrounding neighborhoods. We understand that if we were to plan to operate this way, our parking lot length and internal traffic pattern would not support it and it would be detrimental to the neighbors and other residents that utilize Monroe Street.

I feel that the meeting was productive in that it allowed for over 2 ½ hours of concrete discussion to understand the neighborhood concerns. Manor Care, Hinsdale Orthopedic and Kensington School all have made changes in our plans to address these concerns and as good neighbors, I know that if further issues arise, they will be addressed in kind.

Yours truly,

Charles Marlas
Owner
Kensington School



LEGEND

- CONCRETE PAVEMENT OR APRON
- CONCRETE SIDEWALK
- CONCRETE SIDEWALK
HC RAMP (5' WIDE UNLESS NOTED)
- CURB & GUTTER

SIGN LEGEND:



NOTE:

- ① INDICATES SIGN ① MOUNTED ABOVE SIGN ②

LOT - 1 PARKING SUMMARY

STANDARD STALLS - 37
ACCESSIBLE STALLS - 2
TOTAL - 39

LOT AREA TABLE

LOT #	AREA (SF)	AREA (AC)
1	75,973	1.74
2	10,417	0.24
3	10,091	0.23
4	10,478	0.24
5	10,310	0.24
6	10,019	0.23
7	10,400	0.24
8	10,109	0.23
9	10,110	0.23
CUL-DE-SAC R.O.W.	14,606	0.34
TOTAL	172,513	3.96

GEOMETRIC EXHIBIT
KENSINGTON SCHOOL &
8 SINGLE FAMILY LOT SUBDIVISION
HINSDALE, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 676-4060 Fax: (847) 676-4065



FILENAME:
9587.02GM-EXH

DATE:
03/01/18

JOB NO.
9587.02

SHEET
GM-EXH
1 OF 1






MEMORANDUM

DATE: March 14, 2018

TO: Chairman Cashman and Plan Commissioners

CC: Kathleen A. Gargano, Village Manager
Robb McGinnis, Director of Community Development/Building Commissioner

FROM: Chan Yu, Village Planner 

RE: **Scheduling of Public Hearing** for Special Use Permit Application to allow for a Yoga Studio in the B-2 Central Business District
Inner Jasmine Yoga and Wellness – 45 S. Washington St. Suite 302 (3rd Floor)
Case A-09-2018

Summary

This Plan Commission (PC) Agenda item is to schedule a Public Hearing for the April 11, 2018, PC meeting for review. The applicant, Inner Jasmine Yoga and Wellness, is requesting approval for a Special Use permit in the B-2 Central Business District at 45 S. Washington Street, on the third floor in suite #302, for a yoga studio. The proposed tenant space on the third floor is 1,400 square feet in area.

Request and Analysis

Inner Jasmine Yoga and Wellness is requesting to utilize the space for a yoga studio with an emphasis on private teacher-training programs, and small group classes. Per the applicant, the teacher-training programs have a maximum enrollment of 12 participants, and special workshops with a maximum enrollment of 15 participants. These programs meet twice a month for 6 months or once a month for a year.

Special workshops host a maximum of 15 participants, one evening a week for 90 minutes, and 2 hours on weekends. Group classes will also be offered to up to 15 participants, for 75 to 90 minute sessions. An example group class schedule is provided on the last page of Attachment 1.

The 3-story commercial building at 45 S. Washington Street is surrounded by the B-2 Central Business District parcels to the north, east, south, and west. The proposed tenant space on the 3rd floor has been vacant for 2 to 3 years, and was the former location for the Hinsdale Athletic Club.

Process

Within forty five (45) days following the conclusion of the public hearing, the PC shall transmit to the Village Board its recommendation in the form specified by subsection [11-103\(H\)](#). The failure of the PC to act within forty five (45) days following the conclusion of such hearing, or such further time to which the applicant may agree, shall be deemed a recommendation for the approval of the proposed amendment as submitted.



MEMORANDUM

Attachments:

- Attachment 1 – Special Use Permit, Plan Commission Application
- Attachment 2 - Zoning Map and Location of 45 S. Washington St.
- Attachment 3 - Birds Eye View of 45 S. Washington St.
- Attachment 4 - Street View of 45 S. Washington St.



**VILLAGE OF HINSDALE
COMMUNITY DEVELOPMENT
DEPARTMENT**

PLAN COMMISSION APPLICATION

I. GENERAL INFORMATION

Applicant

Name: Katherine Sidelnik
Address: 1235 S. Washington
City/Zip: Park Ridge IL, 60068
Phone/Fax: (773) 963 13252
E-Mail: Katya@innerjasmine.com

Owner

Name: Jos Cacciatore & Co Real Estate
Address: 527 S. Wells St. #700
City/Zip: Chicago IL, 60607
Phone/Fax: (312) 987 11900
E-Mail: asnkleyserwinski@jos-cacciatore.com

Others, if any, involved in the project (i.e. Architect, Attorney, Engineer)

Name: _____
Title: _____
Address: _____
City/Zip: _____
Phone/Fax: (____) _____ / _____
E-Mail: _____

Name: _____
Title: _____
Address: _____
City/Zip: _____
Phone/Fax: (____) _____ / _____
E-Mail: _____

Disclosure of Village Personnel: (List the name, address and Village position of any officer or employee of the Village with an interest in the owner of record, the Applicant or the property that is the subject of this application, and the nature and extent of that interest)

- 1) _____
- 2) _____
- 3) _____

II. SITE INFORMATION

Address of subject property: 45 S. Washington St. #302 Hinsdale

60521

Property identification number (P.I.N. or tax number): ____ - ____ - ____ - ____

Brief description of proposed project: To open a yoga and wellness studio.

Intention would be private sessions, small groups, special workshops and programs. Traditional group classes would be provided as well but as mentoring opportunities for current teachers.

General description or characteristics of the site: _____

The site has been vacant for 213 years. It used to be a gym.

So, was left with minimal flooring but the perfect floor plan for a yoga studio.

Existing zoning and land use: commercial but vacant (B2 - ^{Central} ~~General~~ Business)

Surrounding zoning and existing land uses: (all commercial)

North: commercial

South: commercial

East: commercial

West: commercial

Proposed zoning and land use: Yoga + wellness studio.

Please mark the approval(s) you are seeking and attach all applicable applications and standards for each approval requested:

☐ Site Plan Approval 11-604

☐ Map and Text Amendments 11-601E

Amendment Requested: _____

☐ Design Review Permit 11-605E

☐ Exterior Appearance 11-606E

☐ Planned Development 11-603E

☒ Special Use Permit 11-602E
Special Use Requested: yoga and wellness studio.

☐ Development in the B-2 Central Business District Questionnaire

TABLE OF COMPLIANCE

Address of subject property: 45 S. Washington St. #302

The following table is based on the _____ Zoning District.

You may write "N/A" if the application does NOT affect the building/subject property.	Minimum Code Requirements	Existing Development	Proposed Development
			N/A
Lot Area (SF)			no build out nessessary
Lot Depth			
Lot Width			no change to building structure
Building Height			
Number of Stories			
Front Yard Setback			
Corner Side Yard Setback			
Interior Side Yard Setback			
Rear Yard Setback			
Maximum Floor Area Ratio (F.A.R.)*			
Maximum Total Building Coverage*			
Maximum Total Lot Coverage*			
Parking Requirements			
Parking front yard setback			
Parking corner side yard setback			
Parking interior side yard setback			
Parking rear yard setback			
Loading Requirements			
Accessory Structure Information			

* Must provide actual square footage number and percentage.

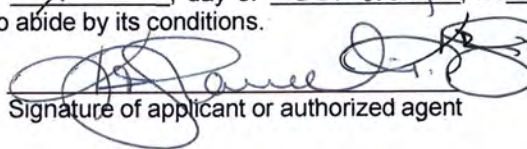
Where any lack of compliance is shown, state the reason and explain the Village's authority, if any, to approve the application despite such lack of compliance: _____

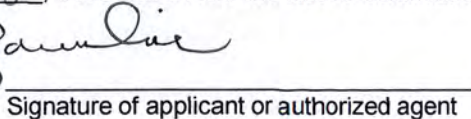
CERTIFICATION

The Applicant certifies and acknowledges and agrees that:

- A. The statements contained in this application are true and correct to the best of the Applicant's knowledge and belief. The owner of the subject property, if different from the applicant, states that he or she consents to the filing of this application and that all information contained in this application is true and correct to the best of his or her knowledge.
- B. The applicant understands that an incomplete or nonconforming application will not be considered. In addition, the applicant understands that the Village may require additional information prior to the consideration of this application which may include, but is not limited to, the following items:
1. Minimum yard and setback dimensions and, where relevant, relation of yard and setback dimensions to the height, width, and depth of any structure.
 2. A vehicular and pedestrian circulation plan showing the location, dimensions, gradient, and number of all vehicular and pedestrian circulation elements including rights-of-way and streets; driveway entrances, curbs, and curb cuts; parking spaces, loading spaces, and circulation aisles; sidewalks, walkways, and pathways; and total lot coverage of all circulation elements divided as between vehicular and pedestrian ways.
 3. All existing and proposed surface and subsurface drainage and retention and detention facilities and all existing and proposed water, sewer, gas, electric, telephone, and cable communications lines and easements and all other utility facilities.
 4. Location, size, and arrangement of all outdoor signs and lighting.
 5. Location and height of fences or screen plantings and the type or kind of building materials or plantings used for fencing or screening.
 6. A detailed landscaping plan, showing location, size, and species of all trees, shrubs, and other plant material.
 7. A traffic study if required by the Village Manager or the Board or Commission hearing the application.
- C. The Applicants shall make the property that is the subject of this application available for inspection by the Village at reasonable times;
- D. If any information provided in this application changes or becomes incomplete or inapplicable for any reason following submission of this application, the Applicants shall submit a supplemental application or other acceptable written statement containing the new or corrected information as soon as practicable but not less than ten days following the change, and that failure to do so shall be grounds for denial of the application; and
- E. The Applicant understands that he/she is responsible for all application fees and any other fees, which the Village assesses under the provisions of Subsection 11-301D of the Village of Hinsdale Zoning Code as amended April 25, 1989.
- F. THE OWNER OF THE SUBJECT PROPERTY AND, IF DIFFERENT, THE APPLICANT ARE JOINTLY AND SEVERALLY LIABLE FOR THE PAYMENT OF THE APPLICABLE APPLICATION FEE. BY SIGNING THE APPLICATION, THE OWNER HAS AGREED TO PAY SAID FEE, AND TO CONSENT TO THE FILING AND FORECLOSURE OF A LIEN AGAINST SUBJECT PROPERTY FOR THE FEE PLUS COSTS OF COLLECTION, IF THE ACCOUNT IS NOT SETTLED WITHIN THIRTY (30) DAYS AFTER THE MAILING OF A DEMAND FOR PAYMENT.

On the 7th day of February, 2018, I/We have read the above certification, understand it, and agree to abide by its conditions.


Signature of applicant or authorized agent


Signature of applicant or authorized agent

Name of applicant or authorized agent

Name of applicant or authorized agent

SUBSCRIBED AND SWORN
to before me this 12th day of
February, 2018.


Notary Public





**VILLAGE
OF HINSDALE** FOUNDED IN 1873

**COMMUNITY DEVELOPMENT DEPARTMENT
SPECIAL USE PERMIT CRITERIA**

Must be accompanied by completed Plan Commission Application

Address of proposed request: 45 S. Washington St. #302

Proposed Special Use request: Yoga and Wellness Studio

Is this a Special Use for a Planned Development? ☒ **No** ☐ **Yes** (If so this submittal also requires a completed Planned Development Application)

REVIEW CRITERIA

Section 11-602 of the Hinsdale Zoning Code regulates Special use permits. Standard for Special Use Permits: In determining whether a proposed special use permit should be granted or denied the Board of Trustees should be guided by the principle that its power to amend this Code is not an arbitrary one but one that may be exercised only when the public good demands or requires the amendment to be made. In considering whether that principle is satisfied in any particular case, the Plan Commission and Board of Trustees should weigh, among other factors, the below criteria Please respond to each criterion as it relates to the application. Please use an additional sheet of paper to respond to questions if needed.

FEES for a Special Use Permit: \$1,225 (must be submitted with application)

- Code and Plan Purposes.** The proposed use and development will be in harmony with the general and specific purposes for which this Code was enacted and for which the regulations of the district in question were established. Yes, the proposed use and development will be in harmony with the general and specific purposes for which this code was enacted + for which the regulation of the district in question were established.
- No Undue Adverse Impact.** The proposed use and development will not have a substantial or undue adverse effect upon adjacent property, the character of the area, or the public health, safety, and general welfare. No property development is needed outside of fresh paint and new floors. Utilizing the vacant space as a yoga and wellness center will have a positive effect on the adjacent properties, character of the area and overall public health. - As it encourages physical activity, teaches stress management techniques, and overall well-being.

3. **No Interference with Surrounding Development.** The proposed use and development will be constructed, arranged, and operated so as not to dominate the immediate vicinity or to interfere with the use and development of neighboring property in accordance with the applicable district regulations. With mainly small group sessions and private clients on a daily bases there will not be an interference with neighboring property. The larger groups only meet on a monthly bases and are sporadically scheduled.
4. **Adequate Public Facilities.** The proposed use and development will be served adequately by essential public facilities and services such as streets, public utilities, drainage structures, police and fire protection, refuse disposal, parks, libraries, and schools, or the applicant will provide adequately for such services. I do not need any additional services to be provided by the public facilities. The services they provide are all that's needed.
5. **No Traffic Congestion.** The proposed use and development will not cause undue traffic congestion nor draw significant amounts of traffic through residential streets. The yoga studio will bring some more traffic into the central business district but would also provide other referrals to other business nearby. It will not create undue traffic congestion or draw significant amounts of traffic in the resid.
6. **No Destruction of Significant Features.** The proposed use and development will not result in streets. the destruction, loss, or damage of any natural, scenic, or historic feature of significant importance. No building changes are being requested. So, there will not be and destruction, loss or damage of any natural, scenic or historic feature of significant importance.
7. **Compliance with Standards.** The proposed use and development complies with all additional standards imposed on it by the particular provision of this Code authorizing such use.
Yes the proposed use and development complies with all additional standards.
8. **Special standards for specified special uses.** When the district regulations authorizing any special use in a particular district impose special standards to be met by such use in such district.
All the stands are met.

9. Considerations. In determining whether the applicant's evidence establishes that the foregoing standards have been met, the Plan Commission shall consider the following:

Public benefit. Whether and to what extent the proposed use and development at the particular location requested is necessary or desirable to provide a service or a facility that is in the interest of the public convenience or that will contribute to the general welfare of the neighborhood or community. Having a studio at the center of the downtown community will provide the necessary convenience to all Hinsdale residents. It will contribute to their general wellbeing by encouraging healthy living styles, while eliminating the distance they need to commute. It will also contribute to the community development as a whole by encouraging collaboration with other businesses and supporting the village.

Alternate locations. Whether and to what extent such public goals can be met by the location of the proposed use and development at some other site or in some other area that may be more appropriate than the proposed site. Being at the center of downtown is the perfect location to foster the community connection of a wellness center as well as the unit in question. As no build out, or structural changes need to happen. The studio could be open within 4 weeks because the space is ready.

Mitigation of adverse impacts. Whether and to what extent all steps possible have been taken to minimize any adverse effects of the proposed use and development on the immediate vicinity through building design, site design, landscaping, and screening.

Absolutely all steps possible have been taken to minimize any adverse effects of the proposed use & development on the immediate vicinity.

InnerJasmine Yoga & Wellness Schedule

The primary focus for the studio is to hold teacher-training programs, special workshops, mentoring programs and private sessions. Group Classes are secondary and linked to the mentoring program.

There are two different time lengths for my Teacher-training program. One program runs over a course of 6 months and meets twice a month. The second program runs over the course of a year and meets once a month. The one-year program and six-month program overlap one weekend a month. The Teacher-Training programs only enroll up to twelve participants.

The mentoring program works similar to private sessions, some sessions are more conversational while others mirror a physical practice. Most often on a one on one basis, at times could be up to three people.

Special workshops will run one evening a week and Saturday mornings (and replace the group classes). These workshops range in how long they run, and their maximum number of participants depending on the topic. Most often they will be 90 min to 120 min workshops, with a maximum number of participants at 12 to 15. Weekday workshops will stay within the 90 min time frame to stay within the meters limits. Weekend workshops will be 120 min or longer and participants will be guided to park in the lot across the tracks.

Group classes (see attached spread sheet)

In general group class schedules change on a quarterly or seasonal basis depending on the number of participants, teacher and format. The schedule also becomes dependent on the teachers available to teach at available time slots. My personal opinion is to amend the schedule to fit the best teachers possible. As well as keep the number of different teachers to a minimum. Group classes are being kept to a "small group" size, roughly 12-15 participants at most and will most likely average 8-10 participants.

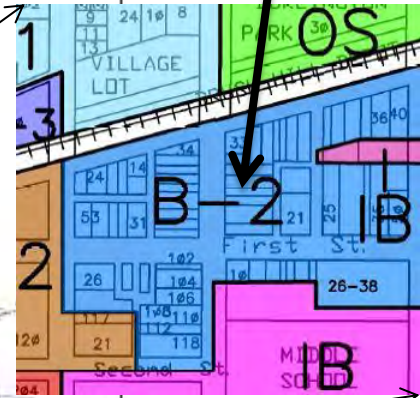
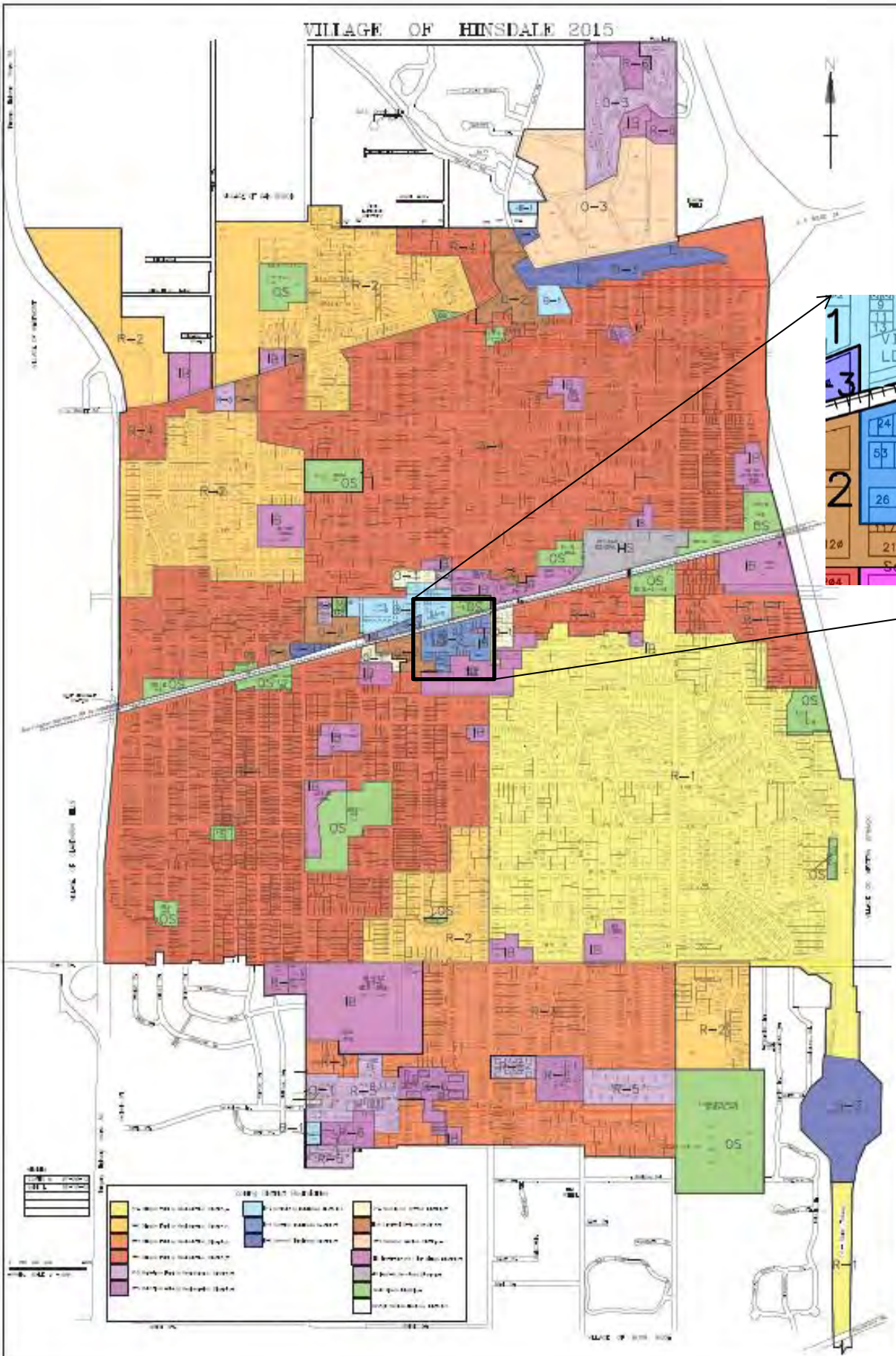
All classes will be 75 to 90 min – to stay within the metered time frame.

The studio's general intention is to make yoga accessible to all and build community. I would create partnerships with other local business and promote them within the studio. As well as encourage special classes for each business team to.

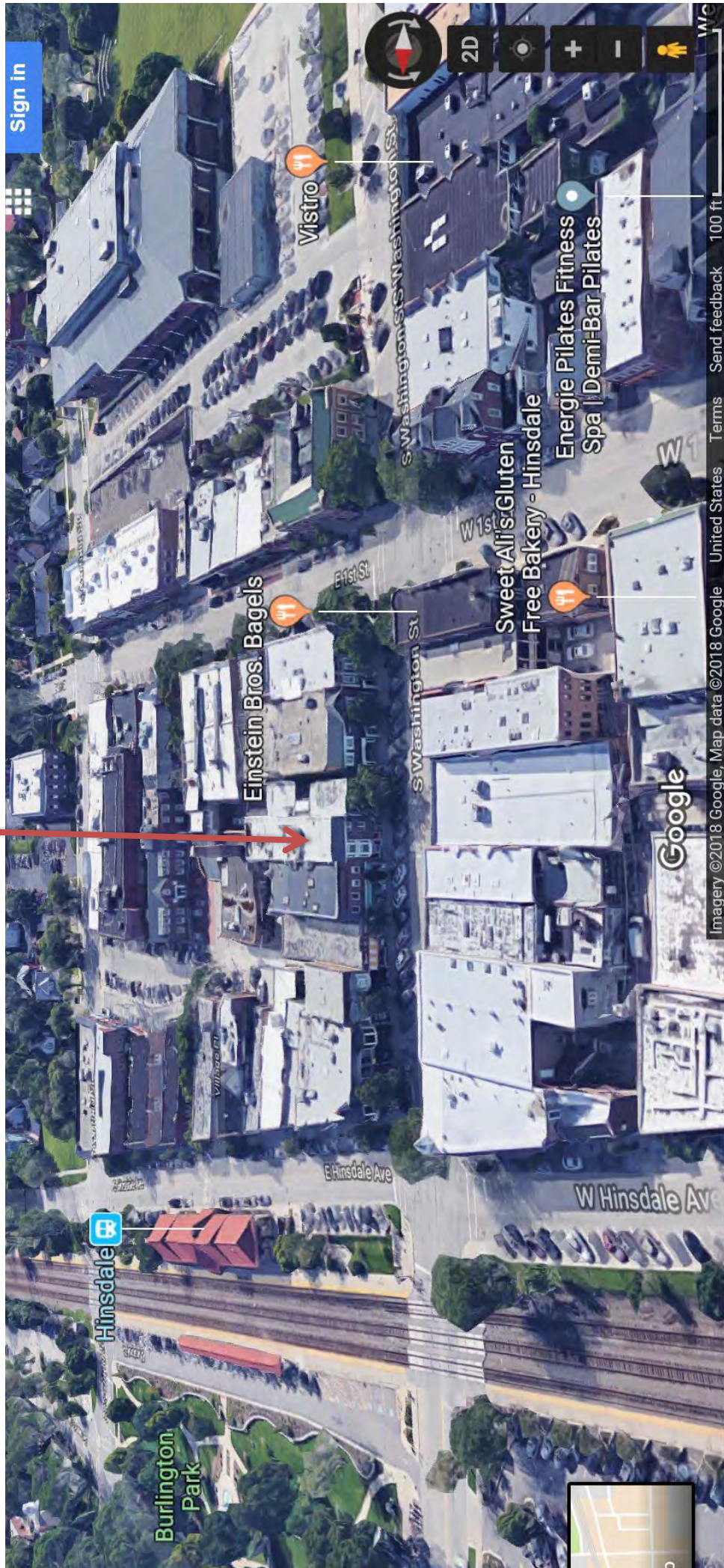
The studio would also create more in town business, as participants from classes would pass by other shops while walking to and from the studio. It would also encourage after class lunch or coffee dates in neighboring businesses.

Inner Jasmine Yoga & Wellness Schedule						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
	9am 90 min	9am 90 min	9am 90 min		9am 90 min	
11:30 75 min		11:30 75 min		11:30 75 min	11:30 90 min	11:30 90 min
4:30 75 min		4:30pm 75 min		4:30 75 min		2pm wksp 120 min option
	7pm 75 min	7pm wksp 90 min	7pm 75 min			

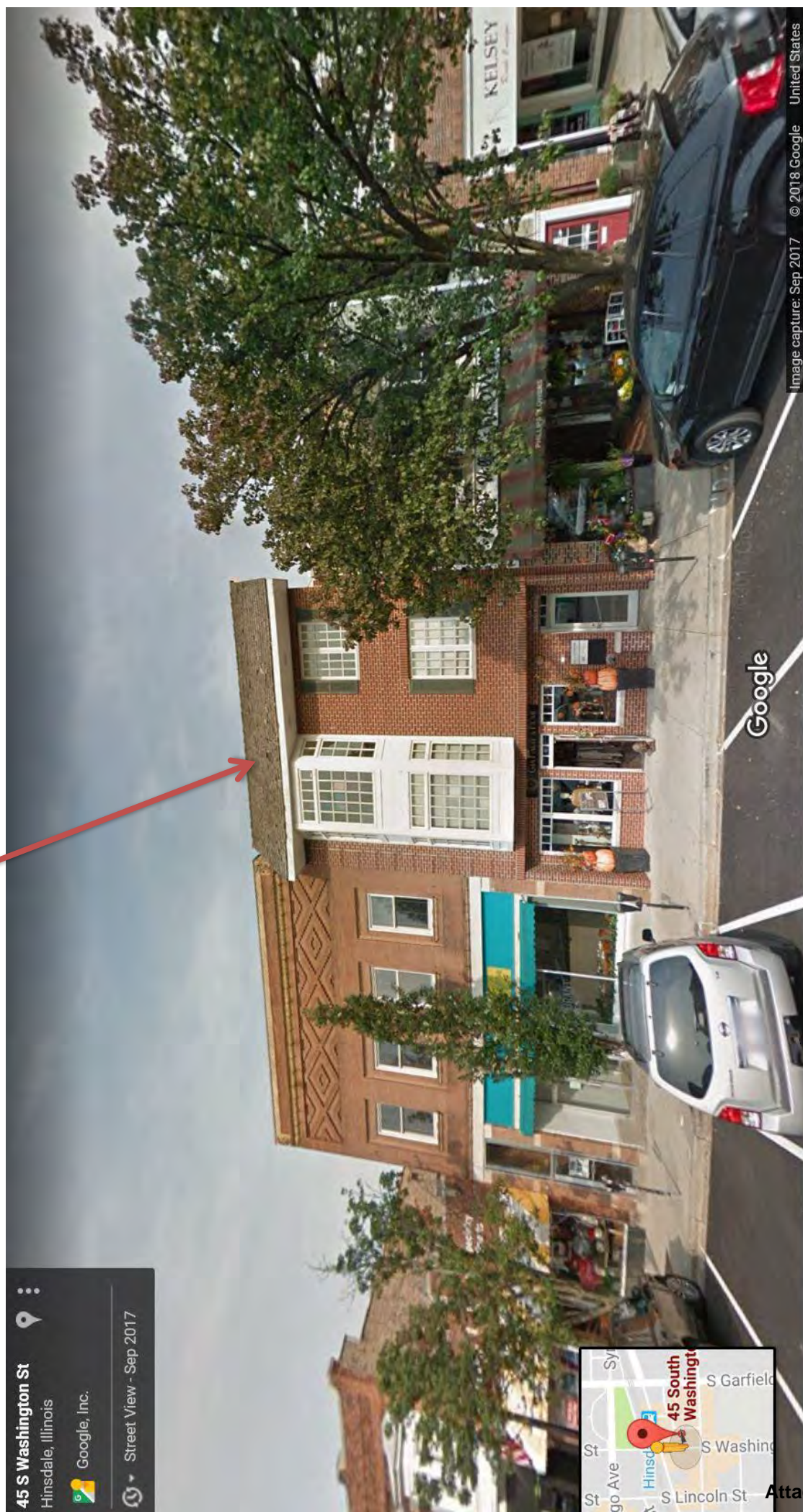
Attachment 2: Village of Hinsdale Zoning Map and Project Location



Attachment 3: Birds Eye View of 45 S. Washington Street (facing east)



Attachment 4: Street View of 45 S. Washington Street (facing east)






MEMORANDUM

DATE: March 14, 2018

TO: Chairman Cashman and Plan Commissioners

CC: Kathleen A. Gargano, Village Manager
Robb McGinnis, Director of Community Development/Building Commissioner

FROM: Chan Yu, Village Planner 

RE: **Scheduling of Public Hearing** for Final Plat and concurrent Special Use Permit for a Child Daycare School and Exterior Appearance and Site Plan Review for a 1-story, 23-foot tall Child Daycare School in relation to Case A-44-2017
540 W. Ogden Avenue - Kensington School — Case A-12-2018

Summary

For the March 14, 2018, Plan Commission (PC) meeting, the applicant, Charles Marlas, of Kensington School, has applied for a Final Plat of Subdivision, Special Use Permit and concurrent Exterior Appearance/Site Plan to construct a new 15,000 SF, 23-foot tall, one-story child daycare school. For the PC to consider these new applications in relation to Case A-44-2017 (Tentative Plat and Map Amendment), it must first schedule the Public Hearing on March 14, 2018, for the April 11, 2018, meeting. Should the PC schedule the Public Hearing, the applicant must meet the notification requirements for the April 11, 2018, public meeting.

For Case A-44-2017, the Village of Hinsdale has received an application requesting approval for a Map Amendment and concurrent Tentative Plat of Subdivision to 540 W. Ogden Avenue. The vacant subject property is currently zoned R-4 Single Family Residential and is 172,640 SF (4 acres) in area. The request is to subdivide the southern half of the lot, 2.26 acres in area, into 8 code compliant R-4 residential lots. The land use to the east and south of the proposed residential lots are also R-4 residential. The entrance into the proposed new cul-de-sac is on Monroe Street. The permitted height of single family homes in the R-4 district is 3 stories/35 feet, and is taller than the planned 1-story/23 foot tall Kensington School at the northern half of the lot.

The request also proposes to subdivide 1.74 acres of the northern half of the lot, facing Ogden Avenue, and amend the zoning from R-4 residential to an O-2 office district. On Ogden Avenue, the subject property would be east of an O-2 parcel at 550 W. Ogden Avenue and southwest of an O-2 parcel at 501 W. Ogden Avenue. Per the code, the bulk and height regulations of the O-2 district encourage development that is architecturally consistent with smaller sites and compatible with nearby residential uses.

Process

This agenda item for the March 14, 2018, PC meeting is to consider scheduling a public hearing for the April 11, 2018, PC meeting. Within forty five (45) days following the conclusion of the public hearing, the PC shall transmit to the BOT its recommendation in the form specified by subsection [11-103\(H\)](#). The



MEMORANDUM

failure of the PC to act within forty five (45) days following the conclusion of such hearing, or such further time to which the applicant may agree, shall be deemed a recommendation for the approval of the proposed amendment as submitted.

Attachments:

Attachment 1 – Special Use Permit and Exterior Appearance/Site Plan Applications

Attachment 2 - Zoning Map and Project Location



COMMUNITY DEVELOPMENT DEPARTMENT SPECIAL USE PERMIT CRITERIA

Must be accompanied by completed Plan Commission Application

Address of proposed request: _____

Proposed Special Use request: _____

Is this a Special Use for a Planned Development? **No** **Yes** (If so this submittal also requires a completed Planned Development Application)

REVIEW CRITERIA

Section 11-602 of the Hinsdale Zoning Code regulates Special use permits. Standard for Special Use Permits: In determining whether a proposed special use permit should be granted or denied the Board of Trustees should be guided by the principle that its power to amend this Code is not an arbitrary one but one that may be exercised only when the public good demands or requires the amendment to be made. In considering whether that principle is satisfied in any particular case, the Plan Commission and Board of Trustees should weigh, among other factors, the below criteria Please respond to each criterion as it relates to the application. Please use an additional sheet of paper to respond to questions if needed.

FEES for a Special Use Permit: \$1,225 (must be submitted with application)

1. *Code and Plan Purposes.* The proposed use and development will be in harmony with the general and specific purposes for which this Code was enacted and for which the regulations of the district in question were established.
2. *No Undue Adverse Impact.* The proposed use and development will not have a substantial or undue adverse effect upon adjacent property, the character of the area, or the public health, safety, and general welfare.

3. *No Interference with Surrounding Development.* The proposed use and development will be constructed, arranged, and operated so as not to dominate the immediate vicinity or to interfere with the use and development of neighboring property in accordance with the applicable district regulations
4. *Adequate Public Facilities.* The proposed use and development will be served adequately by essential public facilities and services such as streets, public utilities, drainage structures, police and fire protection, refuse disposal, parks, libraries, and schools, or the applicant will provide adequately for such services.
5. *No Traffic Congestion.* The proposed use and development will not cause undue traffic congestion nor draw significant amounts of traffic through residential streets.
6. *No Destruction of Significant Features.* The proposed use and development will not result in the destruction, loss, or damage of any natural, scenic, or historic feature of significant importance.
7. *Compliance with Standards.* The proposed use and development complies with all additional standards imposed on it by the particular provision of this Code authorizing such use.
8. *Special standards for specified special uses.* When the district regulations authorizing any special use in a particular district impose special standards to be met by such use in such district.

9. Considerations. In determining whether the applicant's evidence establishes that the foregoing standards have been met, the Plan Commission shall consider the following:

Public benefit. Whether and to what extent the proposed use and development at the particular location requested is necessary or desirable to provide a service or a facility that is in the interest of the public convenience or that will contribute to the general welfare of the neighborhood or community.

Alternate locations. Whether and to what extent such public goals can be met by the location of the proposed use and development at some other site or in some other area that may be more appropriate than the proposed site.

Mitigation of adverse impacts. Whether and to what extent all steps possible have been taken to minimize any adverse effects of the proposed use and development on the immediate vicinity through building design, site design, landscaping, and screening.



**COMMUNITY DEVELOPMENT
DEPARTMENT
EXTERIOR APPEARANCE AND
SITE PLAN REVIEW CRITERIA**

Address of proposed request: _____

REVIEW CRITERIA

Section 11-606 of the Hinsdale Zoning Code regulates Exterior appearance review. The exterior appearance review process is intended to protect, preserve, and enhance the character and architectural heritage and quality of the Village, to protect, preserve, and enhance property values, and to promote the health, safety, and welfare of the Village and its residents. Please note that Subsection Standards for building permits refers to Subsection 11-605E Standards and considerations for design permit review.

*****PLEASE NOTE*** If this is a non-residential property within 250 feet of a single-family residential district, additional notification requirements are necessary. Please contact the Village Planner for a description of the additional requirements.**

FEES for Exterior Appearance/Site Plan Review:

Standard Application: \$600.00

Within 250 feet of a Single-Family Residential District: \$800

Below are the criteria that will be used by the Plan Commission, Zoning and Public Safety Committee and Board of Trustees in reviewing Exterior Appearance Review requests. Please respond to each criterion as it relates to the application. Please use an additional sheet of paper to respond to questions if needed.

1. *Open spaces.* The quality of the open space between buildings and in setback spaces between street and facades.
2. *Materials.* The quality of materials and their relationship to those in existing adjacent structures.
3. *General design.* The quality of the design in general and its relationship to the overall character of neighborhood.

4. *General site development.* The quality of the site development in terms of landscaping, recreation, pedestrian access, auto access, parking, servicing of the property, and impact on vehicular traffic patterns and conditions on-site and in the vicinity of the site, and the retention of trees and shrubs to the maximum extent possible.
5. *Height.* The height of the proposed buildings and structures shall be visually compatible with adjacent buildings.
6. *Proportion of front façade.* The relationship of the width to the height of the front elevation shall be visually compatible with buildings, public ways, and places to which it is visually related.
7. *Proportion of openings.* The relationship of the width to the height of windows shall be visually compatible with buildings, public ways, and places to which the building is visually related.
8. *Rhythm of solids to voids in front facades.* The relationship of solids to voids in the front façade of a building shall be visually compatible with buildings, public ways, and places to which it is visually related.
9. *Rhythm of spacing and buildings on streets.* The relationship of a building or structure to the open space between it and adjoining buildings or structures shall be visually compatible with the buildings, public ways, and places to which it is visually related.
10. *Rhythm of entrance porch and other projections.* The relationship of entrances and other projections to sidewalks shall be visually compatible with the buildings, public ways, and places to which it is visually related.
11. *Relationship of materials and texture.* The relationship of the materials and texture of the façade shall be visually compatible with the predominant materials to be used in the buildings and structures to which it is visually related.

12. *Roof shapes.* The roof shape of a building shall be visually compatible with the buildings to which it is visually related.

13. *Walls of continuity.* Building facades and appurtenances such as walls, fences, and landscape masses shall, when it is a characteristic of the area, form cohesive walls of enclosure along a street to ensure visual compatibility with the buildings, public ways, and places to which such elements are visually related.

14. *Scale of building.* The size and mass of buildings and structures in relation to open spaces, windows, door openings, porches, and balconies shall be visually compatible with the buildings, public ways, and places to which they are visually related.

15. *Directional expression of front elevation.* The buildings shall be visually compatible with the buildings, public ways, and places to which it is visually related in its directional character, whether this be vertical character, horizontal character, or nondirectional character.

16. *Special consideration for existing buildings.* For existing buildings, the Plan Commission and the Board of Trustees shall consider the availability of materials, technology, and craftsmanship to duplicate existing styles, patterns, textures, and overall detailing.

REVIEW CRITERIA – Site Plan Review

Below are the criteria that will be used by the Plan Commission and Board of Trustees in determining if the application does not meet the requirements for Site Plan Approval. Briefly describe how this application will not do the below criteria. Please respond to each criterion as it relates to the application. Please use an additional sheet of paper to respond to questions if needed.

Section 11-604 of the Hinsdale Zoning Code regulates Site Plan Review. The site plan review process recognizes that even those uses and developments that have been determined to be generally suitable for location in a particular district are capable of adversely affecting the purposes for which this code was enacted unless careful consideration is given to critical design elements.

1. The site plan fails to adequately meet specified standards required by the Zoning Code with respect to the proposed use or development, including special use standards where applicable.
2. The proposed site plan interferes with easements and rights-of-way.
3. The proposed site plan unreasonably destroys, damages, detrimentally modifies, or interferes with the enjoyment of significant natural, topographical, or physical features of the site.
4. The proposed site plan is unreasonably injurious or detrimental to the use and enjoyment of surrounding property.
5. The proposed site plan creates undue traffic congestion or hazards in the public streets, or the circulation elements of the proposed site plan unreasonably creates hazards to safety on or off site or disjointed, inefficient pedestrian or vehicular circulation paths on or off the site.
6. The screening of the site does not provide adequate shielding from or for nearby uses.
7. The proposed structures or landscaping are unreasonably lacking amenity in relation to, or are incompatible with, nearby structures and uses.
8. In the case of site plans submitted in connection with an application for a special use permit, the proposed site plan makes inadequate provision for the creation or preservation of open space or for its continued maintenance.
9. The proposed site plan creates unreasonable drainage or erosion problems or fails to fully and satisfactorily integrate the site into the overall existing and planned ordinance system serving the community.

10. The proposed site plan places unwarranted or unreasonable burdens on specified utility systems serving the site or area or fails to fully and satisfactorily integrate the site's utilities into the overall existing and planned utility system serving the Village.
11. The proposed site plan does not provide for required public uses designated on the Official Map.
12. The proposed site plan otherwise adversely affects the public health, safety, or general welfare.

Attachment 2: Village of Hinsdale Zoning Map and Project Location

