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 - <u>All those wishing to provide public testimony must be sworn in</u> and after the applicant makes their presentation will be recognized by the Chair to <u>speak.</u>

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 - <u>No discussion will take place except to determine</u> <u>a time and date of hearing. (note: the next PC meeting is on April 11, 2018)</u>

- 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: <u>www.villageofhinsdale.org</u>

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 CrnovichABSENT: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).

<u>Findings and Recommendations</u> - 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).

<u>Findings and Recommendations</u> - 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).

<u>Sign Permit Review</u> - 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.)

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

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 2^{nd} floor windows. The applicant responded they will not replace the 2^{nd} 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 2^{nd} 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).

<u>Public Hearing</u> - 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).

<u>Adjournment</u>

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 aboveentitled 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.

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| 1 | ALSO PRESENT: | 1 | requirements. We are going to subdivide the lot |
| 2 | MR. CHAN YU, Village Planner; | 2 | into two parcels, one parcel being to maintain |
| 3 | MR. ROBERT MC GINNIS, Director of | 3 | the R-4 zoning for a total number of 8 home |
| 4 | Community Development/Building | 4 | sites on a cul-de-sac. Each lot will be |
| 5 | Commissioner; | 5 | conforming R-4. We don't have any |
| 6 | MR. CHARLES MARLAS, Owner, Kensington | 6 | contingencies, any zoning variances that are |
| 7 | School; | 7 | needed for that. And the remaining almost 2 |
| 8 | MR. MARK WERTHMANN, KLOA. | 8 | acres of property we are going to turn into an |
| 9 | * * * | 9 | 0-2 district with a special use for a daycare |
| 07:28:51PM 10 | CHAIRMAN CASHMAN: This is for | 07:49:44PM 10 | center for Kensington School. |
| 11 | Case A-44-2017 540 West Ogden Avenue, Kensington | 11 | Traffic ingress and egress will |
| 12 | School. It's for a Map Amendment and concurrent | 12 | work much, much better with the Monroe access as |
| 13 | tentative Plat of Subdivision to subdivide and | 13 | well as Ogden. We have had some lengthy |
| 14 | rezone approximately 1.74 acres to an 0-2 | 14 | discussions with IDOT regarding access on this |
| 15 | Limited Office District and subdivide | 15 | site. And it was their recommendation to us |
| 16 | approximately 2.26 acres into 8 R-4 Single- | 16 | that we abandon a left out on the Ogden Avenue |
| 17 | Family District Lots. | 17 | site. So we are proposing today just a right |
| 18 | MR. MARLAS: Hi, everybody. | 18 | in/right out, left in, on Ogden Avenue, which is |
| 19 | CHAIRMAN CASHMAN: Please just | 19 | basically identical to what is allowed on Monroe |
| 20 | introduce yourself for the record. | 07:50:19PM 20 | and then also full access at Monroe that can |
| 21 | And do we need to Also, anyone | 21 | allow parents to get down into Hinsdale or |
| 22 | who wishes to speak on this issue or thinks they | 22 | Clarendon Hills that way. |
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| 1 | 3 might, please be sworn in. | 1 | 5 So that's kind of a little recap. |
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| | 6 | | 8 |
|---|---|---|--|
| 1 | the public comments till later. | 1 | submitted yet, but it will be after this |
| 2 | AUDIENCE MEMBER: I just want to | 2 | meeting. |
| 3 | understand what he's saying. | 3 | CHAIRMAN CASHMAN: If this gets |
| 4 | AUDIENCE MEMBER: I don't understand at | 4 | continued to March, then in March we would see, |
| 5 | all really where I wish you would maybe | 5 | in the submission before that meeting we would |
| 6 | like draw out like how the traffic is going to | 6 | have the full traffic study? |
| 7 | go so we can totally understand what you are | 7 | MR. MARLAS: Correct. Yes. |
| 8 | saying. | 8 | Because that's crucial. |
| 9 | CHAIRMAN CASHMAN: We will get to that. | 9 | CHAIRMAN CASHMAN: And I was figuring |
| 07:51:28PM 10 | That's a good question. | 07:52:59РМ 10 | we would have neighbors here because I saw I |
| 11 | MR. YU: Also, if anyone wants to speak | 11 | don't know how many showed up at the board |
| 12 | later, please approach. | 12 | meeting, but I saw there was a petition where |
| 13 | CHAIRMAN CASHMAN: You need to do it at | 13 | there was someone represented 56 residents and |
| 14 | the mike so that people can it's being | 14 | north on Monroe Street who were concerned about |
| 15 | recorded so they can hear it and see it. | 15 | the cars that are going to park there and |
| 16 | Just one question I have is, going | 16 | traffic. |
| 17 | through the packet, it does not seem that there | 17 | So I would like to hear questions |
| 18 | is enough information here, a complete packet, | 18 | by the Commissioners of the applicant. And then |
| 19 | to either do the Map Amendment or for sure the | 19 | after we kind of go through, and I would love to |
| 07:51:51PM 20 | tentative Plat of Subdivision. There is a | 07:53:22PM 20 | hear from all of you, bear with us first, and |
| 21 | series of requirements. | 21 | then I would love to hear what you have to say. |
| 22 | So my guess is that this is to get | 22 | Jim? |
| | 7 | | 9 |
| | an idea of input from, obviously, the neighbors, | | MR. KRILLENBERGER: This is related to |
| 2 | from the Commissioners. | 2 | traffic. What would your hours of operation be, |
| 3 | MR. MARLAS: Sure. | 3 | and what do you think the population of the |
| | CHAIRMAN CASHMAN: And then you would | | school will be? |
| 5 | go back and take care of the additional things that are required to properly, for us, actually | 5 | MR. MARLAS: So hours of operation are 6:30 a.m. to 6:30 p.m., Monday through Friday. |
| 6 | | 6 | 0.30 a.m. (0.0.30 p.m., Monuay through Fluay. |
| | roviow it and consider this | 1 7 | |
| . X | review it and consider this. | 7 | We are closed on weekends. Population of the |
| 8 | MR. MARLAS: Right. | 8 | We are closed on weekends. Population of the school is approximately 150 students, so roughly |
| 9 | MR. MARLAS: Right. CHAIRMAN CASHMAN: When I was looking | 8 9 | We are closed on weekends. Population of the school is approximately 150 students, so roughly 130 families. We end up having lots of siblings |
| 9 07:52:13PM 10 | MR. MARLAS: Right. CHAIRMAN CASHMAN: When I was looking at the Village minutes, this is kind of the | 8 9 07:53:50PM 10 | We are closed on weekends. Population of the school is approximately 150 students, so roughly 130 families. We end up having lots of siblings in a school this size. |
| 9 07:52:13PM 10 11 | MR. MARLAS: Right. CHAIRMAN CASHMAN: When I was looking at the Village minutes, this is kind of the context, when they suggest or brought this to | 8 9 07:53:50РМ 10 11 | We are closed on weekends. Population of the school is approximately 150 students, so roughly 130 families. We end up having lots of siblings in a school this size. MR. KRILLENBERGER: So 125 to 130 |
| 9 07:52:13PM 10 11 12 | MR. MARLAS: Right. CHAIRMAN CASHMAN: When I was looking at the Village minutes, this is kind of the context, when they suggest or brought this to the Plan Commission and there were a couple | 8 9 07:53:50PM 10 11 12 | We are closed on weekends. Population of the school is approximately 150 students, so roughly 130 families. We end up having lots of siblings in a school this size. MR. KRILLENBERGER: So 125 to 130 families coming in. This is a daycare. So |
| 9 07:52:13PM 10 11 | MR. MARLAS: Right. CHAIRMAN CASHMAN: When I was looking at the Village minutes, this is kind of the context, when they suggest or brought this to the Plan Commission and there were a couple things on there that I thought were interesting; | 8 9 07:53:50РМ 10 11 | We are closed on weekends. Population of the school is approximately 150 students, so roughly 130 families. We end up having lots of siblings in a school this size. MR. KRILLENBERGER: So 125 to 130 families coming in. This is a daycare. So there is no |
| 9 07:52:13PM 10 11 12 13 | MR. MARLAS: Right. CHAIRMAN CASHMAN: When I was looking at the Village minutes, this is kind of the context, when they suggest or brought this to the Plan Commission and there were a couple | 8 9 07:53:50PM 10 11 12 13 | We are closed on weekends. Population of the school is approximately 150 students, so roughly 130 families. We end up having lots of siblings in a school this size. MR. KRILLENBERGER: So 125 to 130 families coming in. This is a daycare. So there is no MR. MARLAS: It's a daycare. |
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| 9 07:52:13PM 10 11 12 13 14 15 16 | MR. MARLAS: Right. CHAIRMAN CASHMAN: When I was looking at the Village minutes, this is kind of the context, when they suggest or brought this to the Plan Commission and there were a couple things on there that I thought were interesting; that one, this is in the discussion of the for this to be a motion. It said that we would have a traffic study when this came to us, and | 8 9 075350PM 10 11 12 13 14 15 16 | We are closed on weekends. Population of the school is approximately 150 students, so roughly 130 families. We end up having lots of siblings in a school this size. MR. KRILLENBERGER: So 125 to 130 families coming in. This is a daycare. So there is no MR. MARLAS: It's a daycare. MR. KRILLENBERGER: beginning of operation. There is no school day |
| 9 07:52:13PM 10 11 12 13 14 15 16 17 | MR. MARLAS: Right. CHAIRMAN CASHMAN: When I was looking at the Village minutes, this is kind of the context, when they suggest or brought this to the Plan Commission and there were a couple things on there that I thought were interesting; that one, this is in the discussion of the for this to be a motion. It said that we would have a traffic study when this came to us, and it is not in our packet. Is a traffic study | 8 9 07:53:50PM 10 11 12 13 14 15 16 17 | We are closed on weekends. Population of the school is approximately 150 students, so roughly 130 families. We end up having lots of siblings in a school this size. MR. KRILLENBERGER: So 125 to 130 families coming in. This is a daycare. So there is no MR. MARLAS: It's a daycare. MR. KRILLENBERGER: beginning of operation. There is no school day MR. MARLAS: No. It's a daycare. |
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| 1 CHAIRMAN CASHMAN: Can you repeat that number of students: 1 and realized the GAP study wasn't supportive of 2 3 MR, MARLAS: Number of students total 4 about 125, 130. 3 4 about 125, 130. 5 about 125, 130. 5 staffing? CHAIRMAN CASHMAN: And typical 7 5 CHAIRMAN CASHMAN: Control 7 staffing? CHAIRMAN CASHMAN: Control CHAIRMAN CASHMAN: Control 6 9 CHAIRMAN CASHMAN: Control CHAIRMAN CASHMAN: Control 6 9 CHAIRMAN CASHMAN: Control CHAIRMAN CASHMAN: Control 6 9 CHAIRMAN CASHMAN: Scott? 6 CHAIRMAN CASHMAN: Scott? 10 MR, KHILENBERGER: Yos 10 actually see - 11 MR, KRILENBERGER: Yos 11 10 12 actually was and previous site. And this yn youssiten 11 10 12 actually was and previous site. What makes that 2 stob, what happendo? 11 10 14 actually see - 11 11 11 14 actually see - 11 10 | | 10 | | 12 |
|--|----------------------|---|---------------|--|
| 2 number of students. 3 MR. MARLAS: Number of students total siblings and such, about 125, 130. 6 CHAIRMAN CASHMAN: And typical stating? 7 CHAIRMAN CASHMAN: And typical stating? 8 MR. MARLAS: 22 to 24 staff. 9 CHAIRMAN CASHMAN: Okay. Other 9 CHAIRMAN CASHMAN: Cash Other 9 CHAIRMAN CASHMAN: Sort? 11 MR. KRILENBERGER: That's all 1 have. 12 MR. KRILENBERGER: That's all 1 have. 13 MR. KRILENBERGER: That's all 1 have. 14 MR. KRILENBERGER: that's all 1 have. 15 CHAIRMAN CASHMAN: Sort? 16 CHAIRMAN CASHMAN: Sort? 17 MR. KRILENBERGER: that's all 1 have. 18 MR. KRILENBERGER: type 19 MR. KRILENBERGER: type 11 memory, when they came before us when you ware 11 MR. MARLAS: Wult makes that statualy. You dicht really see a problem with atstud, what happened? Wult hypened there that status when happened? Wult hypened there that status when happened? 11 11 12 Inflicting total they were not really in makes this sits to or such botter with traffic band | 1 | | 1 | |
| 3 MR. MARLAS: Number of students total about 150. But number of families, because of subings and such, about 125, 130. 3 centinue with that location. 4 about 150. But number of families, because of subings and such, about 125, 130. MR. MARLAS: 22 to 24 staff. 5 forth 100 times tonght about traffic. But 7 statting? CHAIRMAN CASHMAN: And typical 5 forth 100 times tonght about traffic. But 8 MR. MARLAS: 22 to 24 staff. 6 until we are the report, 1 think 1 mean we 9 CHAIRMAN CASHMAN: Cash. Qay. Other 7 shouldn't even go there. 10 MR. KRILENBERGER: That's all 1 have. 7 actually see 11 MR. KRILENBERGER: That's all 1 have. 10 actually see 12 MR. KRILENBERGER: That's all 1 have. 11 MR. MARLAS: The member where 16 CHAIRMAN CASHMAN: Subt or enhash my 16 Sout, you were asking about that. 13 MR. KRILENBERGER: Yes. 11 MR. JABLONSKI: Did you have any more 12 MR. KRILENBERGER: Yes. 11 MR. JABLONSKI: MI by our were asking about that. 14 makes this step oruch better with raffic. bad 11 Infer fact that Hinsdale Orthopaedics bag all the 1 <th></th> <th>- · ·</th> <th></th> <th>• • • •</th> | | - · · | | • • • • |
| about 150. But number of families, bacause of siblings and such, about 125, 130. CHAIRMAN CASHMAN: And typical stating? MR. MARLAS: 22 to 2 kinff. CHAIRMAN CASHMAN: Okay. Other dictions, Jim? MR. KRILLENBERGER: That's all have. CHAIRMAN CASHMAN: Sout? MR. PETERSON: Just, probably traffic CHAIRMAN CASHMAN: Just to refresh my MR. KRILLENBERGER: Yos: MR. KRILLENBERGER: Yos: MS. FIASCONE: So we could go back and Grown a preliminary basis. CHAIRMAN CASHMAN: Just to refresh my memory, when they came before us when you were South's when two a come before us when you were South's when they came before us when you were South's when we came at a composing the previous site. What makes that site, when you came before us when you were from IDCT arcess the sireel. We never really in makes that location, which is whatmot? MR. MARLAS: Well, the traffic, because it hours, south you were all all those cars going to go when we add 250 more? MR. MARLAS: Well the traffic, because it hours about five or site months to hear back traffic is difficult al Ogden Avenue at peak that so and pack my enver in the diata thours. So that's why we realized that location, which is difficult al Ogden Avenue at peak thours. So that's why we are not saveding a lefit out ongden Avenue on this location. Which is difficult all Ogden Avenue at peak that and build Bhouses and solt thom parking. that and build Bhouses and solt thand! thours. So that's why w | | | | - |
| siblings and such, about 125, 130. CHAIRMAN CASHMAN: And Typical staffing? MR. MARLAS: 22 to 24 staff. CHAIRMAN CASHMAN: Okay. Other questions, Jin? CHAIRMAN CASHMAN: Okay. Other questions, Jin? CHAIRMAN CASHMAN: Scatt? MR. MARLAS: 15 there anything else CHAIRMAN CASHMAN: Scatt? MR. MARLAS: 15 there anything else CHAIRMAN CASHMAN: Scatt? MR. MARLAS: 15 there anything else CHAIRMAN CASHMAN: Scatt? MR. MARLAS: 15 there anything else CHAIRMAN CASHMAN: Scatt? MR. MARLAS: 15 there anything else CHAIRMAN CASHMAN: Scatt to refresh my memory, when hey came baffere use baffere, was everyone on the Commission then? MR. KRILLENBERCER: Yes. MR. MARLAS: What happened? What happened? MR. MARLAS: Well, the traffic, because It tok us about five or six months to heer back for fight intright about free or six months to heer back for going through there street. We neave reality in any was that they were not reality in any was many expender and wat any was ear ont seeking a left uot of fight intright about field that rossing four hance of the append? What happened? MR. MARLAS: Well, the traffic, because fraft is difficult at Ogdin Avenue at pasker fight | | | _ | |
| CHAIRMAN CASHMAN: And typical staffing? staffing? MR. MARLAS: 22 to 24 staff. CHAIRMAN CASHMAN: Okay. Other questions, Jm? CHAIRMAN CASHMAN: Okay. Other questions, Jm? MR. KRILLENERGER: That's all I have. CHAIRMAN CASHMAN: Soft? MR. PETERSON: I just, probably traffic MR. RELEASHMAN: Soft? MR. RELEARSHMAN: Soft? MR. PETERSON: J just, probably traffic CHAIRMAN CASHMAN: Soft? MR. PETERSON: J just, probably traffic CHAIRMAN CASHMAN: Soft? MR. PETERSON: J just, probably traffic MR. RELEARSHMAN: Soft? MR. RELEARSHMAN: Soft? MR. RELEARSHMAN: CASHMAN: Just to refresh my charman Cashman: Soft? MR. RELEARSTREE: Yes. MR. RARLASTREERGER: Yes. MR. RARLASTREERGER: Yes. MR. RARLASTREERGER: Yes. MR. RARLAST Wait happened? What happened? What happened there that makes this site so much botter with traffic head back from IDOT across the street. We never really in indication was that they were not really in makes that go of a left out aft tho tact back from IDOT across the street. We never really in indication was that they were not really in indication. Taffic is difficult at Ogden Avenue at peaking a left indication. MR. MARLAST. Wait parking is going to with something 1 House and right would be developed with something 1 would imagine. Hinsdale MR. MARLAST. Weil, the traffic because first was going the were going through the case, that was our MR. MARLAST. It was proliminary. And MR. MARLAST. Weil, and they use, the ask would be developed with were going through the case, that was our The were going t | | | | |
| 7 staffing? 7 shouldn't even go there. 8 MR. MARLAS: 22 to 24 staff. 8 CHAIRMAN CASHMAN: Okay. Other 9 CHAIRMAN CASHMAN: Scoll? 7 shouldn't even go there. 10 questions, Jim? 7 shouldn't even go there. 11 MR. KRILLENBERGER: That's all I have. 7 shouldn't even go there. 12 CHAIRMAN CASHMAN: Scoll? 7 shouldn't even go there. 13 MR. KRILLENBERGER: That's all I have. 11 MR. MARLAS: Is there anything else 14 I'm concerned will, otherwise everything seemed 15 okay on a preliminary basis. 16 CHAIRMAN CASHMAN: Just to refresh my 7 memory, when they came bofere us bofore, was 18 everyone on the Commission then? 16 Scott, you were asking about that. 11 memory, when they came bofere us bofore, was 16 Scott, you were asking about that. 11 memory proposing the previous site. What makes that's my question 17 MR. JABLONSKI: May Bagest concern is 12 traffic why you came before us when you were 11 11 14 12 traffic why Nou came before us who new there | | - | 6 | J J J J J J J J J J J J J J J J J J J |
| 8 MR. MARLAS: 22 to 24 staff. 9 CHAIRMAN CASHMAN: Okay. Other 9 CHAIRMAN CASHMAN: Okay. Other 9 related to traffic until we have some data to 10 questions, Jim? 10 actually see 10 11 MR. RAILLENDERGER: That's all have. 10 actually see 11 12 CHAIRMAN CASHMAN: Scott? 11 MR MARLAS: Is there anything else 12 CHAIRMAN CASHMAN: Just to refresh my 11 MR MARLAS: Is there may be. We 14 Im concerned with, otherwise everything seemed is day on a preliminary basis. 16 Scott, you were asking about that. 16 CHAIRMAN CASHMAN: Just to refresh my 16 Scott, you were asking about that. 17 memory, when they came before us before, was 9 MR. JABLONSKI: Did you have any more 18 everyone on the Commission then? 18 weeletit off. 16 20 MS. KRILLENBERGER: Yes. 11 17 MR JABLONSKI: My biggest concern is 21 CHAIRMAN CASHMAN: What a nice guy. 21 CHAIRMAN CASHMAN: What a nice guy. 21 raffic is difficult at markers hall sis, what happenerdy What happenerdy What happenendy Wh | 7 | | 7 | |
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| 1 | probably be the catalyst to have them probably | 1 | that are coming from Hinsdale would more than |
| 2 | make a move further east on Ogden, which is | 2 | likely be coming up through Hinsdale and, you |
| 3 | where they more than likely belong. | 3 | know, through Monroe. This is a Hinsdale |
| 4 | MR. JABLONSKI: I'm just worried about | 4 | location. It's a Hinsdale school. It serves |
| 5 | congestion. There is a lot going on. | 5 | Hinsdale kids and Hinsdale families. Anybody |
| 6 | CHAIRMAN CASHMAN: It's amazing. I | 6 | coming from Clarendon Hills similarly would be |
| 7 | don't know how Hinsdale Orthopaedics puts all | 7 | probably coming along Chicago Avenue and up |
| 8 | those people through that building. It's not | 8 | Monroe. Some will be coming to and from work |
| 9 | that big. | 9 | from the expressway and back, this and that. |
| 07:57:55PM 10 | MR. MARLAS: That's something to | 07:59:41PM 10 | But, you know, this is a public |
| 11 | remember. That's a 7-day-a-week location. It's | 11 | service of Hinsdale, Hinsdale school, Hinsdale |
| 12 | open on weekends as well and late into the | 12 | community, and surrounding communities. So when |
| 13 | evenings and traffic coming and going all day | 13 | you say "cut-through," I don't know if it's |
| 14 | long. Whereas our location we have a pretty | 14 | really so much a cut-through as it is a |
| 15 | good chunk at the morning, and then it's really | 15 | destination for the families of Hinsdale. |
| 16 | quiet all day. Then a pretty good chunk of | 16 | MS. CRNOVICH: And my next question, |
| 17 | traffic, and we are closed after 6:30. And | 17 | why rezoning to office instead of institutional? |
| 18 | there is no one there on Saturday or Sunday. | 18 | MR. MARLAS: Institutional currently |
| 19 | CHAIRMAN CASHMAN: Julie? | 19 | doesn't have an actual special use for it so you |
| 07:58:20PM 20 | MS. CRNOVICH: My main concern is | 08:00:09PM 20 | also need a text amendment. |
| 21 | traffic, especially cutting through the | 21 | CHAIRMAN CASHMAN: You would need a |
| 22 | neighborhoods. And Ogden is a nightmare as we | 22 | text amendment. |
| | 15 | | 17 |
| 1 | all know. And I have noticed when I'm visiting | 1 | MS. CRNOVICH: Okay. |
| 2 | someone at Manor Care Monroe is getting really | 2 | CHAIRMAN CASHMAN: This is a special |
| 3 | busy, and I think it's a lot of cut-through | 3 | use already. |
| 4 | traffic So my concorn is there is going to be | | - |
| | traffic. So my concern is there is going to be | 4 | MR. MARLAS: Yes. Special use already |
| 5 | an additional burden to the residents in that | 5 | MR. MARLAS: Yes. Special use already exists in 0-2. |
| 6 | an additional burden to the residents in that area. | 5 | MR. MARLAS: Yes. Special use already exists in 0-2. CHAIRMAN CASHMAN: And Hinsdale |
| 6 7 | an additional burden to the residents in that area. MR. MARLAS: When you say "cut-through | 5 6 7 | MR. MARLAS: Yes. Special use already exists in 0-2. CHAIRMAN CASHMAN: And Hinsdale Orthopaedics is 0-2? |
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| | 18 | | 20 |
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| 1 | explain what you are thinking from the | 1 | have that fixed in March. One of the criteria |
| 2 | stormwater perspective? I don't really see any | 2 | out of the 15 or so is to have availability to |
| 3 | space for that in the plat, and it's important | 3 | have adequate ingress to and egress from subject |
| 4 | early on. | 4 | property, which the traffic conditions in the |
| 5 | MR. MARLAS: Sure. So we have had a | 5 | vicinity would be affected by the proposed |
| 6 | bunch of discussions with staff relative to the | 6 | amendment. So it's clearly a big criteria for |
| 7 | stormwater management issue that exists over on | 7 | even considering a map amendment. |
| 8 | Madison Avenue. Madison is between North and | 8 | MS. FIASCONE: Right. So the traffic, |
| 9 | Ogden. And it was the Village's desire, seeing | 9 | obviously, has been brought up. But is there |
| 08:01:12PM 10 | we have an opportunity to redevelop this | 08:03:02PM 10 | going to be a line of cars on Monroe Street at |
| 11 | property, to bring some stormwater utilities | 11 | 5 o'clock when there are people cutting through |
| 12 | from Madison through our property into an onsite | 12 | anyways, you know, backed up all the way to that |
| 13 | storage vault under our parking lot or back | 13 | new cul-de-sac, you know I don't know. |
| 14 | behind our playground that would slowly release | 14 | CHAIRMAN CASHMAN: We have the traffic |
| 15 | across Ogden Avenue. | 15 | engineer here. So I would like to see that in |
| 16 | MR. WILLOBEE: So underground? | 16 | the report. |
| 17 | MR. MARLAS: Underground retention, | 17 | MR. MARLAS: We have a lot of schools |
| 18 | yes. So from what I understand, I didn't | 18 | that are very, very similar to this, actually |
| 19 | witness this firsthand, but I understand that | 19 | identical to this one, the one in Elmhurst. It |
| 08:01:38PM 20 | Madison gets | 08:03:25PM 20 | has the same number of parking spaces, 36; has |
| 21 | CHAIRMAN CASHMAN: Since we have that | 21 | the same square footage, same number of |
| 22 | great back-pitched pipe in this area? | 22 | students, same number of families, same number |
| | | | |
| | 19 | | 21 |
| 1 | 19 MR. MARLAS: Yes, pretty underwater. | 1 | 21 of teachers. And traffic just kind of moves |
| 1 | | 1 | |
| | MR. MARLAS: Yes, pretty underwater. | | of teachers. And traffic just kind of moves |
| 2 | MR. MARLAS: Yes, pretty underwater. So, yes, this will be a final solution to that | 2 | of teachers. And traffic just kind of moves really cleanly and slowly through there on a |
| 23 | MR. MARLAS: Yes, pretty underwater. So, yes, this will be a final solution to that problem. And we are happy to help as we are | 2 3 | of teachers. And traffic just kind of moves really cleanly and slowly through there on a slow, steady basis. |
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| 2 3 4 5 | MR. MARLAS: Yes, pretty underwater. So, yes, this will be a final solution to that problem. And we are happy to help as we are developing this to put some underwater underground facilities on our site and slow | 2 3 4 5 | of teachers. And traffic just kind of moves really cleanly and slowly through there on a slow, steady basis. This is not preschool where there is a car line, right? Where you may get 20 moms |
| 2 3 4 5 6 | MR. MARLAS: Yes, pretty underwater. So, yes, this will be a final solution to that problem. And we are happy to help as we are developing this to put some underwater underground facilities on our site and slow release that water across Ogden. | 2 3 4 5 6 | of teachers. And traffic just kind of moves really cleanly and slowly through there on a slow, steady basis. This is not preschool where there is a car line, right? Where you may get 20 moms that are parked and the teachers are bringing |
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| 1 | from KLOA. We are performing the study. We | 1 | show you all that within the traffic study. |
| | | | 5 |
| 2 | performed the last study. It was a very good | 2 | CHAIRMAN CASHMAN: When will you be |
| 3 | question. And like Chuck said, they do have to | 3 | doing your baseline counts? |
| 4 | come in and drop off. The big difference | 4 | MR. WERTHMANN: We did counts a year |
| 5 | between this preschool and regular school is there is no start time or end time. These 130 | 5 | ago and we went back and updated all the counts. |
| 6 | | 6 | We did them in January, about 2 weeks ago, 2.5 |
| 7 | families, and there is car pooling and so forth, | | weeks ago; so we have the counts there. The |
| 8 | which reduces the traffic, is spread out over a | 8 | northbound traffic on Monroe, as we all know, is |
| 9 08:04:49PM 10 | 2.5-hour, 3-hour period in the morning and in | 9 | reduced due to the fact that you can't make a |
| ов:о4:49РМ 10 11 | the afternoon. So it's not like they are all | ов:об:56РМ 10 11 | left turn onto Ogden during the day, so that |
| 12 | coming in at one time. It's spread out. People | 12 | helps. When it comes to Hinsdale |
| 12 | go to work at different times. Some are going | | |
| 13 | to drop off at 6:30, some are going to drop off | 13 14 | Orthopaedics, while they generate some traffic, |
| 14 | at 7:00. So that really helps the impact on the roadway system. | 14 | their traffic that wants to go west on Ogden, they can come out through Manor Care, I believe |
| 16 | One of the big reasons this site | 16 | it's called, and make the left there; so that |
| 10 | works better than the north site, as you | 17 | helps alleviate some of the traffic on Monroe. |
| 18 | indicated is as Chuck indicated, the majority | 18 | So all of this is working to, you know, reduce |
| 19 | of parents or families are going to live within | 19 | the impact on Monroe. |
| 08:05:16PM 20 | Hinsdale and Clarendon Hills. So they don't | 08:07:25PM 20 | MR. WILLOBEE: Given the variability in |
| 21 | have to get onto Ogden. They don't have to make | 21 | the start times and drop-off times or pickup |
| 22 | that difficult turn on and off of Ogden. They | 22 | times, how do you account for that in your |
| | | | |
| | 23 | | |
| 1 | 23 can come up the south, up Monroe to the | 1 | 25 |
| 1 2 | 23 can come up the south, up Monroe to the development, which really helps. It provides | 1 | |
| | can come up the south, up Monroe to the | | 25 study? |
| 2 | can come up the south, up Monroe to the development, which really helps. It provides | 2 | 25 study? MR. PETERSON: Excellent question. |
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| | 26 | | 28 |
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| 1 | It's not significant. It's not what it was at | 1 | core concentration for like our Wheaton or |
| 2 | one time when Amling's was probably there. And | 2 | Elmhurst locations, which are very similar to |
| 3 | I think a big point we have to remember is it | 3 | this, it's a pretty tight radius. |
| 4 | doesn't generate traffic in the evening. It | 4 | Look, here, I can't remember really |
| 5 | doesn't generate any traffic on weekends. It | 5 | at this stage say this is where they are coming |
| 6 | really doesn't generate any traffic during the | 6 | from because there is no mandate. |
| 7 | midday. | 7 | MR. WILLOBEE: That's what I was |
| 8 | You do have some half-day programs? | 8 | asking. |
| 9 | MR. MARLAS: Not anymore. | 9 | MR. MARLAS: Western Springs and |
| 08:08:48PM 10 | MR. WERTHMANN: So really you are | 08:10:38PM 10 | LaGrange, they are all from Western Springs and |
| 11 | talking 2.5 hours in the morning and 2.5 in the | 11 | LaGrange; right? Naperville, they are all from |
| 12 | afternoon, and then it's pretty quiet from a | 12 | Naperville. But the actual reach varies from |
| 13 | traffic standpoint. | 13 | school to school. |
| 14 | CHAIRMAN CASHMAN: How likely do you | 14 | CHAIRMAN CASHMAN: I have a few things. |
| 15 | think it is that IDOT would allow a westbound | 15 | Say if this gets continued to March, will you |
| 16 | left turn into the north drive? | 16 | have all the detailed information that's |
| 17 | MR. WERTHMANN: We are working with | 17 | required for that Plat of Subdivision for the |
| 18 | them. We think it's a good possibility. We | 18 | tentative plat? |
| 19 | have met with them. They are very opposed to | 19 | MR. MARLAS: I hope so, yes. |
| 08:09:12PM 20 | left out, which we can all understand. We are | 08:11:01PM 20 | CHAIRMAN CASHMAN: Because we are not |
| 21 | going to submit and try to get that. If they | 21 | even close currently. |
| 22 | don't permit it, we can come in, a left on | 22 | MR. MARLAS: Right. |
| | | | MIR. MAREAS: RIGHT. |
| | 27 | | 29 |
| 1 | • | 1 | 29 CHAIRMAN CASHMAN: So if you just work |
| | 27 | | 29 CHAIRMAN CASHMAN: So if you just work closely with Robb and Chan make sure that we |
| 1 | 27 Monroe, and then they come in and make a left on that first drive and won't even have to drive down further south on Monroe; so we have that | 1 | 29 CHAIRMAN CASHMAN: So if you just work closely with Robb and Chan make sure that we have all that. |
| 1 2 | 27 Monroe, and then they come in and make a left on that first drive and won't even have to drive down further south on Monroe; so we have that second option, if necessary. | 1 | 29 CHAIRMAN CASHMAN: So if you just work closely with Robb and Chan make sure that we have all that. I did have some other comments |
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| | 30 | | 32 |
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| 1 | CHAIRMAN CASHMAN: We need the loading | 1 | from a residential property, if it was going to |
| 2 | area. It's not shown. We did go through that | 2 | be reduced to less than the code requirement, I |
| 3 | before, and we need to have it. Even though | 3 | would want it to be very well-screened and |
| 4 | this would be built and will be a preschool or | 4 | landscaped. I mean it's really a gateway |
| 5 | early childhood center, who's to say what it | 5 | property to our Village. |
| 6 | could be used for 20 years from now. | 6 | MR. MARLAS: Sure. |
| 7 | MR. MARLAS: So what is the loading | 7 | CHAIRMAN CASHMAN: It's been an |
| 8 | zone exactly? | 8 | embarrassing gateway for the last decade or so. |
| 9 | CHAIRMAN CASHMAN: Basically for your | 9 | And this is an opportunity I mean I have |
| 08:12:24PM 10 | size, you need one. It's basically spelled out | 08:14:07PM 10 | seen what you build elsewhere. You don't build |
| 11 | in here. It's a 10 by 25 | 11 | bad looking sites or buildings. |
| 12 | MR. MARLAS: What purpose does it | 12 | MR. MARLAS: Thank you. |
| 13 | serve, to load what? I'm just not familiar. | 13 | CHAIRMAN CASHMAN: So I'm encouraged. |
| 14 | CHAIRMAN CASHMAN: It's spelled out for | 14 | But I really want to make sure when we get the |
| 15 | deliveries. We don't have exceptions to it. | 15 | details, if that gets that far, that we do this |
| 16 | There is existing spaces that don't have it, but | 16 | as well as possible. The traffic is going to be |
| 17 | there is even language in our code about changes | 17 | huge, the traffic study. I'm glad you brought |
| 18 | in use, that then this kicks in. And we just | 18 | your engineer. And I'm sure he'll hear some |
| 19 | really I think you looked back and you found | 19 | from the neighbors. But it's crucial, it has to |
| 08:12:47РМ 20 | a place for it previously so | 08:14:31PM 20 | be done right. |
| 21 | MR. MARLAS: Yes. It was a 2.5-acre | 21 | If you look at, we had an Ogden |
| 22 | site across the street. This is 1.7. So this | 22 | Avenue Corridor Plan, which was done back in |
| | 31 | | 33 |
| 1 | is a lot I was over parked across the street. | | 2008. And there is another plan called the SE-8 |
| 2 3 | CHAIRMAN CASHMAN: But you are dividing | 2 | or 7 or something, but it studied this portion of Ogden Avenue. And this site has always been |
| 4 | this lot so I really can't give you MR. MARLAS: Yes, no, without a doubt. | 4 | kind of identified as being residential use total. |
| 5 | CHAIRMAN CASHMAN: I think you will be | 5 | It was interesting to hear the |
| 6 | able to find a place. And then definitely when | 6 | board discussion where there is some talk |
| 7 | we get into the details to be aware of on the | 7 | |
| 8 | | - | about by I think at least one board member |
| | site plan, I mean that's going to have to be | 8 | about by I think at least one board member about it being a commercial development of some |
| 9 | site plan, I mean that's going to have to be totally screened from the residential properties | 8 9 | about it being a commercial development of some |
| 9 08:13:12PM 10 | site plan, I mean that's going to have to be totally screened from the residential properties that are adjacent. Later we will get into | | |
| 40 | totally screened from the residential properties | 9 | about it being a commercial development of some sort or partially. |
| D8:13:12PM 10 | totally screened from the residential properties that are adjacent. Later we will get into | 9 08:15:02PM 10 | about it being a commercial development of some sort or partially. MR. MARLAS: Right. |
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| | 34 | | 36 |
| 1 | you know, something we will discuss when we see | | that we have the solid fencing and buffers |
| 2 | a detailed plan. But then again that would be a | 2 | between these proposed residential properties |
| 3 | variance that would go to the ZBA. | 3 | that are to the south and the existing ones that |
| 4 | MR. MARLAS: We are just looking to | | are to the east. |
| 5 | keep the existing parking in place that exists | 5 | MR. MARLAS: Right. |
| 6 | and kind of mirrors ManorCare, kind of keep the | 6 | CHAIRMAN CASHMAN: So we just need more |
| 7 | corner congruent. | 7 | information. It's a very basic. I figured you |
| 8 | CHAIRMAN CASHMAN: That may be true. | 8 | were just kind of putting your toe in the water, |
| 9 | But this is a complete change in use. This is | 9 | see where we are at, and especially hear from |
| 08:15:50PM 10 | an abandoned parking lot from a building that | 08:17:23PM 10 | neighbors. |
| 11 | was demolished. I don't see that as a precedent | 11 | And let me see if I have any more. |
| 12 | in any manner. | 12 | If not, I would love to hear Stormwater is |
| 13 | MR. MARLAS: Sure. | 13 | big. But you are going underground because I |
| 14 | CHAIRMAN CASHMAN: When we start with | 14 | don't know how would pull this off without doing |
| 15 | like this And especially when we are talking | 15 | that. |
| 16 | about changing our zoning map, if we are going | 16 | MR. WILLOBEE: Things like the |
| 17 | to do that, I think we need to have as compliant | 17 | dumpster, the dumpster location. I know we |
| 18 | and as successful a project as possible. We | 18 | talked about that when it backs up to |
| 19 | have enough oddities in town where we have to | 19 | residential, too. |
| 08:16:11PM 20 | live with things that don't meet our code. But | 08:17:41PM 20 | CHAIRMAN CASHMAN: And there is |
| 21 | that's a unique thing. If you are talking about | 21 | specific things regarding the location of the |
| 22 | a variance against the residential neighbors, in | 22 | refuse enclosure and the building area. |
| | | | · · · · · · · · · · · · · · · · · · · |
| | 35 | | 37 |
| 1 | my personal opinion, I mean absolutely not. We | 1 | MS. CRNOVICH: Screening. |
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| 1 | the Madison Street flooding problem to a large | 1 | think last night they were off. |
| 2 | degree and pick up those basins in the backyards | 2 | MS. CRNOVICH: Usually they are on. |
| 3 | of Wedgewood, tie those in, and run it through | 3 | CHAIRMAN CASHMAN: They were completely |
| 4 | the east lot line of this property. And then | 4 | off. I mean when we went through Landrover, we |
| 5 | maybe, or maybe not, store vaults under the | 5 | went through the details of the ordinance on |
| 6 | Kensington parking lot until the 36-inch can | 6 | that property where after business hours they |
| 7 | make it under Ogden. | 7 | had to put them down to security levels. And |
| 8 | CHAIRMAN CASHMAN: Okay. Thanks, | 8 | it's possible that Hinsdale Orthopaedics' are |
| 9 | Charles. I would like to hear now | 9 | not dimmable so they were either all on or off. |
| 08:19:08PM 10 | MS. FIASCONE: I have one more | 08:20:23PM 10 | MS. CRNOVICH: Well, the tall pole is |
| 11 | question. I'm sorry. I hate to harp on this | 11 | off all the time, which is good. It's too tall |
| 12 | pickup/drop-off thing but none of your schools | 12 | I think. |
| 13 | do pickup/drop-off? | 13 | CHAIRMAN CASHMAN: Any other questions |
| 14 | MR. MARLAS: For preschool? | 14 | before we get some input? Thanks. |
| 15 | MS. FIASCONE: Yes. | 15 | I would love to have you come up, |
| 16 | MR. MARLAS: There are schools that | 16 | state your name, where you live. And we'd love |
| 17 | have preschool, this one won't. | 17 | to hear what you have to say. |
| 18 | MS. FIASCONE: Oh. So even like the | 18 | MR. LANDIS: Hi. My name is Dirk |
| 19 | 2-year-olds? | 19 | Landis, L-a-n-d-i-s. 618 West North Street. |
| 08:19:23PM 20 | MR. MARLAS: 2-year-olds come in. | 08:21:00РМ 20 | CHAIRMAN CASHMAN: You spoke at the |
| 21 | MS. FIASCONE: Okay. | 21 | board meeting, didn't you? |
| 22 | MS. CRNOVICH: And lighting, too, | 22 | MR. LANDIS: I did. And I have a short |
| | | | |
| | 39 | | 41 |
| 1 | something I would like to see. Any plans for | 1 | written statement first I would like to read |
| 2 | something I would like to see. Any plans for lighting the parking lot? | 2 | written statement first I would like to read just to be thorough. I have with me this |
| 2 3 | something I would like to see. Any plans for lighting the parking lot? MR. MARLAS: Yes. Whatever the Village | 23 | written statement first I would like to read just to be thorough. I have with me this evening copies of a letter that went to the |
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| | | 42 | | 44 |
|------------|---|---|---|---|
| | 1 | one of the residents that's out of town and | 1 | And sometimes if you have to sit there because |
| | 2 | wasn't able to come tonight, so I said that I | 2 | it's congested, then you miss the whole cycle. |
| | 3 | would simply print it off and provide that to | 3 | We know that local neighborhoods |
| | 4 | you as well. | 4 | surrounding proposed developments almost never |
| | 5 | As you will see on the pictures on | 5 | seek reasons to provide waivers to proposed new |
| | 6 | the letter to the board, on the first two pages, | 6 | developments. And we know that the cost of the |
| | 7 | our blocks are basically quiet residential | 7 | Amling's property was so high that a purely |
| | 8 | streets, not buffer streets. For the most part, | 8 | residential proposal probably isn't feasible. |
| | 9 | we have lived in our homes for many years. | 9 | But we think that should be the sellers' and |
| 08:22:19PM | 10 | While each person has their own concerns, the | 08:24:22PM 10 | buyers' problem, not the neighbors'. |
| | 11 | overriding concerns are what will happen to the | 11 | Moreover, any proposal that does |
| | 12 | 45 to 55 cars, staff cars, by the way, which | 12 | not specifically address the employee parking |
| | 13 | means they are there all day, that park in the | 13 | needs of Hinsdale Orthopaedics and Manor Care |
| | 14 | Amling's lot once the currently available | 14 | will become problems that are shifted to our |
| | 15 | property is developed. | 15 | neighborhood, and we don't want that to happen. |
| | 16 | Because of existing parking | 16 | And we certainly understand the proposed |
| | 17 | restrictions on Monroe between North and Ogden, | 17 | developer's issues about, hey, that's going to |
| | 18 | our three blocks are the closest places for | 18 | happen anyway. Yes, but they are asking for |
| | 19 | those employees to go for the necessary all-day | 19 | waivers. There is never going to be a time to |
| 08:22:44PM | 20 | parking. There isn't available space in their | 08:24:46PM 20 | address this again. |
| | 21 | patient lot. We don't want our neighborhood | 21 | And as one of you pointed out, once |
| | 22 | turned into a parking lot. | 22 | the variance is given, who knows what it will be |
| | | 43 | | 45 |
| | 1 | Similarly, while parking | 1 | in the future. And that's great that they have |
| | 2 | | | |
| | | restrictions could solve that, we want to be | 2 | staggered arrival and departure because it's a |
| | 3 | able to continue to have our friends, | 2 3 | daycare, not a preschool, but what about the |
| | 3 4 | able to continue to have our friends, landscapers, and guests, continue to use the | 3 4 | daycare, not a preschool, but what about the next owner? It could be very much that way. |
| | 3 4 5 | able to continue to have our friends, landscapers, and guests, continue to use the street in front of our houses. With regards to | 3 4 5 | daycare, not a preschool, but what about the next owner? It could be very much that way. Those are our concerns. And we are |
| | 3 4 5 6 | able to continue to have our friends, landscapers, and guests, continue to use the street in front of our houses. With regards to traffic, we have several concerns including but | 3 4 5 6 | daycare, not a preschool, but what about the next owner? It could be very much that way. Those are our concerns. And we are not totally without solution or flexibility. I |
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|------------|--|--|---|--|
| | 1 | talk about the placement of signs. It's so easy | 1 | alleviate a lot of the problems with not making |
| | 2 | to put them in between lots. We would just like | 2 | a left-hand turn. |
| | 3 | to have, be part of that dialogue. And as I | 3 | I, fortunately, work in Hinsdale |
| | 4 | said before, we would like to be a part of | 4 | and able to be round my house quite a bit during |
| | 5 | ongoing conversation if it's signage. | 5 | the day. People turn left there all the time. |
| | 6 | With regards to traffic issues, we | 6 | CHAIRMAN CASHMAN: I know. |
| | 7 | would like to make sure that some of our | 7 | MR. BYCZEK: It happens constantly. |
| | 8 | specific questions are included in the study. | 8 | Another problem we have, and I have called the |
| | 9 | Thank you very much. | 9 | fire department about this, the firehouse is |
| 08:26:23PM | 10 | CHAIRMAN CASHMAN: Can I ask you one | 08:28:22PM 10 | east of Garfield. For some reason, when they go |
| | 11 | question. | 11 | to Manor Care, they have to come up Monroe. And |
| | 12 | MR. LANDIS: Sure. | 12 | they constantly speed. He claimed, Oh, no, that |
| | 13 | CHAIRMAN CASHMAN: On the issue of | 13 | doesn't happen. He told me he'd come out and |
| | 14 | parking restrictions, are there any restrictions | 14 | take a look. |
| | 15 | currently? I mean I drive past it all the time, | 15 | He called me the next day and said, |
| | 16 | I just don't notice it. It's on Monroe on the | 16 | You are right, these guys are speeding up the |
| | 17 | first block. | 17 | street; and it's going by a school. |
| | 18 | MR. LANDIS: On Monroe? No, that's why | 18 | The second question is why can't a |
| | 19 | it's kind of a concern. Right now they cannot | 19 | cul-de-sac be put in where the commercial |
| 08:26:39PM | 20 | park on Monroe between North and Ogden. That | 08:28:49PM 20 | property, the school, would end and the houses |
| | 21 | means ground zero is the intersection of North | 21 | would begin. Just put a cul-de-sac down there |
| | 22 | and Monroe. | 22 | and then cut off Monroe. So the only traffic |
| | | | | |
| | | 47 | | 49 |
| | 1 | CHAIRMAN CASHMAN: So it's restricted, | 1 | 49 that would come in would be for the medical |
| | 2 | CHAIRMAN CASHMAN: So it's restricted, no parking on like What is it? | 2 | 49 that would come in would be for the medical building and the school. The rest of the |
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| | 50 | 1 | 52 |
|--|--|--|--|
| 1 | CHAIRMAN CASHMAN: Thank you. It was | 1 | agreement that this is going to service the |
| | • | | 5 5 5 |
| 2 | actually interesting, back in that 2008 study, | 2 | Hinsdale community as a daycare center. I |
| 3 | that intersection, they had a name describing | 3 | suspect they will get a lot of people from |
| 4 | it. But it's like a potential signalized | | Westmont and a lot of people from other areas |
| 5 | intersection. It's clearly identified as a | 5 | that are going to the 294 via Ogden whatever. |
| 6 | traffic issue. I don't see it immediately, but | 6 | So I'm trying to be solutions |
| 7 | it's definitely emerged as an issue. | | oriented, but I don't want cars parked in front |
| 8 | Next. | 8 | of my house all day. That's something I want to |
| 9 | MS. KEELING: I'm Heidi Keeling. I'm | 9 | avoid. I don't think I should have to have cars |
| 08:30:39PM 10 | at 528 West North Street, and I also own | 08:32:53PM 10 | brought in front of my house all day to bring |
| 11 | 516 West North Street. I have lived there for | 11 | strangers in my neighborhood. I would like my |
| 12 | 14 years. As Dirk said I appreciate your | 12 | guests to park there. Moreover, I feel like |
| 13 | comments very much, and I echo many of your | 13 | Hinsdale is constantly evolving But it is |
| 14 | sentiments. It's a quiet residential | 14 | nice and I like what you said about trying to |
| 15 | neighborhood. It's why we moved from the city | 15 | keep the beauty of the town. And I feel like |
| 16 | here. | 16 | this is an opportunity to do that. But moving |
| 17 | I have four kids. My prime concern | 17 | cars up into this area is probably not the |
| 18 | is safety, my prime concern is traffic, and my | 18 | answer for it. I think it will totally change |
| 19 | prime concern is parking. I can appreciate the | 19 | the way Hinsdale feels. And if this happens, |
| 08:31:08PM 20 | need to try to find the optimal use for this | 08:33:21PM 20 | then it could happen for some other people as |
| 21 | Amling's property. But I'm kind of a mindset of | 21 | well. |
| 22 | if they want to do this then they should solve | 22 | MS. KASSA: Christine Kassa, K-a-s-s-a, |
| | - / | | -0 |
| | 51 | | 53 |
| 1 | of their own problems and not push their | 1 | 312 North Monroe. And I have two questions. |
| 2 | of their own problems and not push their problems on to me as a residential taxpayer. | 2 | 312 North Monroe. And I have two questions. One is we talk about Hinsdale Orthopaedics and |
| 2 3 | of their own problems and not push their problems on to me as a residential taxpayer. And same with the Orthopaedic, why | 2 3 | 312 North Monroe. And I have two questions. One is we talk about Hinsdale Orthopaedics and their role. Have we asked them to come up with |
| 2 3 4 | of their own problems and not push their problems on to me as a residential taxpayer. And same with the Orthopaedic, why don't they build a double parking garage there | 2 3 4 | 312 North Monroe. And I have two questions. One is we talk about Hinsdale Orthopaedics and their role. Have we asked them to come up with an alternative plan for their parking? Have we |
| 2 3 4 5 | of their own problems and not push their problems on to me as a residential taxpayer. And same with the Orthopaedic, why don't they build a double parking garage there and take care of their own parking needs. | 2 3 4 5 | 312 North Monroe. And I have two questions. One is we talk about Hinsdale Orthopaedics and their role. Have we asked them to come up with an alternative plan for their parking? Have we invited them to these meetings and say, what |
| 2 3 4 5 6 | of their own problems and not push their problems on to me as a residential taxpayer. And same with the Orthopaedic, why don't they build a double parking garage there and take care of their own parking needs. I think that's their problem to solve, not mine. | 2 3 4 5 6 | 312 North Monroe. And I have two questions. One is we talk about Hinsdale Orthopaedics and their role. Have we asked them to come up with an alternative plan for their parking? Have we invited them to these meetings and say, what would you like to do, can we find somewhere else |
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| 1 | whatever it takes to keep these things in line. | 1 | And perhaps they might want to rent parking |
| 2 | Especially these people who decide to turn left | 2 | space from that outfit and have a little |
| 2 | onto Ogden, they back up the whole street | 3 | shuttle. Because staff comes in at one time |
| | | | |
| 4 | halfway down during rush hour, and then give you | | during the day, they leave one time during the |
| 5 | obscene signals when you complain to them. Oh, | 5 | day. |
| 6 | yes, someone flipped me the bird doing that. | 6 | And I also see this My daughter |
| 7 | CHAIRMAN CASHMAN: Without signaling a | | used to work at the fish store down in Grant |
| 8 | turn? | 8 | Square. |
| 9 | MS. KASSA: So, no, I don't think | 9 | DR. KASSA: Burhops. |
| 08:35:33PM 10 | that's what they meant by using their turn | 08:38:08PM 10 | DR. SKAREDOFF: Burhops. And they have |
| 11 | signal. So I would like to put Hinsdale | 11 | a parking lot for employees. So she took her |
| 12 | Orthopaedics in as part of this dialogue instead | 12 | little car and parked in the employee parking |
| 13 | of just saying, You are on your own, tough, get | 13 | lot. So that way customers can be right by the |
| 14 | out of here. | 14 | store and the employees are off to the side and |
| 15 | And then also talk about, you know, | 15 | they have to walk a little bit, but it's their |
| 16 | you mentioned the traffic light, good idea. But | 16 | lot. So these are some issues that I think have |
| 17 18 | we have to have people obey the signals and the | 17 18 | to be looked at. But Hinsdale Orthopaedics is |
| 19 | laws. Thank you. CHAIRMAN CASHMAN: Thank you. | 10 | part of the problem, and they have to answer for it. And I don't want people's cars all over my, |
| | DR. SKAREDOFF: My name is Michael | 08:38:36PM 20 | all over my street and blocking my driveway. |
| 08:36:09PM 20 21 | Skaredoff, S-k-a-r-e-d-o-f-f. I live at | 08:38:36PM 20 21 | MS. KASSA: Yes. |
| 21 | 312 North Monroe. Christine is my wife. And | 21 | DR. SKAREDOFF: Thank you very much. |
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| 1 | 55 | 1 | 57 |
| 1 | 55 most of her observations and complaints I can | 1 | 57 CHAIRMAN CASHMAN: Thank you. |
| 2 | 55 most of her observations and complaints I can only echo. However, one thing I did see in | 2 | 57 CHAIRMAN CASHMAN: Thank you. MR. SADLOWSKI: Hello, my name is Don |
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| | 58 | | 60 |
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| 1 | They are the same ones. It's all about parking. | 1 | there. And maybe it will be over an hour or two |
| 2 | It's all about traffic congestion, and it's all | 2 | hours, but there will certainly be peak times |
| 3 | about public safety. And those are the, I think | 3 | during that 2-hour period. It's not going to be |
| 4 | the principal issues that need to be addressed | 4 | easily distributed. At least I don't believe it |
| 5 | in this situation. | 5 | would be. There will be peak times there. |
| 6 | With regards to the parking, while | 6 | Where are these people going to park? Creating |
| 7 | I'm not a professional traffic consultant, I did | 7 | parking restrictions on Monroe street is an |
| 8 | do a little homework this afternoon. And I | 8 | interesting proposal, but it doesn't solve the |
| 9 | walked over to the Amling's lot. I counted 56 | 9 | fundamental problem, which is there is a lack of |
| 08:40:25PM 10 | cars that were parked there. I walked across | 08:42:25PM 10 | adequate parking for the existing commercial |
| 11 | the street and walked through the Hinsdale | 11 | facilities, yet alone adding a new one. So it |
| 12 | Orthopaedics' parking lot, and I counted 7 | 12 | doesn't make a lot of sense to me, and I'm |
| 13 | available parking spaces, only 7. I then walked | 13 | concerned about the fact that putting those |
| 14 | over to the ManorCare parking lot and walked up | 14 | parking restrictions on Monroe Street just |
| 15 | and down the aisles there. There wasn't one | 15 | pushes the parking problem deeper into the |
| 16 | available parking space, not to mention there | 16 | neighborhood. And we are going to have people |
| 17 | were 3 cars double-parked with their blinkers | 17 | parking up and down North Street, up and down |
| 18 | on, obviously lining up waiting for a place to | 18 | Monroe, all through the neighborhood. |
| 19 | park. | 19 | I share Heidi Keeling's concerns, |
| 08:40:49РМ 20 | Now, I understand that Hinsdale | 08:42:54PM 20 | she's my next door neighbor, about the safety |
| 21 | Orthopaedics is planning to move some positions | 21 | issues involved. North Street is a very busy |
| 22 | out of their Hinsdale location and move them to | 22 | street already because it's the only street that |
| | | | |
| | 59 | | 61 |
| 1 | 59 another location to free up customer parking in | 1 | 61 goes back and forth south of Ogden where you can |
| 1 | | 1 | |
| | another location to free up customer parking in | | goes back and forth south of Ogden where you can |
| 2 | another location to free up customer parking in their lot, and that will certainly take some of | 2 | goes back and forth south of Ogden where you can crisscross Hinsdale. It's a very busy street, |
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KATHLEEN W. BONO, CSR 630-834 27778 Attachment 1 - Case A-44-2017^{16 of 35 sheets}

| | 62 | | 64 |
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| 1 | You miss that light, you are going to sit there | 1 | Village has addressed this in the past. When |
| 2 | for another cycle. So if we are going to add | 2 | Hinsdale Orthopaedics' parking lot was built, |
| 3 | additional traffic flow that is going to likely | 3 | there were two homes that were torn down for |
| 4 | go around that down North Street and down | 4 | them to build that parking lot. I was not there |
| 5 | Madison Street and line up at that light again, | 5 | at the time. But I know from my neighbors that |
| 6 | it's going to back up into the neighborhood; and | 6 | there was a lot going back and forth about what |
| 7 | it's just going to already make an already | 7 | they were going to do to make that parking lot |
| 8 | difficult situation worse. | 8 | more pleasant to the eye, and they were supposed |
| 9 | So I guess in closing I appreciate | 9 | to put trees along the parking lot. They put |
| 08:44:15PM 10 | the work that this Commission does, and it's not | 08:46:26PM 10 | three trees that were this tall, this tall. |
| 11 | easy to make these kinds of decisions. But I do | 11 | (Indicating.) There is three little bushes that |
| 12 | hope that you will reflect on the comments that | 12 | are this tall. So the Village did not enforce |
| 13 | are being made by the neighbors and take into | 13 | what the stipulations were, what the conditions |
| 14 | account the fact that we are residents of a | 14 | were, for turning those single-family homes into |
| 15 | community who live in a very wonderful | 15 | a big parking lot. |
| 16 | neighborhood that we happen to call home. Thank | 16 | And here we are one house away from |
| 17 | you very much. | 17 | that ugly parking lot. So of course, I am very |
| 18 | CHAIRMAN CASHMAN: Thank you. | 18 | concerned about what this other, you know, |
| 19 | MS. IRLANDA: Hello. Good evening. | 19 | project is going to look like. |
| 08:44:47PM 20 | Iria Irlanda, I-r-I-a-n-d-a. First initial, I. | 08:46:57PM 20 | I'm also not clear, because I don't |
| 21 | I live at 444 North Monroe, so right across the | 21 | know about acreage, does this lot that we are |
| 22 | street from this development. | 22 | talking about, does that include the two homes |
| | | | |
| | 63 | | 65 |
| 1 | 63 We bought our property in 2006. We | 1 | that have been for rent across the street from |
| 1 2 | We bought our property in 2006. We bought the property thinking, after we called | 2 | |
| | We bought our property in 2006. We bought the property thinking, after we called the Village, we knew it was zoned an R-4 | | that have been for rent across the street from me since I moved there? Does anybody know that? MR. MARLAS: No. No. |
| 2 | We bought our property in 2006. We bought the property thinking, after we called the Village, we knew it was zoned an R-4 property, so we knew that Amling's was closed | 2 3 4 | that have been for rent across the street from me since I moved there? Does anybody know that? MR. MARLAS: No. No. MS. IRLANDA: So those homes do not |
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| | 66 | | 68 |
|--|---|---|--|
| 1 | for the same reasons because we purchased our | 1 | And there are some, all the |
| 2 | home thinking this was going to be single-family | 2 | surrounding towns that have preschools. So |
| 3 | homes. Our property values are going to be very | 3 | there is no shortage of preschools around. |
| 4 | much affected by whatever decision you make, and | 4 | Perhaps they can partner with one of the |
| 5 | I do so appreciate that you consider our | 5 | existing ones. But I think maybe the zoning of |
| 6 | opinion. But, you know, my investment in my | 6 | R-2 is the best use of the land. Thank you. |
| 7 | home depends on your decision. And I hope you | 7 | CHAIRMAN CASHMAN: Thank you. |
| 8 | make the right decision. | 8 | MR. JABLONSKI: One question. Are |
| 9 | CHAIRMAN CASHMAN: Thank you. Please | 9 | those preschools or daycares? |
| 08:48:34PM 10 | stay involved. Thank you. | 08:50:55PM 10 | MR. BJORKMAN: What? |
| 11 | MR. BJORKMAN: My name is Glen | 11 | MR. JABLONSKI: 8 preschools or 8 |
| 12 | Bjorkman. I live at 923 South Bruner Street in | 12 | daycares? |
| 13 | Hinsdale, been a long-time resident of Hinsdale | 13 | MR. BJORKMAN: No. It's preschools. |
| 14 | for over 75 years. And this property in | 14 | Chamber of Commerce has in the guide |
| 15 | question is zoned R-2 for single-family homes. | 15 | MR. JABLONSKI: They are talking |
| 16 | I think that's the best use of the land because | 16 | about a daycare, which is different. |
| 17 | adjacent to it to the south is residential, even | 17 | MR. BJORKMAN: Oh, this is a daycare? |
| 18 | to the southwest on the other side of Monroe | 18 | Oh. Oh, there is still children involving in |
| 19 | Street, and to the east along Ogden Avenue for | 19 | the same situation. |
| 08:49:15PM 20 | about six blocks it's solid residential zoning. | 08:51:17PM 20 | CHAIRMAN CASHMAN: Thank you. |
| 21 | And I think that it's the best use, and it | 21 | MS. GILLMAN: Hello. My name is Elaine |
| 22 | shouldn't allow some organization to take a | 22 | Gillman. I live at 40 Glendale Avenue, up in |
| | | | · |
| | 67 | | 69 |
| 1 | piece of that and change it into something | 1 | Fullersburg Woods in Hinsdale. Good afternoon |
| 2 | piece of that and change it into something completely different. It's not like going from | 2 | Fullersburg Woods in Hinsdale. Good afternoon or good evening. So a couple points I wanted to |
| 2 3 | piece of that and change it into something completely different. It's not like going from single-family homes to duplexes. It's going | | Fullersburg Woods in Hinsdale. Good afternoon or good evening. So a couple points I wanted to make. Kensington has several different |
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| | 70 | | 72 |
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| 1 | interesting experience at that preschool. | 1 | My second point also is that there |
| 2 | Probably 4 to 5 years ago we saw a change in the | 2 | was a really nice daycare that was built |
| 3 | community. The community used to be, at least | 3 | recently on 63rd and Route 38. I'm not sure if |
| 4 | 10 to 15 years ago, predominantly one stay- | 4 | you are aware of it. It's called Sunshine |
| 5 | at-home parent; and the program was thriving at | 5 | Playhouse. I have connections with the |
| 6 | the time. So probably 5 years ago we had, we | 6 | direct There is a director's committee of |
| 7 | experienced a great deal of low enrollment. We | 7 | preschools in the community. And what I had |
| 8 | saw a lot of dual income or dual families, | 8 | heard, and I know this is hearsay, is that they |
| 9 | parents, both parents working out of the home. | 9 | were having a difficult time with enrollment. |
| 08:53:10PM 10 | Our program had a lot of open | 08:55:23PM 10 | They have had to lay off staff there. So again |
| 11 | enrollment, and we had a change. There was a | 11 | I'm concerned that a beautiful, brand-new, |
| 12 | structural change in the program. We saw | 12 | pretty much comparable, maybe not in name to |
| 13 | probably I would say almost 30 to 40 percent of | 13 | Kensington but very similar possible structure |
| 14 | our community having nannies. So nannies were | 14 | on 83rd and Kensington or sorry 83rd and |
| 15 | dropping off kids and picking them up in the | 15 | 63 may not be doing as well in the community. |
| 16 | afternoon. And we found our afternoon program | 16 | And that is also a very busy road, too, on |
| 17 | suffering because parents didn't want to pay | 17 | Route 83. |
| 18 | their nannies to be home and not have the kids. | 18 | My last point, again, I don't live |
| 19 | They didn't want to pay for full-day programs | 19 | around that necessarily, right up Monroe or |
| 08:53:41PM 20 | and have their nannies home, you know, by | 08:55:52PM 20 | around there. But as a resident of Hinsdale, |
| 21 | themselves. They wanted the nannies to take | 21 | I'm really concerned with the expansion of 294 |
| 22 | care of the children. So they would only send | 22 | and the loss, potential loss of revenue of the |
| | 71 | | 73 |
| 1 | their kids for part day, whether it's 8:30 in | 1 | oasis. I don't know if we have a lot of empty |
| 2 | the morning to 11:00. So we had to structurally | 2 | 4-acre lots in Hinsdale, but my impression is |
| 3 | change our program. | 3 | that we don't. And again, I understand that |
| 4 | So I feel this community is I | 4 | nobody wants to have commercial property near |
| 5 | would say that there has been more of a shift, | 5 | their home. But I know that Amling's supposedly |
| 6 | at least definitely in the elementary school | 6 | was a commercial property at one point. So I |
| 7 | where I go to school at Monroe, there are fewer | 7 | wish there was some way to find a solution to |
| 8 | stay-at-home parents. I myself am an attorney | 8 | not necessarily risk the loss of a potential |
| 9 | and a stay-at-home parent, so I am able to be | 9 | 4-acre lot in Hinsdale. So those are my points. |
| 08:54:19РМ 10 | with my child during the day. But there are | 08:56:41PM 10 | CHAIRMAN CASHMAN: Do you have any |
| 11 | definitely two-income families, which my point | 11 | questions? |
| 12 | being is that I think this community, at least | 12 | MS. GILLMAN: Thank you very much. |
| 13 | in my experience, I see more people have nannies | 13 | CHAIRMAN CASHMAN: Elaine, thank you |
| 14 | than need necessarily daycare. | 14 | very much. |
| 15 | So I know the gentleman before had | 15 | MS. KASON: My name is Susan Kason, |
| 16 17 | said that this is going to serve the community. I respectfully disagree. I think this is going | 16 17 | K-a-s-o-n. I live on 123 South Adams. I use |
| | | | Monroe to go east on Ogden when I go downtown |
| | to serve a lot of outside communities not | 18 | most mornings. People are always violating |
| 18 19 | to serve a lot of outside communities, not | 10 | that They are always turning left. My |
| 19 | necessarily those in Hinsdale. I think Hinsdale | 19 08-57-08PM 20 | that. They are always turning left. My guestion to everybody here is are we comfortable |
| 19 08:54:47PM 20 | necessarily those in Hinsdale. I think Hinsdale is a community that you either stay home or you | 08:57:08PM 20 | question to everybody here is are we comfortable |
| 19 | necessarily those in Hinsdale. I think Hinsdale | | |

19 of 35 sheets

| | 74 | | 76 |
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| 1 | No matter if you have a stoplight or a sign that | 1 | paid for it 14 years ago. It's really not |
| 2 | says you can't turn left 7:00 to 7:00, it's | 2 | relevant. It's going to be worth what it's |
| 3 | everyone; people are people. But this is 150 | 3 | worth based on the code. So I'm going to ask |
| 4 | small children. Are we okay with that? That's | 4 | you to uphold the zoning code. Thank you. |
| 5 | my question. | 5 | CHAIRMAN CASHMAN: Thank you. |
| 6 | CHAIRMAN CASHMAN: Thank you. | 6 | Anyone else? |
| 7 | MR. MOBERLY: Hello. Gary Moberly, | 7 | Okay. Seeing no other neighbors or |
| 8 | 420 Warren Terrace in Hinsdale. We are on the | 8 | community members that want to speak, additional |
| 9 | Madison side of the equation. We are about two | 9 | discussion by the Commissioners? Questions? |
| 08:57:53PM 10 | blocks south of Ogden, well, just east of | 09:00:05PM 10 | One thing that was mentioned, and |
| 11 | Madison. We are neighbors across the street | 11 | this is reminding me of the Landrover project, |
| 12 | from I'm probably an expert on that light. | 12 | is the idea I mean Hinsdale Orthopaedics is |
| 13 | I'm a jogger. And the light at Madison and | 13 | definitely a part of this problem. I mean they |
| 14 | Ogden is brutal right now. We dodge cars. Cars | 14 | are a problem right now. So I was going to |
| 15 | brush up against me and my wife sometimes trying | 15 | encourage Charles and his group to maybe set up |
| 16 | to make that light. Because if the light If | 16 | a neighborhood meeting between now and our |
| 17 | you miss the light, you have a 2- or 3-minute | 17 | March meeting. |
| 18 | wait. So my concern would be a bunch of busy | 18 | It was very helpful, that was a |
| 19 | parents dropping off, they are 5 minutes late | 19 | challenging project, taking an existing site, |
| 08:58:24PM 20 | for work, zipping Monroe north, Madison, zipping | 09:00:36PM 20 | GM, and converting it into a dealership. It was |
| 21 | through that light. | 21 | helpful. It took some effort. But it was able |
| 22 | I just want to say I agree with | 22 | to get everyone face to face. I don't know how, |
| | 75 | | 77 |
| 1 | everything pretty much everybody has said so | 1 | maybe Robb and Chan can reach out to Hinsdale |
| | | | |
| 2 | far. I kind of disagree with the young lady | 2 | Orthopaedics and get their involvement. If this |
| 3 | far. I kind of disagree with the young lady back here. To me, retail is a nonstarter. | 2 3 | Orthopaedics and get their involvement. If this project was even developed into a park, they |
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| | 70 | 1 | 00 |
|----------------------------|--|----------------------------|--|
| 1 | 78 to be code compliant. And then we need to | 1 | 80 years ago in the quarter plan, it was an issue. |
| | • | | |
| 2 | figure out how to, if the traffic hurdle can be | 2 | And it's more of an issue today because back |
| 3 | overcome. | 3 | then there were no turning restrictions. |
| | It's interesting, one of the | | But I would like to find out the |
| 5 | community members, and I thought it was a great | 5 | restrictions about that, and I think this is |
| 6 | one, talked about what Clarendon Hills has done | 6 | going to hinge on traffic. I mean it is some |
| | over the years where they basically restricted | 7 | North Avenue, it is well stated, and it's a |
| 8 | going westbound, you can't turn into Clarendon | 8 | way If you live in that part of town, that's |
| 9 | Hills. You pretty much put right turn in/right | 9 09:03:57PM 10 | how you get east and west, North or Hickory are |
| 09:02:04PM 10 | turn out on all those streets. And it's very | | the two main streets. |
| 11 | effective. I live on Adams and there is a | 11 | MS. KASSA: Quick question. Christine |
| 12 | thoroughfare of cars. If you are going to | 12 | Kassa. Does Hinsdale Orthopaedics have any |
| 13 | Clarendon Hills, you come off of Monroe, and | 13 | legal or coding obligation to provide parking |
| 14 | they go west on North and go down Adams. I do | 14 | for their patients or their customers, or |
| 15 | it. If I'm going to Clarendon Hills, that's the | 15 | whatever you want to call them, such that they |
| 16 | way I'm going to go. You avoid that area. | 16 | cannot overflow into our residential streets? |
| 17 | And maybe it's time, I know when | 17 | CHAIRMAN CASHMAN: That's one for the |
| 18 19 | the Village voted to make that restriction from 7:00 to 7:00, the idea of an island. I do think | 18 19 | gentlemen over there. Don't they have Aren't they leasing the parking right now? |
| | it would stop people because they would be | 09:04:24PM 20 | MS. KASSA: They are leasing. |
| 09:02:32PM 20 | | 09:04:24PM 20 21 | |
| 21 | driving over curbs. But that would mean we would to restrict westbound left-hand turns. | 21 | MR. MC GINNIS: Correct. Again, this is part of the deeper conversation. We have had |
| | 79 | | 81 |
| 1 | Robb, do you know if that was | 1 | conversations with the COO of Hinsdale Ortho. |
| 2 | discussed back then? Is that something that if | 2 | They know they have a problem. Part of the |
| 3 | it's involving with IDOT? How did Clarendon | 3 | problem is they have got ManorCare patients |
| 4 | Hills They did it on a bunch of roads. | 4 | parking in their lot. They don't feel good |
| 5 | There is no way in there. You have to go all | 5 | about towing some elderly visitor's car that is |
| 6 | the way down to the road that's on like | 6 | visiting the cousin, whatever the case may be. |
| 7 | either through Stonegate, which is a very | 7 | There is a plan to ship some of those employees |
| 8 | circuitous route, or go down to the road that's | 8 | offsite. But they have acknowledged they have |
| 9 | on the west side of Hinsdale Golf Club before | 9 | outgrown the facility, they have a parking |
| 09:03:00РМ 10 | you can literally turn left and go down towards | 09:04:57PM 10 | problem. They are in contact with staff about |
| 11 | Chicago Avenue. They blocked it off I think | 11 | trying to put in some sort of traffic control |
| 12 | probably pretty effectively. | 12 | measures, a gate, what have you, to try and |
| 13 | 1 51 5 5 | 13 | control some of that parking from ManorCare. |
| | This reminds me of when Hinsdale | | |
| 14 | This reminds me of when Hinsdale installed the bridge. All the discussion about | 14 | |
| 14 | installed the bridge. All the discussion about | 14 15 | But the reality is there just not enough parking for the number of cars that are there. |
| | | | But the reality is there just not enough parking |
| 15 | installed the bridge. All the discussion about if we built this new bridge would it change | 15 | But the reality is there just not enough parking for the number of cars that are there. |
| 15 16 | installed the bridge. All the discussion about if we built this new bridge would it change traffic and bring all these cars into southeast | 15 16 | But the reality is there just not enough parking for the number of cars that are there. MS. KASSA: But do they have a |
| 15 16 17 | installed the bridge. All the discussion about if we built this new bridge would it change traffic and bring all these cars into southeast Hinsdale. And if that was going to be the case, | 15 16 17 | But the reality is there just not enough parking for the number of cars that are there. MS. KASSA: But do they have a contractual or legal obligation with the Village |
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| | 82 | | 84 |
|---|--|--|--|
| 1 | allowed to be used for parking according to the | 1 | CHAIRMAN CASHMAN: Okay. Gerald? |
| 2 | zoning code? | 2 | MR. JABLONSKI: I think we wait till we |
| 3 | MR. MC GINNIS: The Amling's lot? No, | 3 | see the traffic study and comprehensive |
| 4 | that was part of the settlement agreement. So | 4 | solution. |
| 5 | they can continue to park cars in there until | 5 | CHAIRMAN CASHMAN: Julie? |
| e | that property is sold. They have that by court | 6 | MS. CRNOVICH: I would like to thank |
| 7 | order. | 7 | all the neighbors for all our comments. And I'm |
| 8 | MR. LANDIS: I have an answer to your | 8 | looking forward to what we get in our next |
| 9 | question. At least according to the CEO, their | 9 | packet. |
| 09:05:47PM 10 | contractual obligation is to have X number of | 09:07:29РМ 10 | MR. WILLOBEE: Yes, I agree. I'm just |
| 11 | spots per employee; and they maintain that they | 11 | trying to think what the effect of it being a |
| 12 | exceed that now. So it's not, it's not patient | 12 | map amendment and whether this question of yes |
| 13 | centric, it's employee centric. And he | 13 | or no on the R-4, and changing away from that |
| 14 | maintains that they exceed it. | 14 | AUDIENCE MEMBER: I'm sorry, we can't |
| 15 | MS. KASSA: We made need to change our | 15 | hear you. |
| 16 | Village laws. | 16 | MR. WILLOBEE: Oh, sorry. I'm just |
| 17 | CHAIRMAN CASHMAN: That's for someone | 17 | saying with the fact it being a request of a map |
| 18 | above us. | 18 | amendment changing away from R-4 to R-2, is that |
| 19 | MR. KRILLENBERGER: How and when did | 19 | the bigger question right now before we even get |
| 09:06:13PM 20 | this become residentially zoned? Was it out of | 09:07:53РМ 20 | into traffic studies and things like that? |
| 21 | compliance when Amling's was there? | 21 | CHAIRMAN CASHMAN: Two good questions. |
| 22 | CHAIRMAN CASHMAN: It was special use, | 22 | I would encourage you at the next meeting to |
| | 00 | | |
| | 83 | | 85 |
| 1 | wasn't it? | 1 | look at the criteria. I think you already did. |
| 2 | wasn't it? MR. MOBERLY: I can answer that. | 2 | look at the criteria. I think you already did. It's pretty broad. And it even spells out the |
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|---------------------------------|--|----------|--|
| | 86 | 1 | 88 STATE OF ILLINOIS) |
| 1 | because is it right? Clearly could be. If | |) ss. |
| 2 | Hinsdale Orthopaedic actually meets the letter | 2 | COUNTY OF DU PAGE) |
| 3 | of the code versus spaces, then it shows that | | |
| 4 | maybe we have a problem with our code, that we | 3 | |
| 5 | don't request enough parking on people. Keep | 4 | |
| 6 | them on site so they can be successful. | | |
| 7 | Well, we covered a lot. Charles, I | 5 | I, JANICE H. HEINEMANN, CSR, RDR, CRR, |
| 8 | appreciate you bringing this packet. There is a | 6 | do hereby certify that I am a court reporter |
| 9 | lot to do between now and I would like to | 7 8 | doing business in the State of Illinois, that I reported in shorthand the testimony given at the |
| 09:09:24РМ 10 | hear if there is a Commissioner to make a motion | 9 | hearing of said cause, and that the foregoing is |
| 11 | to continue this to our March meeting. | 10 | a true and correct transcript of my shorthand |
| 12 | So, Chan, what's the date in March? | 11 | notes so taken as aforesaid. |
| 13 | MR. CHAN: The 14th. | 12 | |
| 14 | MR. KRILLENBERGER: I will so motion. | 13 14 | |
| 15 | MR. PETERSON: Second. | 14 | Janice H. Heinemann CSR, RDR, CRR |
| 16 | CHAIRMAN CASHMAN: Anna? | | License No 084-001391 |
| 17 | MS. FIASCONE: Aye. | 16 | |
| 18 | MR. WILLOBEE: Aye. | 17 | |
| 19 | MS. CRNOVICH: Aye. | 18 19 | |
| 20 | CHAIRMAN CASHMAN: Aye. | 20 | |
| 21 | MR. JABLONSKI: Aye. | 21 | |
| 22 | MR. PETERSON: Aye. | 22 | |
| | 87 | | |
| 1 | MR. KRILLENBERGER: Aye. | | |
| 2 | CHAIRMAN CASHMAN: And I encourage the | | |
| 3 | neighbors, please stay involved. | | |
| 4 | Chuck, if there is going to be a | | |
| 5 | neighborhood meeting, I would maybe communicate | | |
| 6 | with Chan; and he can be the center point for | | |
| 7 | that and let everyone know. | | |
| 8 | Do we have a motion to adjourn? | | |
| 9 | MR. KRILLENBERGER: I so move. | | |
| ^{09:10:02РМ} 10 | CHAIRMAN CASHMAN: All in favor? | | |
| 11 | (A chorus of ayes.) | | |
| 12 | * * * | | |
| 13 | (Whereupon the above- | | |
| 14 | entitled public hearing was | | |
| 15 | continued to March 14, 2017, | | |
| 16 | at 7:30 p.m) | | |
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| 18 | | | |
| 19 | | | |
| | | | |
| 20 | | | |
| 20 21 | | | |

| • | 49:20, 57:12 2006 [1] - 63:1 | 6 | account [2] - 24:22, 62:14 | Amazon [1] - 75:8 Amendment [3] - |
|--|---|---|---|---|
| | | | | |
| '89 [1] - 83:6 | 2008 [2] - 33:1, 50:2 | 6 [2] - 3:6, 41:12 | acknowledged [1] - | 1:6, 2:12, 6:19 |
| | 2014 [1] - 69:22 | | 81:8 | amendment [7] - |
| | 2017 [2] - 69:22, | 60 [1] - 23:19 | acreage [1] - 64:21 | 16:20, 16:22, 19:13, |
| 0 | 87:15 | 60-minute [1] - 25:14 | acres [5] - 1:7, 1:8, | 20:6, 20:7, 84:12, |
| | 2018 [1] - 1:15 | 618 [1] - 40:19 | 2:14, 2:16, 4:8 | 84:18 |
| 0.0 | 22 [1] - 10:8 | 63 [1] - 72:15 | actual [2] - 16:19, | Amling's [15] - |
| 0-2 [9] - 1:7, 2:14, | 24 [1] - 10:8 | 63rd [1] - 72:3 | 28:12 | 13:13, 26:2, 35:6, |
| 4:9, 17:5, 17:7, 17:9, | 25 [2] - 30:11, 59:16 | 6:30 [6] - 9:6, 9:20, | Adams [4] - 39:18, | 42:14, 44:7, 50:21, |
| 17:10, 31:19, 65:12 | | 9:22, 14:17, 22:13 | 73:16, 78:11, 78:14 | 57:9, 58:9, 59:8, 63:4, |
| 084-001391 [1] - | 250 [2] - 13:4, 13:5 | 0.22, 14.11, 22.10 | , , | |
| 88:15 | 294 [2] - 52:5, 72:21 | 7 | add [4] - 13:4, 13:5, | 73:5, 82:3, 82:21, |
| | | 7 | 23:17, 62:2 | 83:8, 83:12 |
| 1 | 3 | | adding [2] - 59:14, | amount [1] - 81:18 |
| | | 7 (0) 22.2 59.12 | 60:11 | anna [1] - 19:7 |
| | | 7 [3] - 33:2, 58:12, | additional [5] - 7:5, | ANNA [1] - 1:19 |
| 1.7 [1] - 30:22 | 3 [3] - 9:22, 29:17, | 58:13 | 15:5, 23:17, 62:3, | Anna [2] - 85:12, |
| 1.74 [2] - 1:7, 2:14 | 58:17 | 7-day-a-week [1] - | 76:8 | 86:16 |
| 10 [8] - 9:21, 13:16, | 3-hour [1] - 22:9 | 14:11 | address [3] - 44:12, | answer [6] - 5:3, |
| •• | 3-mile [2] - 27:16, | 75 [1] - 66:14 | 44:20, 45:10 | |
| 19:18, 30:11, 49:15, | 27:17 | 7:00 [5] - 22:14, 74:2, | , | 13:20, 52:18, 56:18, |
| 49:20, 70:4, 79:22 | 3-minute [1] - 74:17 | 78:19 | addressed [3] - 58:4, | 82:8, 83:2 |
| 10,000 [2] - 3:21, | | 7:30 [1] - 87:16 | 64:1, 79:22 | anyway [1] - 44:18 |
| 49:17 | 30 [4] - 37:4, 49:19, | 7:40 [1] - 1:16 | adequate [3] - 20:3, | anyways [1] - 20:12 |
| 10-foot [1] - 29:13 | 57:12, 70:13 | 7.40 [1]-1.10 | 60:10, 85:19 | apologies [1] - 5:19 |
| 100 [1] - 12:5 | 30-foot [1] - 31:16 | | adjacent [2] - 31:10, | applaud [1] - 61:10 |
| 11 [1] - 17:21 | 312 [2] - 53:1, 54:22 | 8 | 66:17 | applicant [1] - 8:18 |
| 11:00 [1] - 71:2 | 326 [1] - 47:11 | | adjourn [1] - 87:8 | application [2] - |
| 11:25 [1] - 69:12 | 36 [1] - 20:20 | 9 rot 1:0 0:16 2:6 | affected [2] - 20:5, | 69:7, 69:10 |
| | 36-inch [1] - 38:6 | 8 [9] - 1:8, 2:16, 3:6, | 66:4 | |
| 12 [1] - 63:6 | 38 [1] - 72:3 | 4:3, 13:15, 67:16, | | applications [1] - |
| 120 [1] - 49:6 | | 68:11, 79:22 | afford [1] - 71:21 | 69:5 |
| 123 [1] - 73:16 | | 83 [1] - 72:17 | aforesaid [1] - 88:11 | appreciate [6] - 47:9, |
| 125 [2] - 9:11, 10:5 | 4 | 83rd [2] - 72:14 | afternoon [7] - | 50:12, 50:19, 62:9, |
| 130 [5] - 9:9, 9:11, | | 8:30 [1] - 71:1 | 22:10, 26:12, 58:8, | 66:5, 86:8 |
| 10:5, 22:6, 59:21 | 4 [2] - 70:2, 75:15 | | 69:1, 69:18, 70:16 | approach [1] - 6:12 |
| 14 [4] - 19:14, 50:12, | 4-acre [3] - 3:20, | 9 | ago [13] - 3:6, 24:5, | area [9] - 13:3, 15:6, |
| 76:1, 87:15 | | | 24:6, 24:7, 57:5, 61:4, | 18:22, 23:7, 23:22, |
| 14th [2] - 1:15, 86:13 | 73:2, 73:9 | | 65:11, 70:2, 70:4, | 30:2, 36:22, 52:17, |
| 15 [3] - 19:14, 20:2, | 40 [3] - 29:18, 68:22, | 923 [1] - 66:12 | 70:6, 76:1, 79:22, | 78:16 |
| | 70:13 | 9:00 [1] - 47:4 | 80:1 | areas [1] - 52:4 |
| 70:4 | 420 [1] - 74:8 | | agree [3] - 19:16, | arrival [1] - 45:2 |
| 150 [5] - 9:8, 10:4, | 444 [1] - 62:21 | Α | • • • • | |
| 59:21, 73:21, 74:3 | 45 [1] - 42:12 | A | 74:22, 84:10 | arterial [2] - 67:19, |
| 16 [1] - 59:18 | | | | 67:22 |
| 4 - 04 4 | 4:00 [1] - 47:5 | | agreement [2] - 52:1, | - |
| 17 [1] - 61:4 | 4:00 [1] - 47:5 | A-44-2017 [2] - 1:5 | 82:4 | article [1] - 59:15 |
| 17 [1] - 61:4 19 [1] - 1:14 | | A-44-2017 [2] - 1:5, | • | - |
| | 4:00 [1] - 47:5 5 | 2:11 | 82:4 | article [1] - 59:15 |
| 19 [1] - 1:14 | | 2:11 a.m [1] - 9:6 | 82:4 ahead [1] - 47:6 | article [1] - 59:15 assure [1] - 51:12 asteroid [1] - 77:10 |
| | 5 | 2:11 a.m [1] - 9:6 abandon [1] - 4:16 | 82:4 ahead [1] - 47:6 aisles [1] - 58:15 | article [1] - 59:15 assure [1] - 51:12 asteroid [1] - 77:10 at-home [1] - 70:5 |
| 19 [1] - 1:14 | 5 5 [5] - 20:11, 41:12, | 2:11 a.m [1] - 9:6 abandon [1] - 4:16 abandoned [1] - | 82:4 ahead [1] - 47:6 aisles [1] - 58:15 all-day [2] - 42:19, 71:22 | article [1] - 59:15 assure [1] - 51:12 asteroid [1] - 77:10 at-home [1] - 70:5 attached [1] - 41:11 |
| 19 [1] - 1:14 2 | 5 5 5 5 5 5 5 5 5 5 | 2:11 a.m [1] - 9:6 abandon [1] - 4:16 | 82:4 ahead [1] - 47:6 aisles [1] - 58:15 all-day [2] - 42:19, 71:22 alleviate [4] - 17:22, | 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 |
| 19 [1] - 1:14 2 2 [3] - 4:7, 24:6, | 5 5 [5] - 20:11, 41:12, 70:2, 70:6, 74:19 50 [4] - 23:19, 25:14, | 2:11 a.m [1] - 9:6 abandon [1] - 4:16 abandoned [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 | 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 |
| 19 [1] - 1:14 2 2 [3] - 4:7, 24:6, 74:17 | 5 5 5 5 5 5 5 5 5 5 | 2:11 a.m [1] - 9:6 abandon [1] - 4:16 abandoned [1] - 34:10 ability [1] - 45:16 | 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 | 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] - |
| 19 [1] - 1:14 2 2 [3] - 4:7, 24:6, 74:17 2-hour [1] - 60:3 | 5 5 [5] - 20:11, 41:12, 70:2, 70:6, 74:19 50 [4] - 23:19, 25:14, | 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, | 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, | 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 |
| 19 [1] - 1:14 2 2 [3] - 4:7, 24:6, 74:17 2-hour [1] - 60:3 2-minute [1] - 43:22 | 5 5 [5] - 20:11, 41:12, 70:2, 70:6, 74:19 50 [4] - 23:19, 25:14, 25:16, 25:17 | 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, | 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 | 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] - |
| 19 [1] - 1:14 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 | 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 | 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 | 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, | 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 |
| 19 [1] - 1:14 2 2 [3] - 4:7, 24:6, 74:17 2-hour [1] - 60:3 2-minute [1] - 43:22 | 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 | 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 | 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 | 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 |
| 19 [1] - 1:14 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 | 5 5 5 5 5 5 5 5 5 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, | 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 | 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, |
| 19 [1] - 1:14 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] - | 5 5 5 5 5 5 5 5 5 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 | 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, | 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 |
| 19 [1] - 1:14 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 | 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 | 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, | 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 | 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 |
| 19 [1] - 1:14 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 | 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, | 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 | 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 | 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, |
| 19 [1] - 1:14 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 | 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 | 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] - | 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 | 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 |
| 19 [1] - 1:14 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 | 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, | 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, | 82:4 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 | 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 $[19] - 1:5$, |
| 19 [1] - 1:14 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 | 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, | 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 | 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 | 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 |

KATHLEEN W. BONO, CSR 630-834 2.14.18 Attachment 1 - Case A-44-2017^{24 of 35 sheets}

| | • | - | 1 | 1 |
|---|--------------------------------|--------------------------------------|---|--|
| 4:18, 5:10, 11:12, | better [6] - 4:12, | brush [1] - 74:15 | 23:10, 23:21 | CHAIRMAN [104] - |
| 11:14, 16:7, 18:8, | 11:3, 22:17, 23:3, | brutal [1] - 74:14 | cars [22] - 8:15, 13:4, | 2:10, 2:19, 5:22, 6:9, |
| 18:15, 32:22, 33:3, | 39:20, 43:13 | buffer [1] - 42:8 | 20:10, 42:12, 45:14, | 6:13, 7:4, 7:9, 8:3, |
| 57:8, 66:19, 68:22, | between [8] - 18:8, | buffers [1] - 36:1 | 49:19, 52:7, 52:9, | 8:9, 10:1, 10:6, 10:9, |
| 79:11, 80:7 | | | 52:17, 56:19, 58:10, | 10:12, 10:16, 11:16, |
| avoid [2] - 52:9, | 22:5, 36:2, 42:17, | build [6] - 13:14, | 58:17, 59:3, 59:4, | 12:8, 12:13, 12:21, |
| 78:16 | 46:2, 46:20, 76:16, | 13:15, 32:10, 51:4, | | |
| | 86:9 | 64:4 | 61:21, 74:14, 78:12, | 14:6, 14:19, 15:15, 16:21, 17:2, 17:6, |
| avoiding [1] - 15:9 | big [9] - 14:9, 20:6, | buildable [1] - 37:8 | 79:16, 81:15, 82:5 case [3] - 11:17, | |
| aware [2] - 31:7, | 22:4, 22:16, 26:3, | building [10] - 14:8, | , | 17:15, 17:19, 18:21, |
| 72:4 | 36:13, 64:15, 79:21, | 21:13, 25:9, 25:10, | 79:17, 81:6 | 19:7, 19:12, 19:18, |
| aye [2] - 86:17, 86:21 | 85:10 | 25:11, 31:15, 34:10, | Case [2] - 1:5, 2:11 | 19:22, 20:14, 21:15, 24:2, 26:14, 27:5, |
| Aye [5] - 86:18, | bigger [1] - 84:19 | 36:22, 49:2 | CASHMAN [105] - | 28:14, 28:20, 29:1, |
| 86:19, 86:20, 86:22, | biggest [1] - 12:22 | buildings [1] - 32:11 | 1:18, 2:10, 2:19, 5:22, | 30:1, 30:9, 30:14, |
| 87:1 | bird [1] - 54:6 | built [6] - 30:4, 64:2, | 6:9, 6:13, 7:4, 7:9, | 31:2, 31:5, 31:20, |
| ayes [1] - 87:11 | bisect [1] - 37:13 | 65:13, 72:2, 77:6, | 8:3, 8:9, 10:1, 10:6, | 32:7, 32:13, 33:11, |
| | bit [6] - 27:21, 27:22, | 79:15 | 10:9, 10:12, 10:16, | 34:8, 34:14, 35:10, |
| B | 48:4, 56:15, 61:6 | bunch [3] - 18:6, | 11:16, 12:8, 12:13, 12:21, 14:6, 14:19, | 35:22, 36:6, 36:20, |
| | BJORKMAN [4] - | 74:18, 79:4 | 15:15, 16:21, 17:2, | 37:2, 38:8, 39:8, |
| back-pitched [1] - | 66:11, 68:10, 68:13, | burden [1] - 15:5 | | 39:14, 39:17, 39:22, |
| 18:22 | 68:17 | burhops [2] - 56:9, | 17:6, 17:15, 17:19, | 40:3, 40:13, 40:20, |
| backed [2] - 20:12, | Bjorkman [1] - 66:12 | 56:10 | 18:21, 19:7, 19:12, 19:18, 19:22, 20:14, | 41:8, 41:14, 41:17, |
| 43:17 | blinded [1] - 39:15 | Burke [1] - 37:21 | 21:15, 24:2, 26:14, | 41:19, 46:10, 46:13, |
| backed -up [1] - | blinding [1] - 39:14 | bus [2] - 51:17, | 27:5, 28:14, 28:20, | 47:1, 47:8, 48:6, 50:1, |
| 43:17 | blinkers [1] - 58:17 | 51:18 | 29:1, 30:1, 30:9, | 54:7, 54:19, 57:1, |
| backs [1] - 36:18 | block [2] - 46:17, | bushes [1] - 64:11 | 30:14, 31:2, 31:5, | 61:15, 62:18, 63:8, |
| backyards [2] - | 61:22 | busier [2] - 61:3, | 31:20, 32:7, 32:13, | 63:13, 65:15, 65:21, |
| 37:19, 38:2 | blocked [1] - 79:11 | 61:6 | 33:11, 34:8, 34:14, | 66:9, 68:7, 68:20, |
| bad [2] - 32:11, | blocking [2] - 43:18, | business [5] - 39:9, | 35:10, 35:22, 36:6, | 73:10, 73:13, 74:6, |
| 77:12 | 56:20 | 40:6, 49:13, 75:12, | 36:20, 37:2, 38:8, | 76:5, 80:17, 82:17, |
| barrier [2] - 55:7, | blocks [6] - 42:7, | 88:7 | 39:8, 39:14, 39:17, | 82:22, 83:3, 83:14, |
| 55:13 | 42:18, 43:7, 47:21, | businesses [1] - | 39:22, 40:3, 40:13, | 83:21, 84:1, 84:5, |
| based [2] - 65:16, | 66:20, 74:10 | 85:14 | 40:20, 41:8, 41:14, | 84:21, 85:12, 85:16, |
| 76:3 | blow [1] - 51:15 | busy [8] - 15:3, | 41:17, 41:19, 46:10, | 86:16, 86:20, 87:2, |
| baseline [1] - 24:3 | blowing [1] - 35:6 | 53:11, 60:21, 61:2, | 46:13, 47:1, 47:8, | 87:10 |
| basic [1] - 36:7 | board [10] - 8:11, | 67:13, 67:21, 72:16, | 48:6, 50:1, 54:7, | challenging [1] - |
| Basic [1] - 77:14 | 33:6, 33:7, 40:21, | 74:18 | 54:19, 57:1, 61:15, | 76:19 |
| basins [2] - 37:19, | 41:4, 41:9, 41:10, | buyers ' [1] - 44:10 | 62:18, 63:8, 63:13, | Chamber [2] - 67:16, |
| 38:2 | 41:21, 42:6, 69:21 | BYCZEK [3] - 47:10, | 65:15, 65:21, 66:9, | 68:14 |
| basis [3] - 10:15, | BOARD [1] - 1:17 | 48:7 | 68:7, 68:20, 73:10, | Chan [5] - 29:2, |
| 21:3, 49:21 | board's [1] - 85:3 | Byczek [1] - 47:10 | 73:13, 74:6, 76:5, | 41:15, 77:1, 86:12, |
| bats [1] - 63:7 | bought [2] - 63:1, | | 80:17, 82:17, 82:22, | 87:6 |
| battle [1] - 83:9 | 63:2 | С | 83:3, 83:14, 83:21, | CHAN [4] - 2:2, |
| bear [1] - 8:20 | boys [1] - 27:13 | | 84:1, 84:5, 84:21, | 41:16, 41:18, 86:13 |
| beat [1] - 55:11 | brand [1] - 72:11 | cameras [1] - 53:22 | 85:12, 85:16, 86:16, | change [10] - 34:9, |
| beautiful [1] - 72:11 | brand-new [1] - | cannot [3] - 45:7, | 86:20, 87:2, 87:10 | 52:18, 67:1, 70:2, |
| beauty [1] - 52:15 | 72:11 | 46:19, 80:16 | catalyst [1] - 14:1 | 70:11, 70:12, 71:3, |
| become [3] - 3:16, | bridge [2] - 79:14, | capacity [1] - 23:15 | cater [1] - 59:20 | 79:15, 82:15, 85:4 |
| 44:14, 82:20 | 79:15 | car [6] - 21:5, 21:7, | cement [2] - 55:7 | changed [4] - 61.5, |
| BEFORE [1] - 1:3 | bright [1] - 39:7 | 21:11, 22:7, 56:12, | Center [1] - 75:6 | 75:9, 83:15, 83:18 |
| begin [1] - 48:21 | bring [4] - 3:18, | 81:5 | center [4] - 4:10, | changes [1] - 30:17 |
| | 18:11, 52:10, 79:16 | care [5] - 7:5, 43:9, | 30:5, 52:2, 87:6 | changing [3] - 34:16, |
| beginning [1] - 9:15 behind [2] - 18:14, | bringing [4] - 3:7, | 51:5, 55:6, 70:22 | centric [2] - 82:13 | 84:13, 84:18 |
| 75:18 | 5:17, 21:6, 86:8 | Care [4] - 15:2, | cents [1] - 49:14 | CHARLES [1] - 2:6 |
| | broad [1] - 85:2 | 24:15, 44:13, 48:11 | CEO [1] - 82:9 | Charles [4] - 3:4, |
| Belloumini 's [1] - | broker [1] - 47:14 | cares [1] - 55:5 | certain [1] - 81:18 | 38:9, 76:15, 86:7 |
| 75:13 | Brook [1] - 27:20 | | certainly [4] - 44:16, | Chicago [3] - 1:14, |
| belong [2] - 14:3, | brought [5] - 7:11, | carrier [1] - 21:12 | 59:2, 60:2, 77:7 | 16:7, 79:11 |
| 65:5 | 20:9, 32:17, 52:10, | carries [2] - 23:19, 23:20 | certify [1] - 88:6 | child [3] - 21:11, |
| best [3] - 66:16, | 83:7 | | Chairman [1] - 1:18 | 71:10, 71:22 |
| 66:21, 68:6 | Bruner [1] - 66:12 | carry [3] - 23:5, | | |

| childcare [1] - 21:8 |
|----------------------------|
| |
| childhood [1] - 30:5 |
| children [7] - 21:7, |
| 51:19, 67:12, 68:18, |
| 70:22, 73:21, 74:4 |
| chorus [1] - 87:11 |
| Christine [3] - 52:22, |
| 54:22, 80:11 |
| Chuck [3] - 22:3, |
| 22:18, 87:4 |
| chunk [2] - 14:15, |
| |
| 14:16 |
| circuitous [1] - 79:8 |
| city [1] - 50:15 |
| claimed [1] - 48:12 |
| 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 |
| cleanly [1] - 21:2 |
| clear [1] - 64:20 |
| clearly [5] - 20:6, |
| 33:14, 50:5, 77:18, |
| 86:1 |
| close [2] - 28:21, |
| 85:20 |
| closed [4] - 9:7, |
| |
| 14:17, 63:4, 63:16 |
| closely [2] - 29:2, |
| 29:19 |
| closest [1] - 42:18 |
| closing [1] - 62:9 |
| Club [1] - 79:9 |
| code [11] - 30:17, |
| 32:2, 34:20, 65:17, |
| 75:12, 76:3, 76:4, |
| |
| 78:1, 82:2, 86:3, 86:4 |
| codes [1] - 33:21 |
| coding [1] - 80:13 |
| comfortable [1] - |
| 73:20 |
| 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 |
| |
| comments [6] - 6:1, |
| 29:4, 35:13, 50:13, |
| 62:12, 84:7 |
| Commerce [2] - |
| 67:16, 68:14 |
| commercial [8] - |
| 33:8, 48:19, 57:7, |
| 57:14, 59:14, 60:10, |
| 73:4, 73:6 |
| COMMISSION [1] - |
| 1:3 |
| 1.0 |

Commission [4] -1:14, 7:12, 10:18, 62:10 Commissioner [2] -2:5, 86:10 Commissioners [4] -7:2, 8:18, 31:21, 76:9 committee [2] - 3:6, 72.6 communicate [1] -87:5 communities [2] -16:12, 71:18 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 **Community** [1] - 2:4 company [1] - 75:8 comparable [1] -72:12 comparison [1] -23:18 complain [1] - 54:5 complaints [1] - 55:1 **complete** [3] - 6:18, 7:20, 34:9 completely [2] -40:3, 67:2 compliance [1] -82:21 compliant [3] -34:17, 75:12, 78:1 **comply** [2] - 29:15, 39:4 complying [1] -29:11 comprehensive [2] -84:3, 85:6 concentration [1] -28:1 conceptually [1] -37:16 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 **concerned** [9] - 8:14, 10:14, 51:8, 60:13, 63:21, 63:22, 64:18, 72:11, 72:21 **concerns** [7] - 42:10, 42:11, 43:6, 45:5, 57:13, 60:19, 65:22 concrete [1] - 55:12 **concurrent** [2] - 1:6,

2:12 **conditions** [2] - 20:4, 64:13 **conduit** [1] - 53:10 conforming [1] - 4:5 congested [2] - 13:7, 44:2 congestion [2] -14:5, 58:2 congruent [1] - 34:7 connections [1] -72:5 consider [5] - 7:7, 19:15, 49:21, 66:5, 69:19 considered [1] - 85:4 considering [1] -20:7 constantly [3] - 48:7, 48:12, 52:13 consultant [1] - 58:7 contact [1] - 81:10 context [1] - 7:11 contiguous [1] -41:6 contingencies [1] -4:6 **continue** [5] - 12:3, 43:3, 43:4, 82:5, 86:11 **continued** [4] - 8:4, 28:15, 83:20, 87:15 contract [1] - 3:16 contractual [2] -81:17, 82:10 control [3] - 67:12, 81:11, 81:13 controls [2] - 67:7, 67:9 conversation [4] -39:12, 46:5, 80:22, 83:4 conversations [1] -81:1 converting [1] -76:20 COO [1] - 81:1 copies [2] - 41:3, 41:13 core [1] - 28:1 corner [5] - 13:7, 17:11, 34:7, 47:11, 47:17 **correct** [4] - 8:7, 25:5, 80:21, 88:10 correctly [1] - 5:18 **Corridor** [1] - 32:22 corridor [1] - 57:7 **cost** [1] - 44:6 counted [2] - 58:9,

58:12 **counts** [4] - 24:3, 24:4, 24:5, 24:7 **COUNTY** [2] - 1:2, 88:2 couple [5] - 7:12, 27:8, 47:16, 57:20, 69:2 courage [1] - 75:19 course [4] - 17:18, 63:6, 63:20, 64:17 court [3] - 82:6, 83:9, 88.6 cousin [1] - 81:6 covered [1] - 86:7 coyotes [1] - 63:7 create [1] - 57:7 creating [1] - 60:6 crisscross [1] - 61:2 criteria [5] - 17:21, 19:13, 20:1, 20:6, 85:1 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 cross [1] - 53:10 crossing [1] - 11:11 CRR [2] - 88:5, 88:15 crucial [2] - 8:8, 32:19 **CSR** [2] - 88:5, 88:15 **cul** [4] - 4:4, 20:13, 48:19, 48:21 cul-de-sac [4] - 4:4, 20:13, 48:19, 48:21 curbs [1] - 78:21 current [2] - 3:18, 69:10 customer [1] - 59:1 customers [2] -56:13, 80:14 cut [7] - 15:3, 15:7, 15:13, 16:13, 16:14, 23:5, 48:22 cut-through [5] -15:3, 15:7, 16:13, 16:14, 23:5 cutting [2] - 14:21, 20:11 cycle [3] - 44:2, 61:20, 62:2 D damn [1] - 55:5

dashing [1] - 67:13 data [2] - 12:9, 27:10 date [1] - 86:12 daughter [1] - 56:6 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 daycares [2] - 68:9, 68.12 **de** [4] - 4:4, 20:13, 48:19, 48:21 dead [1] - 49:8 dead-end [1] - 49:8 deal [1] - 70:7 dealership [1] -76.20 decade [1] - 32:8 decide [1] - 54:2 decided [1] - 12:2 decision [3] - 66:4, 66:7,66:8 decisions [1] - 62:11 deeper [3] - 59:12, 60:15,80:22 definitely [10] -15:21, 29:9, 31:6, 35:11, 47:22, 50:7, 61:17, 71:6, 71:11, 76:13 degree [1] - 38:2 **deliveries** [1] - 30:15 demolished [1] -34:11 department [2] -45:9.48:9 **departure** [1] - 45:2 **describing** [1] - 50:3 design [1] - 29:21 desire [1] - 18:9 despite [1] - 53:15 destination [1] -16:15 detailed [2] - 28:16, 34:2 details [3] - 31:7, 32:15, 40:5 developed [3] - 13:9, 42:15, 77:3 developer [1] - 75:19 developer 's [1] -44:17 developers [1] -49:11 developing [1] - 19:4 development [6] -23:2, 31:17, 33:8, 57:14, 62:22, 77:22

| Development / | downtown [2] - | egress [3] - 4:11, | estate [2] - 47:14, |
|---------------------------------|------------------------------|------------------------|------------------------|
| Building [1] - 2:4 | 73:17, 75:6 | 20:3, 43:16 | 49:13 |
| developments [2] - | DR [4] - 54:20, 56:9, | either [6] - 6:19, | Evanston [1] - 75:22 |
| 44:4, 44:6 | 56:10, 56:22 | 13:9, 40:9, 43:12, | evening [5] - 3:3, |
| devices [1] - 79:18 | drainage [1] - 12:19 | 71:20, 79:7 | 26:4, 41:3, 62:19, |
| dialogue [3] - 45:20, | drastically [1] - 75:8 | Elaine [2] - 68:21, | 69:2 |
| 46:3, 54:12 | draw [3] - 6:6, 27:11, | 73:13 | evenings [1] - 14:13 |
| difference [1] - 22:4 | 27:15 | elderly [1] - 81:5 | evolving [1] - 52:13 |
| different [5] - 3:22, | drawing [1] - 27:19 | elementary [3] - | exact [2] - 25:9, |
| 22:12, 67:2, 68:16, | drive [4] - 26:16, | 21:16, 21:17, 71:6 | 25:10 |
| 69:3 | 27:2, 46:15 | Elmhurst [5] - 20:19, | exactly [1] - 30:8 |
| difficult [4] - 11:12, | driven [1] - 33:14 | 25:5, 28:2, 69:5, 69:9 | example [1] - 65:20 |
| 22:22, 62:8, 72:9 | driver [1] - 67:10 | elsewhere [2] - | exceed [2] - 82:12, |
| dimensions [2] - | drivers [1] - 53:19 | 32:10, 47:20 | 82:14 |
| 29:8, 29:12 | drivethrough [1] - | embarrassing [1] - | Excellent [1] - 47:8 |
| dimmable [1] - 40:9 | 21:14 | 32:8 | excellent [1] - 25:2 |
| dinosaur [1] - 77:10 | driveway [1] - 56:20 | emerged [1] - 50:7 | exceptions [1] - |
| direct [1] - 72:6 | driving [1] - 78:21 | emergency [1] - | 30:15 |
| Director [1] - 2:3 | drop [7] - 9:20, 13:6, | 53:13 | excess [1] - 63:19 |
| director 's [1] - 72:6 | 21:14, 22:4, 22:13, | employee [4] - | excuse [1] - 25:7 |
| Dirk [3] - 40:18, | 24:21 | 44:12, 56:12, 82:11, | existing [9] - 3:20, |
| 50:12, 61:19 | drop-off [3] - 9:20, | 82:13 | 30:16, 31:14, 34:5, |
| disagree [2] - 71:17, | 21:14, 24:21 | employees [5] - | 36:3, 42:16, 60:10, |
| 75:2 | drop-offs [1] - 13:6 | 25:7, 42:19, 56:11, | 68:5, 76:19 |
| discuss [1] - 34:1 | dropoff [1] - 59:22 | 56:14, 81:7 | exists [3] - 17:5, |
| discussed [1] - 79:2 | dropping [3] - 25:17, | empty [2] - 63:7, | 18:7, 34:5 |
| discussion [7] - | 70:15, 74:19 | 73:1 | exiting [1] - 11:18 |
| 7:14, 23:4, 33:6, | DU [2] - 1:2, 88:2 | en [1] - 3:2 | expansion [1] - |
| 57:16, 76:9, 77:8, | dual [2] - 70:8 | enclosure [1] - 36:22 | 72:21 |
| 79:14 | due [1] - 24:9 | encourage [3] - | experience [3] - |
| discussions [3] - | dumpster [2] - 36:17 | 76:15, 84:22, 87:2 | 27:12, 70:1, 71:13 |
| 4:14, 5:2, 18:6 | duplexes [1] - 67:3 | encouraged [1] - | experienced [1] - |
| distributed [2] - | during [12] - 24:10, | 32:13 | 70:7 |
| 25:21, 60:4 | 25:13, 26:6, 43:17, | end [6] - 9:9, 22:6, | expert [2] - 12:20, |
| District [4] - 1:8, 1:9, | 48:4, 53:7, 54:4, 56:4, | 48:20, 49:7, 49:8, | 74:12 |
| 2:15, 2:17 | 60:3, 63:20, 71:10 | 57:17 | explain [1] - 18:1 |
| district [1] - 4:9 | 00.0, 00.20, 71.10 | enforce [1] - 64:12 | express [1] - 57:13 |
| dividing [1] - 31:2 | Е | enforced [1] - 39:9 | expressing [1] - |
| dodge [1] - 74:14 | L | enforcement [1] - | 41:21 |
| dollars [1] - 49:14 | | 53:22 | expressway [1] - |
| Don [1] - 57:2 | e-mail [1] - 41:15 | engineer [3] - 20:15, | 16:9 |
| done [8] - 32:20, | early [2] - 18:4, 30:5 | 32:18, 77:19 | eye [1] - 64:8 |
| 32:22, 33:16, 45:12, | easily [1] - 60:4 | engineering [1] - | |
| 67:14, 78:6, 83:6 | east [11] - 14:2, 23:9, | 37:22 | F |
| door [2] - 55:3, 60:20 | 36:4, 37:17, 38:4, | enrollment [3] - | • |
| double [3] - 43:13, | 48:10, 63:8, 66:19, | 70:7, 70:11, 72:9 | |
| 51:4, 58:17 | 73:17, 74:10, 80:9 | entire [1] - 61:12 | face [2] - 76:22 |
| double -parked [1] - | East [2] - 1:14, 49:6 | entitled [2] - 1:13, | facetious [1] - 13:16 |
| 58:17 | eastbound [2] - | 87:14 | facilities [2] - 19:5, |
| doubt [1] - 31:4 | 43:16, 43:18 | entry [1] - 43:18 | 60:11 |
| down [27] - 4:21, | easy [3] - 46:1, | environment [1] - | facility [5] - 25:5, |
| 5:16, 5:17, 15:13, | 51:11, 62:11 | 75:9 | 59:14, 59:20, 81:9, |
| 23:10, 25:19, 27:3, | echo [2] - 50:13, | equation [1] - 74:9 | 81:20 |
| 27:22, 35:6, 39:7, | 55:2 | equipment [1] - | fact [6] - 13:1, 24:9, |
| 40:7, 48:21, 49:13, | effect [1] - 84:11 | 35:19 | 60:13, 61:10, 62:14, |
| 53:12, 53:13, 54:4, | effective [1] - 78:11 | errant [1] - 67:10 | 84:17 |
| 56:7, 58:15, 60:17, | effectively [2] - 47:5, | escort [1] - 21:12 | fairly [1] - 45:14 |
| 62:4, 64:3, 78:14, | 79:12 | especially [5] - | familiar [1] - 30:13 |
| 79:6, 79:8, 79:10 | efficient [1] - 23:3 | 14:21, 34:15, 36:9, | families [12] - 9:9, |
| | effort [1] - 76:21 | 54:2, 63:20 | 9:12, 10:4, 16:5, |
| Downers [1] - 15:22 | | | |

16:15, 20:22, 22:7, 22:19, 57:12, 59:21, 70:8, 71:11 Family [2] - 1:9, 2:17 family [8] - 49:16, 63:5, 64:14, 66:2, 66:15, 67:3, 67:4, 75:15 far [3] - 15:21, 32:15, 75:2 fast [1] - 67:11 favor [2] - 11:10, 87:10 feasible [1] - 44:8 February [1] - 1:15 feet [3] - 3:22, 49:17, 49:20 fence [2] - 35:5, 35:9 fencing [1] - 36:1 few [2] - 3:11, 28:14 fewer [1] - 71:7 FIASCONE [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 figure [2] - 13:21, 78:2 figured [1] - 36:7 figuring [1] - 8:9 filled [1] - 75:6 final [1] - 19:2 finally [2] - 3:13, 39:9 fire [2] - 43:13, 48:9 firehouse [1] - 48:9 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 firsthand [1] - 18:19 fish [1] - 56:7 fit [1] - 77:13 five [1] - 11:6 fixed [1] - 20:1 flexibility [1] - 45:6 flipped [1] - 54:6 flooding [1] - 38:1 flow [5] - 5:7, 5:8, 5:9, 11:19, 62:3 footage [1] - 20:21 footprint [1] - 37:8 foregoing [1] - 88:9 foresee [1] - 15:20 forgotten [1] - 45:13 forth [5] - 12:5, 22:7, 51:21, 61:1, 64:6 fortunate [1] - 3:15

KATHLEEN W. BONO, CSR 630-834 7.778 2.14.18 Attachment 1 - Case A-44-2017

| | 1 | | 1 | |
|-------------------------------|---------------------------|---|-------------------------------|----------------------------|
| fortunately [1] - 48:3 | Grant [1] - 56:7 | Hickory [1] - 80:9 | 40:6, 43:18, 60:2, | information [4] - |
| forward [2] - 77:20, | great [4] - 18:22, | high [2] - 23:21, 44:7 | 69:18 | 6:18, 28:16, 36:7, |
| 84:8 | 45:1, 70:7, 78:5 | Hills [14] - 4:22, | house [7] - 48:4, | 37:6 |
| four [2] - 11:11, | grocery [1] - 21:19 | 15:18, 16:6, 22:20, | 52:8, 52:10, 63:10, | ingress [3] - 4:11, |
| 50:17 | ground [1] - 46:21 | 27:9, 55:3, 63:15, | 63:11, 63:12, 64:16 | 20:3, 43:15 |
| free [1] - 59:1 | group [1] - 76:15 | 63:16, 63:18, 78:6, | houses [4] - 13:15, | ingress /egress [1] - |
| frequently [1] - | Grove [1] - 15:22 | 78:9, 78:13, 78:15, | 43:5, 48:20, 75:15 | 19:10 |
| 53:15 | guess [2] - 6:22, | 79:4 | huge [2] - 32:17, | initial [1] - 62:20 |
| Friday [1] - 9:6 | 62:9 | hinge [2] - 77:21, | 33:18 | input [3] - 7:1, 31:21, |
| friend [1] - 75:11 | guests [2] - 43:4, | 80:6 | hurdle [1] - 78:2 | 40:14 |
| friends [3] - 43:3, | 52:12 | HINSDALE [1] - 1:3 | | inside [1] - 21:10 |
| 57:9, 75:22 | guidance [1] - 85:7 | Hinsdale [71] - 1:13, | | installed [2] - 47:19, |
| front [4] - 31:15, | guide [1] - 68:14 | 1:14, 3:7, 3:19, 4:21, | • | 79:14 |
| 43:5, 52:7, 52:10 | guy [1] - 12:21 | 13:1, 13:10, 13:20, | | instead [2] - 16:17, |
| full [6] - 4:20, 5:14, | | 14:7, 15:17, 16:1, | l-r-l-a-n-d-a [1] - | 54:12 |
| 8:6, 11:8, 70:19, | guys [1] - 48:16 | 16:2, 16:3, 16:4, 16:5, | 62:20 | institute [1] - 55:21 |
| 77:19 | | 16:11, 16:15, 17:6, | idea [6] - 7:1, 49:9, | Institute [1] - 77:15 |
| | H | 22:20, 23:7, 23:12, | 54:16, 76:12, 77:14, | institution [1] - 67:4 |
| full-day [1] - 70:19 | | 24:12, 27:9, 27:19, | 78:19 | |
| Fullersburg [1] - | half [2] - 26:8, 85:22 | 39:6, 39:12, 40:8, | ideas [1] - 47:13 | institutional [2] - |
| 69:1 | half-day [1] - 26:8 | 44:13, 48:3, 49:5, | identical [2] - 4:19, | 16:17, 16:18 |
| fundamental [1] - | halfway [1] - 54:4 | 52:2, 52:13, 52:19, | 20:19 | insulated [1] - 49:4 |
| 60:9 | hand [4] - 48:2, | 53:2, 54:11, 55:17, | identified [2] - 33:4, | intended [1] - 57:19 |
| future [1] - 45:1 | 61:10, 78:22, 79:19 | 56:17, 58:11, 58:20, | 50:5 | interesting [6] - |
| | hands [2] - 61:14, | 58:22, 59:5, 59:9, | IDOT [6] - 4:14, 7:21, | 7:13, 33:5, 50:2, 60:8, |
| G | 77:19 | 59:11, 61:2, 63:11, | 11:7, 11:22, 26:15, | 70:1, 78:4 |
| | happy [1] - 19:3 | 64:2, 65:20, 66:13, | 79:3 | interior [1] - 67:19 |
| GAP [1] - 12:1 | harp [1] - 38:11 | 67:15, 69:1, 71:19, | ignored [1] - 53:14 | interpretation [1] - |
| garage [1] - 51:4 | hate [2] - 38:11, 85:9 | 72:20, 73:2, 73:9, | ILLINOIS [2] - 1:1, | 11:8 |
| Garfield [2] - 48:10, | hats [1] - 75:18 | 74:8, 75:5, 76:12, | 88:1 | interpreting [1] - |
| 75:6 | head [2] - 27:17, | 77:1, 79:9, 79:13, | Illinois [2] - 1:15, | 5:18 |
| Gary [1] - 74:7 | 55:12 | 79:17, 80:12, 81:1, | 88:7 | intersection [6] - |
| gate [1] - 81:12 | heading [1] - 43:8 | 85:18, 86:2 | imagine [3] - 13:10, | 41:7, 46:21, 47:7, |
| gateway [2] - 32:4, | hear [14] - 6:15, 8:17, | hit [1] - 43:21 | 15:22, 37:14 | 50:3, 50:5, 61:9 |
| 32:8 | 8:20, 8:21, 11:6, | hold [1] - 25:15 | immediate [1] - 23:7 | introduce [1] - 2:20 |
| gees [1] - 39:19 | 32:18, 33:5, 36:9, | home [13] - 4:3, 61:4, | immediately [1] - | investment [1] - 66:6 |
| generate [5] - 24:13, | | 62:16, 66:2, 66:7, | 50:6 | invited [1] - 53:5 |
| 25:22, 26:4, 26:5, | 36:12, 38:9, 40:17, | 70:5, 70:9, 70:18, | impact [3] - 22:14, | involved [6] - 47:15, |
| 26:6 | 77:9, 84:15, 86:10 | 70:20, 71:8, 71:9, | 24:19, 57:15 | 51:10, 60:21, 66:10, |
| gentleman [3] - 69:6, | heard [2] - 53:8, 72:8 | 71:20, 73:5 | impacted [1] - 57:8 | 85:15, 87:3 |
| 69:12, 71:15 | hearing [3] - 1:12, | homeowners [1] - | impedes [1] - 45:15 | involvement [1] - |
| | 87:14, 88:9 | 35:8 | importance [1] - | 77:2 |
| gentlemen [2] - | hearsay [1] - 72:8 | homes [11] - 42:9, | 59:22 | involving [2] - 68:18, |
| 80:18, 85:17 | heavier [1] - 23:11 | 49:16, 63:5, 64:3, | important [3] - 18:3, | 79:3 |
| GERALD [1] - 1:19 | Heidi [2] - 50:9, | 49.16, 63.5, 64.3, 64:14, 64:22, 65:4, | 33:12, 85:5 | Iria [1] - 62:20 |
| Gerald [1] - 84:1 | 60:19 | | | IRLANDA [7] - 62:19, |
| GILLMAN [2] - 68:21, | HEINEMANN [1] - | 66:3, 66:15, 67:3, | impression [1] - 73:2 | 63:10, 63:14, 65:4, |
| 73:12 | 88:5 | 67:4 | improved [1] - 37:15 | 65:7, 65:19, 65:22 |
| Gillman [1] - 68:22 | Heinemann [1] - | homework [1] - 58:8 | in/right [4] - 4:18, | Irlanda [1] - 62:20 |
| GINNIS [9] - 2:3, | 88:15 | hope [4] - 28:19, | 5:12, 11:15, 78:9 | island [1] - 78:19 |
| 35:7, 37:16, 39:11, | hello [3] - 62:19, | 62:12, 65:9, 66:7 | include [1] - 64:22 | issue [16] - 2:22, |
| 80:21, 81:19, 82:3, | 68:21, 74:7 | hopefully [1] - 19:22 | included [1] - 46:8 | 12:12, 18:7, 19:11, |
| 83:5, 83:17 | Hello [1] - 57:2 | hopes [1] - 3:7 | including [1] - 43:6 | 29:10, 46:13, 50:6, |
| given [3] - 24:20, | help [1] - 19:3 | hoping [1] - 41:10 | income [2] - 70:8, | 50:7, 55:4, 55:16, |
| 44:22, 88:8 | helpful [2] - 76:18, | horselaugh [2] - | 71:11 | 57:21, 59:11, 59:12, |
| glad [1] - 32:17 | 76:21 | 53:19, 55:11 | increased [1] - 73:22 | 77:18, 80:1, 80:2 |
| Glen [1] - 66:11 | helps [4] - 22:14, | hour [6] - 1:16, | indicate [1] - 27:10 | issues [12] - 12:8, |
| Glendale [1] - 68:22 | 23:2, 24:11, 24:17 | 25:14, 25:18, 54:4, | indicated [2] - 22:18 | 17:22, 44:17, 46:6, |
| GM [1] - 76:20 | hereby [1] - 88:6 | 60:1, 63:20 | Indicating [1] - 64:11 | 55:20, 56:16, 57:21, |
| Golf [1] - 79:9 | hi [2] - 21:22, 40:18 | hours [9] - 9:2, 9:5, | indication [1] - 11:9 | 57:22, 58:4, 60:21, |
| grand [1] - 37:20 | Hi [1] - 2:18 | 11:13, 26:11, 39:10, | infant [1] - 21:11 | 61:8, 85:3 |
| | | 1 | | , |

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

| | ſ | | | |
|---|-------------------------------|------------------------------|------------------------------|--|
| meeting [13] - 8:2, | 60:18, 61:9, 62:21, | 68:10, 68:11, 68:13, | 85:3 | 24:8 |
| 8:5, 8:12, 29:17, | 63:18, 66:18, 71:7, | 68:15, 68:17, 74:7, | neighbor [2] - 41:6, | northwest [1] - |
| 40:21, 57:10, 76:16, | 72:19, 73:17, 74:20, | 80:21, 81:19, 82:3, | 60:20 | 17:11 |
| 76:17, 77:20, 84:22, | 78:13 | 82:8, 82:19, 83:2, | neighborhood [14] - | notes [1] - 88:11 |
| 85:14, 86:11, 87:5 | months [2] - 3:6, | 83:5, 83:17, 83:22, | 33:17, 42:21, 44:15, | nothing [1] - 53:21 |
| meetings [1] - 53:5 | 11:6 | 84:2, 84:10, 84:16, | 50:15, 52:11, 57:15, | notice [1] - 46:16 |
| meets [1] - 86:2 | moreover [2] - | 85:9, 86:13, 86:14, | 60:16, 60:18, 62:6, | noticed [1] - 15:1 |
| MEMBER [6] - 5:5, | 44:11, 52:12 | 86:15, 86:18, 86:21, | 62:16, 76:16, 77:6, | nuisance [1] - 33:17 |
| 5:7, 5:15, 6:2, 6:4, | morning [6] - 9:19, | 86:22, 87:1, 87:9 | 85:14, 87:5 | number [16] - 3:10, |
| 84:14 | 9:21, 14:15, 22:9, | MS [49] - 1:18, 1:19, | neighborhoods [3] - | |
| Member [6] - 1:18, | 26:11, 71:2 | 10:20, 12:4, 14:20, | 14:22, 44:3, 79:21 | 3:15, 3:22, 4:3, 10:2, 10:3, 10:4, 20:20, |
| 1:19, 1:19, 1:20, 1:20, | mornings [1] - 73:18 | 15:11, 16:16, 17:1, | neighbors [16] - 7:1, | 20:21, 20:22, 25:6, |
| 1:21 | most [3] - 42:8, 55:1, | 17:9, 17:13, 19:8, | 8:10, 32:19, 34:22, | 81:15, 82:10, 85:20 |
| member [1] - 33:7 | 73:18 | 19:16, 19:19, 20:8, | 35:2, 35:3, 36:10, | Number [1] - 43:9 |
| MEMBERS [1] - 1:17 | mostly [1] - 65:16 | 21:20, 37:1, 38:10, | 45:21, 57:10, 62:13, | |
| members [3] - 3:2, | motion [4] - 7:15, | 38:15, 38:18, 38:21, | 64:5, 74:11, 76:7, | 0 |
| 76:8, 78:5 | 86:10, 86:14, 87:8 | 38:22, 39:5, 39:15, | 84:7, 85:15, 87:3 | 0 |
| | move [5] - 14:2, | 39:20, 40:2, 40:10, | neighbors ' [1] - | |
| memory [1] - 10:17 | 58:21, 58:22, 77:5, | 50:9, 52:22, 54:9, | 44:10 | o'clock [3] - 9:21, |
| mention [1] - 58:16 | 87:9 | 56:21, 62:19, 63:10, | never [5] - 11:7, | 9:22, 20:11 |
| mentioned [6] - | moved [3] - 50:15, | 63:14, 65:4, 65:7, | 44:4, 44:19, 61:11, | Oak [1] - 27:20 |
| 54:16, 61:20, 75:4, | 61:4, 65:2 | 65:19, 65:22, 68:21, | 83:17 | oasis [1] - 73:1 |
| 75:11, 76:10, 85:17 met [1] - 26:19 | moves [1] - 21:1 | 73:12, 73:15, 80:11, | new [8] - 3:8, 20:13, | obey [1] - 54:17 |
| | moving [1] - 52:16 | 80:20, 81:16, 81:22, | 31:17, 44:5, 60:11, | obeys [1] - 67:9 |
| Michael [2] - 21:22, | MR [141] - 1:18, 1:19, | 82:15, 84:6, 85:13, | 72:11, 79:15, 81:19 | obligation [3] - |
| 54:20 | 1:20, 1:20, 1:21, 2:2, | 86:17, 86:19 | next [9] - 16:16, | 80:13, 81:17, 82:10 |
| midday [1] - 26:7 | 2:3, 2:6, 2:8, 2:18, | must [1] - 77:9 | 45:4, 48:15, 50:8, | obscene [2] - 54:5, |
| might [4] - 3:1, 56:1, | 3:3, 5:9, 5:19, 5:20, | myriad [1] - 65:15 | 55:3, 60:20, 77:19, | 65:10 |
| 67:12, 75:18 | 6:11, 7:3, 7:8, 7:19, | , | 84:8, 84:22 | observations [1] - |
| mike [1] - 6:14 | 7:22, 8:7, 9:1, 9:5, | Ν | nice [3] - 12:21, | 55:1 |
| Mike [1] - 21:21 | 9:11, 9:14, 9:15, 9:17, | | 52:14, 72:2 | obviously [4] - 7:1, |
| mind [1] - 47:16 | 9:18, 9:20, 10:3, 10:8, | | night [1] - 40:1 | 19:11, 20:9, 58:18 |
| mindset [1] - 50:21 | 10:11, 10:13, 10:19, | name [10] - 3:3, | nightmare [1] - | oddities [1] - 34:19 |
| mine [1] - 51:6 | 11:5, 11:20, 12:11, | 40:16, 40:18, 50:3, | 14:22 | OF [6] - 1:1, 1:2, 1:3, |
| minimum [1] - 3:21 | 12:17, 12:19, 12:22, | 54:20, 57:2, 66:11, | nobody [4] - 55:4, | 1:11, 88:1, 88:2 |
| minute [1] - 25:18 | 13:8, 13:14, 13:18, | 68:21, 72:12, 73:15 | 55:5, 55:10, 73:4 | office [2] - 16:17, |
| minutes [3] - 7:10, | 14:4, 14:10, 15:7, | nannies [6] - 70:14, | nonconforming [3] - | 65:16 |
| 41:10, 74:19 | 15:16, 16:18, 17:4, | 70:18, 70:20, 70:21, | 83:8, 83:12, 83:20 | Office [2] - 1:8, 2:15 |
| mirrors [1] - 34:6 | 17:8, 17:10, 17:17, | 71:13 | none [2] - 38:12, | offs [1] - 13:6 |
| miss [3] - 44:2, 62:1, | 17:20, 18:5, 18:16, | nanny [1] - 71:21 | 67:17 | offsite [1] - 81:8 |
| 74:17 | 18:17, 19:1, 20:17, | Naperville [2] - | nonstart [1] - 33:20 | Oqden [51] - 1:5, |
| MOBERLY [2] - 74:7, | 21:17, 21:21, 21:22, | 28:11, 28:12 | nonstarter [2] - | 2:11, 3:8, 4:13, 4:16, |
| 83:2 | 24:4, 24:20, 25:2, | near [1] - 73:4 | 43:12, 75:3 | 4:18, 5:10, 5:12, 5:13, |
| Moberly [1] - 74:7 | 25:3, 25:10, 25:12, | necessarily [5] - | normal [1] - 29:14 | 11:12, 11:14, 14:2, |
| moms [2] - 15:22, | 26:9, 26:10, 26:17, | 71:14, 71:19, 71:21, | north [8] - 8:14, | 14:22, 15:10, 15:13, |
| 21:5 | 27:6, 27:7, 27:15, | 72:19, 73:8 | 22:17, 23:12, 26:16, | 15:19, 17:12, 18:9, |
| Monday [1] - 9:6 | 28:7, 28:9, 28:19, | necessary [2] - 27:4, | 27:19, 39:18, 60:21, | 18:15, 19:6, 22:21, |
| Monroe [54] - 4:12, | 28:22, 29:22, 30:7, | 42:19 | 74:20 | 22:22, 24:10, 24:14, |
| 4:19, 4:20, 5:11, 5:13, | 30:12, 30:21, 31:4, | need [23] - 2:21, | North [23] - 18:8, | 25:20, 27:20, 29:13, |
| 5:16, 8:14, 15:2, 15:9, | 31:12, 32:6, 32:12, | 6:13, 16:20, 16:21, | 39:17, 40:19, 41:7, | 31:13, 32:21, 33:3, |
| 15:10, 15:13, 16:3, | 33:10, 34:4, 34:13, | 19:14, 29:9, 30:1, | 42:17, 46:20, 46:21, | 38:7, 42:17, 43:11, |
| 16:8, 20:10, 23:1, | 35:7, 35:21, 36:5, | 30:3, 30:10, 34:17, | 47:11, 47:12, 47:17, | 43:16, 43:19, 46:20, |
| 23:5, 23:18, 24:8, | 36:16, 37:16, 38:14, | 35:2, 35:11, 35:22, | 50:10, 50:11, 51:14, | 47:18, 49:6, 49:7, |
| 24:17, 24:19, 25:19, | 38:16, 38:20, 39:3, | 36:6, 50:20, 58:4, | 51:18, 53:1, 54:22, | 49:8, 52:5, 54:3, 57:8, |
| 27:1, 27:3, 35:2, | 39:11, 40:18, 40:22, | 61:15, 61:17, 71:14, | 57:4, 60:17, 62:4, | 61:1, 61:9, 66:19, |
| 37:18, 42:17, 43:19, | 41:12, 41:16, 41:18, | 75:7, 77:8, 78:1, | 62:21, 78:14, 80:7, | 73:17, 74:10, 74:14, |
| 46:16, 46:18, 46:20, | 41:20, 46:12, 46:18, | 82:15 | 80:9 | 77:16, 79:19 |
| 46:22, 47:11, 47:12, | 47:3, 47:10, 48:7, | needed [2] - 4:7, | north-south [1] - | old [1] - 13:12 |
| 47:18, 48:11, 48:22, | 57:2, 61:17, 65:3, | 31:13 | 23:12 | once [3] - 42:14, |
| 51:18, 53:1, 53:9, 54:22, 60:7, 60:14, | 65:6, 66:11, 68:8, | needs [5] - 44:13, | northbound [1] - | 44:21, 45:12 |
| 07.22, 00.1, 00.14, | | 51:5, 77:17, 77:22, | | |
| | 1 | 1 | 1 | 1 |

KATHLEEN W. BONO, CSR 630-834 2.14.18 Attachment 1 - Case A-44-2017^{30 of 35 sheets}

| · · · · · · · · · · · · · · · · · · · | | | | |
|---|---|---|--|---|
| one [56] - 4:2, 5:10, | otherwise [2] - | 38:6, 39:2, 39:13, | perhaps [2] - 56:1, | plus [1] - 25:17 |
| 6:16, 7:14, 14:18, | 10:14, 43:22 | 39:16, 42:16, 42:20, | 68:4 | point [7] - 26:3, |
| 20:1, 20:19, 21:7, | outfit [1] - 56:2 | 42:22, 43:1, 44:12, | | 69:20, 71:11, 72:1, |
| 22:11, 22:16, 23:6, | | 45:8, 46:14, 47:2, | period [3] - 22:9, 25:14, 60:3 | |
| | outgrown [1] - 81:9 | | , | 72:18, 73:6, 87:6 |
| 23:11, 25:11, 25:18, | outreaches [1] - | 47:4, 49:15, 49:19, | periphery [1] - 67:18 | pointed [1] - 44:21 |
| 26:2, 27:7, 30:10, | 27:16 | 50:19, 51:4, 51:5, | permit [1] - 26:22 | points [3] - 5:10, |
| 33:7, 35:6, 37:11, | outside [1] - 71:18 | 53:4, 56:1, 56:11, | permitted [1] - 65:18 | 69:2, 73:9 |
| 38:10, 38:17, 42:1, | overcome [1] - 78:3 | 56:12, 58:1, 58:6, | person [2] - 42:10, | pole [1] - 40:10 |
| 43:15, 44:21, 45:12, | overflow [3] - 13:12, | 58:12, 58:13, 58:14, | 51:13 | police [3] - 43:13, |
| 46:10, 47:3, 49:18, | 13:22, 80:16 | 58:16, 59:1, 59:6, | personal [2] - 31:22, | 45:9, 51:14 |
| 53:2, 55:2, 55:6, | overheads [1] - | 59:16, 59:18, 60:7, | 35:1 | pooling [1] - 22:7 |
| 55:20, 56:3, 56:4, | 19:20 | 60:10, 60:14, 60:15, | perspective [1] - | population [1] - 9:3 |
| 58:15, 60:11, 61:19, | overriding [1] - | 60:17, 64:2, 64:4, | 18:2 | Population [1] - 9:7 |
| 64:16, 68:4, 68:8, | 42:11 | 64:7, 64:9, 64:15, | PETERSON [7] - | portion [1] - 33:2 |
| 69:4, 70:4, 73:6, 75:4, | own [8] - 35:9, | 64:17, 77:5, 80:13, | 1:20, 10:13, 12:19, | position [1] - 85:3 |
| 75:17, 75:18, 76:10, | 42:10, 50:10, 51:1, | 80:19, 81:4, 81:9, | 25:2, 83:22, 86:15, | positions [1] - 58:21 |
| 78:4, 78:6, 80:17, | 51:5, 54:13, 61:14, | 81:13, 81:14, 81:18, | 86:22 | possibility [1] - |
| 85:7, 85:16 | 75:22 | 82:1, 85:20, 86:5 | petition [1] - 8:12 | 26:18 |
| ones [4] - 36:3, 58:1, | Owner [1] - 2:6 | part [17] - 37:20, | pick [2] - 21:10, 38:2 | possible [4] - 32:16, |
| 67:17, 68:5 | owner [3] - 3:4, 45:4, | 42:8, 46:3, 46:4, | picking [1] - 70:15 | 34:18, 40:8, 72:13 |
| ongoing [2] - 46:5, | 83:7 | 54:12, 55:18, 56:18, | pickup [4] - 9:21, | potential [5] - 50:4, |
| 49:21 | ownership [1] - | 69:8, 69:16, 69:17, | 21:13, 24:21, 69:11 | 69:14, 69:17, 72:22, |
| onsite [1] - 18:12 | 83:15 | 71:1, 76:13, 77:16, | pickup/drop [2] - | 73:8 |
| open [2] - 14:12, | owns [2] - 35:5, | 80:8, 80:22, 81:2, | 38:12, 38:13 | potentially [1] - |
| 70:10 | 75:21 | 82:4 | pickup/drop-off [2] - | 43:18 |
| opened [1] - 85:19 | | part-day [2] - 69:16, | 38:12, 38:13 | precedent [1] - 34:11 |
| operation [4] - 9:2, | Р | 69:17 | pickups [1] - 13:6 | predominantly [1] - |
| 9:5, 9:16, 23:3 | • | part-time [1] - 69:8 | pictures [1] - 42:5 | 70:4 |
| opinion [3] - 31:22, | | partially [1] - 33:9 | piece [1] - 67:1 | prefer [1] - 65:9 |
| 35:1, 66:6 | p.m [3] - 1:16, 9:6, | partner [1] - 68:4 | pipe [1] - 18:22 | preliminary [2] - |
| | | | | |
| opportunity [3] - | 87:16 | past [4] - 27:16, | | |
| opportunity [3] - 18:10, 32:9, 52:16 | 87:16 packet [5] - 6:17, | past [4] - 27:16, 37:10, 46:15, 64:1 | pitched [1] - 18:22 | 10:15, 11:20 |
| | | • | pitched [1] - 18:22 place [5] - 30:20, | 10:15, 11:20 preschool [10] - |
| 18:10, 32:9, 52:16 | packet [5] - 6:17, | 37:10, 46:15, 64:1 | pitched [1] - 18:22 place [5] - 30:20, 31:6, 34:5, 55:21, | 10:15, 11:20 preschool [10] - 21:4, 21:7, 22:5, 30:4, |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 | 37:10, 46:15, 64:1 path [1] - 35:20 | pitched [1] - 18:22 place [5] - 30:20, 31:6, 34:5, 55:21, 58:18 | 10:15, 11:20 preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, | pitched [1] - 18:22 place [5] - 30:20, 31:6, 34:5, 55:21, 58:18 placement [1] - 46:1 | 10:15, 11:20 preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1 |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 | pitched [1] - 18:22 place [5] - 30:20, 31:6, 34:5, 55:21, 58:18 placement [1] - 46:1 places [4] - 13:5, | 10:15, 11:20 preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1 preschools [7] - |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 option [1] - 27:4 | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 paid [1] - 76:1 | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 patients [2] - 80:14, | pitched [1] - 18:22 place [5] - 30:20, 31:6, 34:5, 55:21, 58:18 placement [1] - 46:1 places [4] - 13:5, 27:14, 42:18, 47:7 | 10:15, 11:20 preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1 preschools [7] - 67:15, 68:2, 68:3, |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 option [1] - 27:4 order [2] - 31:14, | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 paid [1] - 76:1 paper [1] - 59:15 | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 patients [2] - 80:14, 81:3 | pitched [1] - 18:22 place [5] - 30:20, 31:6, 34:5, 55:21, 58:18 placement [1] - 46:1 places [4] - 13:5, 27:14, 42:18, 47:7 PLAN [1] - 1:3 | 10:15, 11:20 preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1 preschools [7] - 67:15, 68:2, 68:3, 68:9, 68:11, 68:13, |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 option [1] - 27:4 order [2] - 31:14, 82:7 | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 paid [1] - 76:1 paper [1] - 59:15 parcel [1] - 4:2 | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 patients [2] - 80:14, 81:3 patterns [2] - 61:5, | pitched [1] - 18:22 place [5] - 30:20, 31:6, 34:5, 55:21, 58:18 placement [1] - 46:1 places [4] - 13:5, 27:14, 42:18, 47:7 PLAN [1] - 1:3 plan [14] - 3:18, | 10:15, 11:20 preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1 preschools [7] - 67:15, 68:2, 68:3, 68:9, 68:11, 68:13, 72:7 |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 option [1] - 27:4 order [2] - 31:14, 82:7 ordinance [3] - | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 paid [1] - 76:1 paper [1] - 59:15 parcel [1] - 4:2 parcels [1] - 4:2 | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 patients [2] - 80:14, 81:3 patterns [2] - 61:5, 63:21 | pitched [1] - 18:22 place [5] - 30:20, 31:6, 34:5, 55:21, 58:18 placement [1] - 46:1 places [4] - 13:5, 27:14, 42:18, 47:7 PLAN [1] - 1:3 plan [14] - 3:18, 19:10, 19:11, 29:5, | 10:15, 11:20 preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1 preschools [7] - 67:15, 68:2, 68:3, 68:9, 68:11, 68:13, 72:7 PRESENT [2] - 1:17, |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 option [1] - 27:4 order [2] - 31:14, 82:7 ordinance [3] - 33:14, 39:4, 40:5 | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 paid [1] - 76:1 paper [1] - 59:15 parcel [1] - 4:2 parcels [1] - 4:2 parent [2] - 70:5, | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 patients [2] - 80:14, 81:3 patterns [2] - 61:5, 63:21 pay [2] - 70:17, 70:19 | pitched [1] - 18:22 place [5] - 30:20, 31:6, 34:5, 55:21, 58:18 placement [1] - 46:1 places [4] - 13:5, 27:14, 42:18, 47:7 PLAN [1] - 1:3 plan [14] - 3:18, 19:10, 19:11, 29:5, 29:7, 31:8, 31:18, | 10:15, 11:20 preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1 preschools [7] - 67:15, 68:2, 68:3, 68:9, 68:11, 68:13, 72:7 PRESENT [2] - 1:17, 2:1 |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 option [1] - 27:4 order [2] - 31:14, 82:7 ordinance [3] - 33:14, 39:4, 40:5 organization [1] - | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 paid [1] - 76:1 paper [1] - 59:15 parcel [1] - 4:2 parcels [1] - 4:2 parent [2] - 70:5, 71:9 | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 patients [2] - 80:14, 81:3 patterns [2] - 61:5, 63:21 pay [2] - 70:17, 70:19 peak [5] - 11:12, | pitched [1] - 18:22 place [5] - 30:20, 31:6, 34:5, 55:21, 58:18 placement [1] - 46:1 places [4] - 13:5, 27:14, 42:18, 47:7 PLAN [1] - 1:3 plan [14] - 3:18, 19:10, 19:11, 29:5, 29:7, 31:8, 31:18, 33:1, 34:2, 37:16, | 10:15, 11:20 preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1 preschools [7] - 67:15, 68:2, 68:3, 68:9, 68:11, 68:13, 72:7 PRESENT [2] - 1:17, 2:1 presentation [1] - |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 option [1] - 27:4 order [2] - 31:14, 82:7 ordinance [3] - 33:14, 39:4, 40:5 organization [1] - 66:22 oriented [1] - 52:7 | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 paid [1] - 76:1 paper [1] - 59:15 parcel [1] - 4:2 parcels [1] - 4:2 parent [2] - 70:5, 71:9 parents [12] - 4:21, | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 patients [2] - 80:14, 81:3 patterns [2] - 61:5, 63:21 pay [2] - 70:17, 70:19 peak [5] - 11:12, 25:14, 43:17, 60:2, | pitched [1] - 18:22 place [5] - 30:20, 31:6, 34:5, 55:21, 58:18 placement [1] - 46:1 places [4] - 13:5, 27:14, 42:18, 47:7 PLAN [1] - 1:3 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, | 10:15, 11:20 preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1 preschools [7] - 67:15, 68:2, 68:3, 68:9, 68:11, 68:13, 72:7 PRESENT [2] - 1:17, 2:1 presentation [1] - 57:6 |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 option [1] - 27:4 order [2] - 31:14, 82:7 ordinance [3] - 33:14, 39:4, 40:5 organization [1] - 66:22 oriented [1] - 52:7 original [1] - 83:16 | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 paid [1] - 76:1 paper [1] - 59:15 parcel [1] - 4:2 parcels [1] - 4:2 parent [2] - 70:5, 71:9 parents [12] - 4:21, 21:8, 22:19, 25:7, | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 patients [2] - 80:14, 81:3 patterns [2] - 61:5, 63:21 pay [2] - 70:17, 70:19 peak [5] - 11:12, 25:14, 43:17, 60:2, 60:5 | pitched [1] - 18:22 place [5] - 30:20, 31:6, 34:5, 55:21, 58:18 placement [1] - 46:1 places [4] - 13:5, 27:14, 42:18, 47:7 PLAN [1] - 1:3 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 | 10:15, 11:20 preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1 preschools [7] - 67:15, 68:2, 68:3, 68:9, 68:11, 68:13, 72:7 PRESENT [2] - 1:17, 2:1 presentation [1] - 57:6 pressure [1] - 43:21 |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 option [1] - 27:4 order [2] - 31:14, 82:7 ordinance [3] - 33:14, 39:4, 40:5 organization [1] - 66:22 oriented [1] - 52:7 original [1] - 83:16 originally [1] - 57:19 | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 paid [1] - 76:1 paper [1] - 59:15 parcel [1] - 4:2 parcels [1] - 4:2 parent [2] - 70:5, 71:9 parents [12] - 4:21, 21:8, 22:19, 25:7, 25:17, 27:13, 70:9, | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 patients [2] - 80:14, 81:3 patterns [2] - 61:5, 63:21 pay [2] - 70:17, 70:19 peak [5] - 11:12, 25:14, 43:17, 60:2, 60:5 people [32] - 6:14, | pitched [1] - 18:22 place [5] - 30:20, 31:6, 34:5, 55:21, 58:18 placement [1] - 46:1 places [4] - 13:5, 27:14, 42:18, 47:7 PLAN [1] - 1:3 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 Plan [3] - 1:13, 7:12, | 10:15, 11:20 preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1 preschools [7] - 67:15, 68:2, 68:3, 68:9, 68:11, 68:13, 72:7 PRESENT [2] - 1:17, 2:1 presentation [1] - 57:6 pressure [1] - 43:21 pretty [12] - 13:7, |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 option [1] - 27:4 order [2] - 31:14, 82:7 ordinance [3] - 33:14, 39:4, 40:5 organization [1] - 66:22 oriented [1] - 52:7 original [1] - 83:16 | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 paid [1] - 76:1 paper [1] - 59:15 parcel [1] - 4:2 parcels [1] - 4:2 parent [2] - 70:5, 71:9 parents [12] - 4:21, 21:8, 22:19, 25:7, 25:17, 27:13, 70:9, 70:17, 71:8, 74:19 | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 patients [2] - 80:14, 81:3 patterns [2] - 61:5, 63:21 pay [2] - 70:17, 70:19 peak [5] - 11:12, 25:14, 43:17, 60:2, 60:5 people [32] - 6:14, 14:8, 15:8, 15:20, | pitched [1] - 18:22 place [5] - 30:20, 31:6, 34:5, 55:21, 58:18 placement [1] - 46:1 places [4] - 13:5, 27:14, 42:18, 47:7 PLAN [1] - 1:3 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 Plan [3] - 1:13, 7:12, 32:22 | 10:15, 11:20 preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1 preschools [7] - 67:15, 68:2, 68:3, 68:9, 68:11, 68:13, 72:7 PRESENT [2] - 1:17, 2:1 presentation [1] - 57:6 pressure [1] - 43:21 pretty [12] - 13:7, 14:14, 14:16, 19:1, |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 option [1] - 27:4 order [2] - 31:14, 82:7 ordinance [3] - 33:14, 39:4, 40:5 organization [1] - 66:22 oriented [1] - 52:7 original [1] - 83:16 originally [1] - 57:19 Ortho [2] - 39:12, 81:1 | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 paid [1] - 76:1 paper [1] - 59:15 parcel [1] - 4:2 parcels [1] - 4:2 parent [2] - 70:5, 71:9 parents [12] - 4:21, 21:8, 22:19, 25:7, 25:17, 27:13, 70:9, 70:17, 71:8, 74:19 park [11] - 8:15, | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 patients [2] - 80:14, 81:3 patterns [2] - 61:5, 63:21 pay [2] - 70:17, 70:19 peak [5] - 11:12, 25:14, 43:17, 60:2, 60:5 people [32] - 6:14, 14:8, 15:8, 15:20, 20:11, 22:11, 48:5, | pitched [1] - 18:22 place [5] - 30:20, 31:6, 34:5, 55:21, 58:18 placement [1] - 46:1 places [4] - 13:5, 27:14, 42:18, 47:7 PLAN [1] - 1:3 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 Plan [3] - 1:13, 7:12, 32:22 Planner [1] - 2:2 | 10:15, 11:20 preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1 preschools [7] - 67:15, 68:2, 68:3, 68:9, 68:11, 68:13, 72:7 PRESENT [2] - 1:17, 2:1 presentation [1] - 57:6 pressure [1] - 43:21 pretty [12] - 13:7, 14:14, 14:16, 19:1, 23:14, 26:12, 28:3, |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 option [1] - 27:4 order [2] - 31:14, 82:7 ordinance [3] - 33:14, 39:4, 40:5 organization [1] - 66:22 oriented [1] - 52:7 original [1] - 83:16 originally [1] - 57:19 Ortho [2] - 39:12, 81:1 Orthopaedic [3] - | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 paid [1] - 76:1 paper [1] - 59:15 parcel [1] - 4:2 parcels [1] - 4:2 parent [2] - 70:5, 71:9 parents [12] - 4:21, 21:8, 22:19, 25:7, 25:17, 27:13, 70:9, 70:17, 71:8, 74:19 park [11] - 8:15, 21:10, 42:13, 46:20, | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 patients [2] - 80:14, 81:3 patterns [2] - 61:5, 63:21 pay [2] - 70:17, 70:19 peak [5] - 11:12, 25:14, 43:17, 60:2, 60:5 people [32] - 6:14, 14:8, 15:8, 15:20, 20:11, 22:11, 48:5, 51:12, 51:15, 51:20, | pitched [1] - 18:22 place [5] - 30:20, 31:6, 34:5, 55:21, 58:18 placement [1] - 46:1 places [4] - 13:5, 27:14, 42:18, 47:7 PLAN [1] - 1:3 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 Plan [3] - 1:13, 7:12, 32:22 Planner [1] - 2:2 planning [2] - 58:21, | 10:15, 11:20 preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1 preschools [7] - 67:15, 68:2, 68:3, 68:9, 68:11, 68:13, 72:7 PRESENT [2] - 1:17, 2:1 presentation [1] - 57:6 pressure [1] - 43:21 pretty [12] - 13:7, 14:14, 14:16, 19:1, 23:14, 26:12, 28:3, 72:12, 75:1, 78:9, |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 option [1] - 27:4 order [2] - 31:14, 82:7 ordinance [3] - 33:14, 39:4, 40:5 organization [1] - 66:22 oriented [1] - 52:7 original [1] - 83:16 originally [1] - 57:19 Ortho [2] - 39:12, 81:1 Orthopaedic [3] - 51:3, 85:18, 86:2 | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 paid [1] - 76:1 paper [1] - 59:15 parcel [1] - 4:2 parcels [1] - 4:2 parents [1] - 4:2 parents [12] - 4:21, 21:8, 22:19, 25:7, 25:17, 27:13, 70:9, 70:17, 71:8, 74:19 park [11] - 8:15, 21:10, 42:13, 46:20, 47:5, 52:12, 53:7, | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 patients [2] - 80:14, 81:3 patterns [2] - 61:5, 63:21 pay [2] - 70:17, 70:19 peak [5] - 11:12, 25:14, 43:17, 60:2, 60:5 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, | pitched [1] - 18:22 place [5] - 30:20, 31:6, 34:5, 55:21, 58:18 placement [1] - 46:1 places [4] - 13:5, 27:14, 42:18, 47:7 PLAN [1] - 1:3 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 Plan [3] - 1:13, 7:12, 32:22 Planner [1] - 2:2 planning [2] - 58:21, 59:16 | 10:15, 11:20 preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1 preschools [7] - 67:15, 68:2, 68:3, 68:9, 68:11, 68:13, 72:7 PRESENT [2] - 1:17, 2:1 presentation [1] - 57:6 pressure [1] - 43:21 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 |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 option [1] - 27:4 order [2] - 31:14, 82:7 ordinance [3] - 33:14, 39:4, 40:5 organization [1] - 66:22 oriented [1] - 52:7 original [1] - 83:16 originally [1] - 57:19 Ortho [2] - 39:12, 81:1 Orthopaedic [3] - | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 paid [1] - 76:1 paper [1] - 59:15 parcel [1] - 4:2 parcels [1] - 4:2 parent [2] - 70:5, 71:9 parents [12] - 4:21, 21:8, 22:19, 25:7, 25:17, 27:13, 70:9, 70:17, 71:8, 74:19 park [11] - 8:15, 21:10, 42:13, 46:20, 47:5, 52:12, 53:7, 58:19, 60:6, 77:3, | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 patients [2] - 80:14, 81:3 patterns [2] - 61:5, 63:21 pay [2] - 70:17, 70:19 peak [5] - 11:12, 25:14, 43:17, 60:2, 60:5 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, | pitched [1] - 18:22 place [5] - 30:20, 31:6, 34:5, 55:21, 58:18 placement [1] - 46:1 places [4] - 13:5, 27:14, 42:18, 47:7 PLAN [1] - 1:3 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 Plan [3] - 1:13, 7:12, 32:22 Planner [1] - 2:2 planning [2] - 58:21, 59:16 plans [2] - 39:1, 85:6 | 10:15, 11:20 preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1 preschools [7] - 67:15, 68:2, 68:3, 68:9, 68:11, 68:13, 72:7 PRESENT [2] - 1:17, 2:1 presentation [1] - 57:6 pressure [1] - 43:21 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 previous [1] - 11:1 |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 option [1] - 27:4 order [2] - 31:14, 82:7 ordinance [3] - 33:14, 39:4, 40:5 organization [1] - 66:22 oriented [1] - 52:7 original [1] - 83:16 originally [1] - 57:19 Ortho [2] - 39:12, 81:1 Orthopaedic [3] - 51:3, 85:18, 86:2 Orthopaedics [19] - | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 paid [1] - 76:1 paper [1] - 59:15 parcel [1] - 4:2 parcels [1] - 4:2 parent [2] - 70:5, 71:9 parents [12] - 4:21, 21:8, 22:19, 25:7, 25:17, 27:13, 70:9, 70:17, 71:8, 74:19 park [11] - 8:15, 21:10, 42:13, 46:20, 47:5, 52:12, 53:7, 58:19, 60:6, 77:3, 82:5 | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 patients [2] - 80:14, 81:3 patterns [2] - 61:5, 63:21 pay [2] - 70:17, 70:19 peak [5] - 11:12, 25:14, 43:17, 60:2, 60:5 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, | pitched [1] - 18:22 place [5] - 30:20, 31:6, 34:5, 55:21, 58:18 placement [1] - 46:1 places [4] - 13:5, 27:14, 42:18, 47:7 PLAN [1] - 1:3 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 Plan [3] - 1:13, 7:12, 32:22 Planner [1] - 2:2 planning [2] - 58:21, 59:16 plans [2] - 39:1, 85:6 Plat [4] - 1:6, 2:13, | 10:15, 11:20 preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1 preschools [7] - 67:15, 68:2, 68:3, 68:9, 68:11, 68:13, 72:7 PRESENT [2] - 1:17, 2:1 presentation [1] - 57:6 pressure [1] - 43:21 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 previous [1] - 11:1 previously [1] - |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 option [1] - 27:4 order [2] - 31:14, 82:7 ordinance [3] - 33:14, 39:4, 40:5 organization [1] - 66:22 oriented [1] - 52:7 original [1] - 83:16 originally [1] - 57:19 Ortho [2] - 39:12, 81:1 Orthopaedic [3] - 51:3, 85:18, 86:2 Orthopaedics [19] - 13:1, 13:11, 13:21, | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 paid [1] - 76:1 paper [1] - 59:15 parcel [1] - 4:2 parcels [1] - 4:2 parent [2] - 70:5, 71:9 parents [12] - 4:21, 21:8, 22:19, 25:7, 25:17, 27:13, 70:9, 70:17, 71:8, 74:19 park [11] - 8:15, 21:10, 42:13, 46:20, 47:5, 52:12, 53:7, 58:19, 60:6, 77:3, 82:5 parked [6] - 21:6, | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 patients [2] - 80:14, 81:3 patterns [2] - 61:5, 63:21 pay [2] - 70:17, 70:19 peak [5] - 11:12, 25:14, 43:17, 60:2, 60:5 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, | pitched [1] - 18:22 place [5] - 30:20, 31:6, 34:5, 55:21, 58:18 placement [1] - 46:1 places [4] - 13:5, 27:14, 42:18, 47:7 PLAN [1] - 1:3 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 Plan [3] - 1:13, 7:12, 32:22 Planner [1] - 2:2 planning [2] - 58:21, 59:16 plans [2] - 39:1, 85:6 Plat [4] - 1:6, 2:13, 6:20, 28:17 | 10:15, 11:20 preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1 preschools [7] - 67:15, 68:2, 68:3, 68:9, 68:11, 68:13, 72:7 PRESENT [2] - 1:17, 2:1 presentation [1] - 57:6 pressure [1] - 43:21 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 previous [1] - 11:1 previously [1] - 30:20 |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 option [1] - 27:4 order [2] - 31:14, 82:7 ordinance [3] - 33:14, 39:4, 40:5 organization [1] - 66:22 oriented [1] - 52:7 original [1] - 83:16 originally [1] - 57:19 Ortho [2] - 39:12, 81:1 Orthopaedic [3] - 51:3, 85:18, 86:2 Orthopaedics [19] - 13:1, 13:11, 13:21, 14:7, 17:7, 24:13, | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 paid [1] - 76:1 paper [1] - 59:15 parcel [1] - 4:2 parcels [1] - 4:2 parent [2] - 70:5, 71:9 parents [12] - 4:21, 21:8, 22:19, 25:7, 25:17, 27:13, 70:9, 70:17, 71:8, 74:19 park [11] - 8:15, 21:10, 42:13, 46:20, 47:5, 52:12, 53:7, 58:19, 60:6, 77:3, 82:5 parked [6] - 21:6, 31:1, 52:7, 56:12, | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 patients [2] - 80:14, 81:3 patterns [2] - 61:5, 63:21 pay [2] - 70:17, 70:19 peak [5] - 11:12, 25:14, 43:17, 60:2, 60:5 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, | pitched [1] - 18:22 place [5] - 30:20, 31:6, 34:5, 55:21, 58:18 placement [1] - 46:1 places [4] - 13:5, 27:14, 42:18, 47:7 PLAN [1] - 1:3 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 Plan [3] - 1:13, 7:12, 32:22 Planner [1] - 2:2 planning [2] - 58:21, 59:16 plans [2] - 39:1, 85:6 Plat [4] - 1:6, 2:13, 6:20, 28:17 plat [2] - 18:3, 28:18 | 10:15, 11:20 preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1 preschools [7] - 67:15, 68:2, 68:3, 68:9, 68:11, 68:13, 72:7 PRESENT [2] - 1:17, 2:1 presentation [1] - 57:6 pressure [1] - 43:21 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 previous [1] - 11:1 previously [1] - 30:20 primarily [2] - 15:18, |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 option [1] - 27:4 order [2] - 31:14, 82:7 ordinance [3] - 33:14, 39:4, 40:5 organization [1] - 66:22 oriented [1] - 52:7 original [1] - 83:16 originally [1] - 57:19 Ortho [2] - 39:12, 81:1 Orthopaedic [3] - 51:3, 85:18, 86:2 Orthopaedics [19] - 13:1, 13:11, 13:21, 14:7, 17:7, 24:13, 39:6, 44:13, 53:2, | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 paid [1] - 76:1 paper [1] - 59:15 parcel [1] - 4:2 parcels [1] - 4:2 parent [2] - 70:5, 71:9 parents [12] - 4:21, 21:8, 22:19, 25:7, 25:17, 27:13, 70:9, 70:17, 71:8, 74:19 park [11] - 8:15, 21:10, 42:13, 46:20, 47:5, 52:12, 53:7, 58:19, 60:6, 77:3, 82:5 parked [6] - 21:6, 31:1, 52:7, 56:12, 58:10, 58:17 | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 patients [2] - 80:14, 81:3 patterns [2] - 61:5, 63:21 pay [2] - 70:17, 70:19 peak [5] - 11:12, 25:14, 43:17, 60:2, 60:5 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, | pitched [1] - 18:22 place [5] - 30:20, 31:6, 34:5, 55:21, 58:18 placement [1] - 46:1 places [4] - 13:5, 27:14, 42:18, 47:7 PLAN [1] - 1:3 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 Plan [3] - 1:13, 7:12, 32:22 Planner [1] - 2:2 planning [2] - 58:21, 59:16 plans [2] - 39:1, 85:6 Plat [4] - 1:6, 2:13, 6:20, 28:17 plat [2] - 18:3, 28:18 play [1] - 35:19 | 10:15, 11:20 preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1 preschools [7] - 67:15, 68:2, 68:3, 68:9, 68:11, 68:13, 72:7 PRESENT [2] - 1:17, 2:1 presentation [1] - 57:6 pressure [1] - 43:21 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 previous [1] - 11:1 previously [1] - 30:20 primarily [2] - 15:18, 27:9 |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 option [1] - 27:4 order [2] - 31:14, 82:7 ordinance [3] - 33:14, 39:4, 40:5 organization [1] - 66:22 oriented [1] - 52:7 original [1] - 83:16 originally [1] - 57:19 Ortho [2] - 39:12, 81:1 Orthopaedic [3] - 51:3, 85:18, 86:2 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, | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 paid [1] - 76:1 paper [1] - 59:15 parcel [1] - 4:2 parcels [1] - 4:2 parents [1] - 4:2 parents [12] - 70:5, 71:9 parents [12] - 4:21, 21:8, 22:19, 25:7, 25:17, 27:13, 70:9, 70:17, 71:8, 74:19 park [11] - 8:15, 21:10, 42:13, 46:20, 47:5, 52:12, 53:7, 58:19, 60:6, 77:3, 82:5 parked [6] - 21:6, 31:1, 52:7, 56:12, 58:10, 58:17 parking [74] - 13:3, | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 patients [2] - 80:14, 81:3 patterns [2] - 61:5, 63:21 pay [2] - 70:17, 70:19 peak [5] - 11:12, 25:14, 43:17, 60:2, 60:5 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 | pitched [1] - 18:22 place [5] - 30:20, 31:6, 34:5, 55:21, 58:18 placement [1] - 46:1 places [4] - 13:5, 27:14, 42:18, 47:7 PLAN [1] - 1:3 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 Plan [3] - 1:13, 7:12, 32:22 Planner [1] - 2:2 planning [2] - 58:21, 59:16 plans [2] - 39:1, 85:6 Plat [4] - 1:6, 2:13, 6:20, 28:17 plat [2] - 18:3, 28:18 play [1] - 35:19 playground [1] - | 10:15, 11:20 preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1 preschools [7] - 67:15, 68:2, 68:3, 68:9, 68:11, 68:13, 72:7 PRESENT [2] - 1:17, 2:1 presentation [1] - 57:6 pressure [1] - 43:21 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 previous [1] - 11:1 previously [1] - 30:20 primarily [2] - 15:18, 27:9 prime [3] - 50:17, |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 option [1] - 27:4 order [2] - 31:14, 82:7 ordinance [3] - 33:14, 39:4, 40:5 organization [1] - 66:22 oriented [1] - 52:7 original [1] - 83:16 originally [1] - 57:19 Ortho [2] - 39:12, 81:1 Orthopaedic [3] - 51:3, 85:18, 86:2 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, | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 paid [1] - 76:1 paper [1] - 59:15 parcel [1] - 4:2 parcels [1] - 4:2 parents [1] - 4:2 parents [12] - 70:5, 71:9 parents [12] - 4:21, 21:8, 22:19, 25:7, 25:17, 27:13, 70:9, 70:17, 71:8, 74:19 park [11] - 8:15, 21:10, 42:13, 46:20, 47:5, 52:12, 53:7, 58:19, 60:6, 77:3, 82:5 parked [6] - 21:6, 31:1, 52:7, 56:12, 58:10, 58:17 parking [74] - 13:3, 13:5, 13:8, 13:15, | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 patients [2] - 80:14, 81:3 patterns [2] - 61:5, 63:21 pay [2] - 70:17, 70:19 peak [5] - 11:12, 25:14, 43:17, 60:2, 60:5 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 people 's [1] - 56:19 | pitched [1] - 18:22 place [5] - 30:20, 31:6, 34:5, 55:21, 58:18 placement [1] - 46:1 places [4] - 13:5, 27:14, 42:18, 47:7 PLAN [1] - 1:3 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 Plan [3] - 1:13, 7:12, 32:22 Planner [1] - 2:2 planning [2] - 58:21, 59:16 plans [2] - 39:1, 85:6 Plat [4] - 1:6, 2:13, 6:20, 28:17 plat [2] - 18:3, 28:18 play [1] - 35:19 playground [1] - 18:14 | 10:15, 11:20 preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1 preschools [7] - 67:15, 68:2, 68:3, 68:9, 68:11, 68:13, 72:7 PRESENT [2] - 1:17, 2:1 presentation [1] - 57:6 pressure [1] - 43:21 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 previous [1] - 11:1 previously [1] - 30:20 primarily [2] - 15:18, 27:9 prime [3] - 50:17, 50:18, 50:19 |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 option [1] - 27:4 order [2] - 31:14, 82:7 ordinance [3] - 33:14, 39:4, 40:5 organization [1] - 66:22 oriented [1] - 52:7 original [1] - 83:16 originally [1] - 57:19 Ortho [2] - 39:12, 81:1 Orthopaedic [3] - 51:3, 85:18, 86:2 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, | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 paid [1] - 76:1 paper [1] - 59:15 parcel [1] - 4:2 parcels [1] - 4:2 parents [1] - 4:2 parents [12] - 70:5, 71:9 parents [12] - 4:21, 21:8, 22:19, 25:7, 25:17, 27:13, 70:9, 70:17, 71:8, 74:19 park [11] - 8:15, 21:10, 42:13, 46:20, 47:5, 52:12, 53:7, 58:19, 60:6, 77:3, 82:5 parked [6] - 21:6, 31:1, 52:7, 56:12, 58:10, 58:17 parking [74] - 13:3, 13:5, 13:8, 13:15, 13:17, 18:13, 20:20, | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 patients [2] - 80:14, 81:3 patterns [2] - 61:5, 63:21 pay [2] - 70:17, 70:19 peak [5] - 11:12, 25:14, 43:17, 60:2, 60:5 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 people's [1] - 56:19 per [1] - 82:11 | pitched [1] - 18:22 place [5] - 30:20, 31:6, 34:5, 55:21, 58:18 placement [1] - 46:1 places [4] - 13:5, 27:14, 42:18, 47:7 PLAN [1] - 1:3 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 Plan [3] - 1:13, 7:12, 32:22 Planner [1] - 2:2 planning [2] - 58:21, 59:16 plans [2] - 39:1, 85:6 Plat [4] - 1:6, 2:13, 6:20, 28:17 plat [2] - 18:3, 28:18 play [1] - 35:19 playground [1] - 18:14 Playhouse [1] - 72:5 | 10:15, 11:20 preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1 preschools [7] - 67:15, 68:2, 68:3, 68:9, 68:11, 68:13, 72:7 PRESENT [2] - 1:17, 2:1 presentation [1] - 57:6 pressure [1] - 43:21 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 previous [1] - 11:1 previously [1] - 30:20 primarily [2] - 15:18, 27:9 prime [3] - 50:17, 50:18, 50:19 principal [1] - 58:4 |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 option [1] - 27:4 order [2] - 31:14, 82:7 ordinance [3] - 33:14, 39:4, 40:5 organization [1] - 66:22 oriented [1] - 52:7 original [1] - 83:16 originally [1] - 57:19 Ortho [2] - 39:12, 81:1 Orthopaedic [3] - 51:3, 85:18, 86:2 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 | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 paid [1] - 76:1 paper [1] - 59:15 parcel [1] - 4:2 parcels [1] - 4:2 parent [2] - 70:5, 71:9 parents [12] - 4:21, 21:8, 22:19, 25:7, 25:17, 27:13, 70:9, 70:17, 71:8, 74:19 park [11] - 8:15, 21:10, 42:13, 46:20, 47:5, 52:12, 53:7, 58:19, 60:6, 77:3, 82:5 parked [6] - 21:6, 31:1, 52:7, 56:12, 58:10, 58:17 parking [74] - 13:3, 13:5, 13:8, 13:15, 13:17, 18:13, 20:20, 29:11, 29:15, 29:17, | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 patients [2] - 80:14, 81:3 patterns [2] - 61:5, 63:21 pay [2] - 70:17, 70:19 peak [5] - 11:12, 25:14, 43:17, 60:2, 60:5 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 people 's [1] - 56:19 per [1] - 82:11 percent [2] - 23:19, | pitched [1] - 18:22 place [5] - 30:20, 31:6, 34:5, 55:21, 58:18 placement [1] - 46:1 places [4] - 13:5, 27:14, 42:18, 47:7 PLAN [1] - 1:3 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 Plan [3] - 1:13, 7:12, 32:22 Planner [1] - 2:2 planning [2] - 58:21, 59:16 plans [2] - 39:1, 85:6 Plat [4] - 1:6, 2:13, 6:20, 28:17 plat [2] - 18:3, 28:18 play [1] - 35:19 playground [1] - 18:14 Playhouse [1] - 72:5 pleasant [1] - 64:8 | 10:15, 11:20 preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1 preschools [7] - 67:15, 68:2, 68:3, 68:9, 68:11, 68:13, 72:7 PRESENT [2] - 1:17, 2:1 presentation [1] - 57:6 pressure [1] - 43:21 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 previous [1] - 11:1 previously [1] - 30:20 primarily [2] - 15:18, 27:9 prime [3] - 50:17, 50:18, 50:19 principal [1] - 58:4 Principles [1] - 77:15 |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 option [1] - 27:4 order [2] - 31:14, 82:7 ordinance [3] - 33:14, 39:4, 40:5 organization [1] - 66:22 oriented [1] - 52:7 original [1] - 83:16 originally [1] - 57:19 Ortho [2] - 39:12, 81:1 Orthopaedic [3] - 51:3, 85:18, 86:2 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 Orthopaedics '[5] - | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 paid [1] - 76:1 paper [1] - 59:15 parcel [1] - 4:2 parcels [1] - 4:2 parents [12] - 4:21, 21:8, 22:19, 25:7, 25:17, 27:13, 70:9, 70:17, 71:8, 74:19 park [11] - 8:15, 21:10, 42:13, 46:20, 47:5, 52:12, 53:7, 58:19, 60:6, 77:3, 82:5 parked [6] - 21:6, 31:1, 52:7, 56:12, 58:10, 58:17 parking [74] - 13:3, 13:5, 13:8, 13:15, 13:17, 18:13, 20:20, 29:11, 29:15, 29:17, 31:12, 31:14, 31:16, | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 patients [2] - 80:14, 81:3 patterns [2] - 61:5, 63:21 pay [2] - 70:17, 70:19 peak [5] - 11:12, 25:14, 43:17, 60:2, 60:5 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 people's [1] - 56:19 per [1] - 82:11 percent [2] - 23:19, 70:13 | pitched [1] - 18:22 place [5] - 30:20, 31:6, 34:5, 55:21, 58:18 placement [1] - 46:1 places [4] - 13:5, 27:14, 42:18, 47:7 PLAN [1] - 1:3 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 Plan [3] - 1:13, 7:12, 32:22 Planner [1] - 2:2 planning [2] - 58:21, 59:16 plans [2] - 39:1, 85:6 Plat [4] - 1:6, 2:13, 6:20, 28:17 plat [2] - 18:3, 28:18 play [1] - 35:19 playground [1] - 18:14 Playhouse [1] - 72:5 | 10:15, 11:20 preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1 preschools [7] - 67:15, 68:2, 68:3, 68:9, 68:11, 68:13, 72:7 PRESENT [2] - 1:17, 2:1 presentation [1] - 57:6 pressure [1] - 43:21 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 previous [1] - 11:1 previously [1] - 30:20 primarily [2] - 15:18, 27:9 prime [3] - 50:17, 50:18, 50:19 principal [1] - 58:4 |

| 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 | |
| problems [4] - 44:14, | |
| 48:1, 51:1, 51:2 | |
| PROCEEDINGS [1] - | |
| 1:11 | |
| professional [1] - | |
| 58:7 | |
| program [7] - 69:8, | _ |
| 69:9, 70:5, 70:10, | |
| 70:12, 70:16, 71:3 | |
| programs [4] - 26:8, | |
| 69:15, 69:16, 70:19 | |
| project [7] - 34:18, | |
| 64:19, 65:10, 76:11, 76:19, 77:3 | |
| | |
| projecting [1] - 49:16 | |
| | |
| projects [1] - 65:13 | |
| properly [2] - 7:6, 33:16 | |
| properties [6] - 31:9, | |
| 36:2, 37:7, 47:15, | |
| 47:16, 49:5 | |
| 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 | |
| proposal [5] - 44:8, | |
| 44:11, 57:7, 57:17, | |
| 60:8 | |
| proposed [11] - 3:9, | |
| 20:5, 29:19, 36:2, | |
| 43:8, 43:15, 43:16, | |
| 44:4, 44:5, 44:16, | |
| 65:10 | |
| proposing [2] - 4:17, | |
| 11:1 | |
| protect [2] - 35:2, | |
| 83:11 | |
| provide [4] - 42:3, | Ι. |
| 44:5, 80:13, 81:18 | 1 |
| provides [1] - 23:2 | 1 |
| public [6] - 1:12, 6:1, | 1 |
| 16:10, 58:3, 61:8, | 1 |
| 87:14 pull [1] - 36:14 | 1 |
| | 1 |
| pulled [1] - 69:4 | 1 |
| purchased [1] - 66:1 | 1 |

purely [1] - 44:7 purpose [1] - 30:12 push [1] - 51:1 pushes [1] - 60:15 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 puts [1] - 14:7 66:1 putting [3] - 36:8, 60:13, 73:21 Q quarter [1] - 80:1 - 4:15 questions [14] - 5:2, 5:4, 8:17, 10:10, 37:14 12:18, 19:9, 40:13, 46:8, 47:12, 47:16, 53:1, 73:11, 76:9, 84.21 quick [1] - 80:11 quiet [4] - 14:16, 3:14 26:12, 42:7, 50:14 quite [2] - 3:11, 48:4 32:2 R R-2 [3] - 66:15, 68:6, 84:18 R-3 [1] - 75:21 **R-4** [13] - 1:8, 2:16, 36:21 3:20, 3:21, 4:3, 4:5, 63:3, 75:12, 83:6, 13:12 83:11, 83:18, 84:13, 84:18 racing [3] - 51:12, 51:20, 53:12 radical [1] - 75:10 radius [3] - 27:16, 27:17, 28:3 19:6 railroad [1] - 53:11 rather [1] - 37:17 RDR [2] - 88:5, 88:15 reach [2] - 28:12, 77:1 read [1] - 41:1 real [3] - 21:14, 76:11 47:14, 49:13 reality [1] - 81:14 realized [2] - 11:11, 12:1 10:1 really [34] - 6:5, 10:21, 11:7, 11:9, 11:19, 14:15, 15:2, 20:16 15:16, 16:14, 18:2, 21:2, 22:14, 23:2,

purchaser [1] - 3:16

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 rear [1] - 35:18 reason [1] - 48:10 reasons [5] - 3:10, 12:2, 22:16, 44:5, recap [1] - 5:1 recently [1] - 72:3 recognize [1] - 59:21 recognized [1] - 61:7 recommendation [1] reconstructed [1] record [1] - 2:20 recorded [1] - 6:15 redesign [1] - 29:15 redevelop [1] - 18:10 redevelopment [1] reduce [1] - 24:18 reduced [2] - 24:9, reduces [1] - 22:8 referred [1] - 25:11 reflect [1] - 62:12 refresh [1] - 10:16 refuse [1] - 36:22 regarding [2] - 4:14, regardless [1] regards [3] - 43:5, 46:6, 58:6 regular [1] - 22:5 related [2] - 9:1, 12:9 relative [1] - 18:6 release [2] - 18:14, relevant [1] - 76:2 remaining [1] - 4:7 remember [5] -11:16, 12:14, 14:11, 26:3, 28:4 reminding [1] reminds [1] - 79:13 rent [2] - 56:1, 65:1 repeat [3] - 5:5, 5:8, report [2] - 12:6, **REPORT** [1] - 1:11 reported [1] - 88:8

reporter [1] - 88:6 represented [1] -8:13 request [2] - 84:17, 86:5 require [2] - 45:13, 85.22 required [2] - 7:6, 28:17 requirement [1] -32:2 requirements [4] -4:1, 6:21, 29:11, 29:17 research [1] - 67:14 reserved [1] - 59:17 resident [2] - 66:13, 72:20 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 residentially [1] -82:20 residents [4] - 8:13, 15:5, 42:1, 62:14 respectfully [1] -71:17 **response** [1] - 43:14 rest [2] - 49:2, 49:3 restaurant [1] -75:14 restrict [1] - 78:22 restricted [3] - 47:1, 47:4, 78:7 restricting [1] -79:19 restriction [1] -78:18 restrictions [8] -42:17, 43:2, 46:14, 60:7, 60:14, 80:3, 80:5 restrictive [3] -45:14, 45:19, 53:18 retail [4] - 75:3, 75:5, 75:7, 75:9 retention [1] - 18:17 revenue [1] - 72:22 revert [1] - 57:18 reverted [1] - 83:15 **review** [2] - 7:7, 17:21 rezone [2] - 1:7, 2:14 rezoning [1] - 16:17 rid [1] - 45:21 risk [2] - 73:8, 73:21

road [3] - 72:16, 79:6, 79:8 roads [2] - 23:6, 79:4 roadway [1] - 22:15 robb [1] - 79:1 **Robb** [3] - 29:2, 37:10,77:1 **ROBERT** [1] - 2:3 role [1] - 53:3 room [1] - 57:6 rough [1] - 35:10 roughly [1] - 9:8 round [1] - 48:4 route [1] - 79:8 Route [2] - 72:3, 72:17 routes [1] - 23:12 routinely [1] - 53:14 run [4] - 37:17, 37:18, 38:3, 69:15 **running** [4] - 37:18, 37:21, 61:16, 61:18 runs [1] - 37:11 **rush** [2] - 54:4, 63:20

Road [1] - 55:22

S

S-a-d-l-o-w-s-k-i [1] -57:3 S-k-a-r-e-d-o-f-f [1] -54.21 **sac** [4] - 4:4, 20:13, 48:19, 48:21 SADLOWSKI [2] -57:2, 61:17 Sadlowski [1] - 57:3 safer [1] - 67:20 **safety** [4] - 50:18, 58:3, 60:20, 61:8 sat [1] - 69:20 **Saturday** [1] - 14:18 save [1] - 12:20 saw [7] - 8:10, 8:12, 59:7, 59:15, 70:2, 70:8, 70:12 School [8] - 1:6, 2:7, 2:12, 3:5, 3:7, 3:19, 4:10, 25:4 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 schools [5] - 15:18, 20:17, 27:10, 38:12, 38:16 scott [1] - 83:21

| SCOTT [1] - 1:20 | sheds [1] - 35:19 | 86:6 | 65:18, 82:22 | stoplight [1] - 74:1 |
|--|--|---|--|---|
| Scott [2] - 10:12, | shift [1] - 71:5 | sites [2] - 4:4, 32:11 | specific [3] - 19:9, | storage [1] - 18:13 |
| 12:16 | shifted [1] - 44:14 | sitting [1] - 57:5 | 36:21, 46:8 | |
| | | • • • • | specifically [1] - | store [4] - 21:19, |
| screened [2] - 31:9, | ship [1] - 81:7 | situation [3] - 58:5, | 44:12 | 38:5, 56:7, 56:14 |
| 32:3 | short [3] - 33:19, | 62:8, 68:19 | | stormwater [5] - |
| screening [2] - 37:1, | 40:22, 61:20 | six [2] - 11:6, 66:20 | speed [1] - 48:12 | 17:16, 17:22, 18:2, |
| 37:2 | shortage [1] - 68:3 | size [2] - 9:10, 30:10 | speeding [1] - 48:16 | 18:7, 18:11 |
| SE-8 [1] - 33:1 | shorthand [2] - 88:8, | SKAREDOFF [3] - | spelled [2] - 30:10, | Stormwater [1] - |
| second [6] - 27:4, | 88:10 | 54:20, 56:10, 56:22 | 30:14 | 36:12 |
| 48:18, 53:9, 63:12, | show [2] - 23:13, | Skaredoff [1] - 54:21 | spells [1] - 85:2 | straight [1] - 47:6 |
| 72:1, 86:15 | 24:1 | slow [2] - 19:5, 21:3 | spend [1] - 85:9 | strangers [1] - 52:11 |
| security [1] - 40:7 | showed [2] - 8:11, | slowly [2] - 18:14, | spot [1] - 49:19 | street [31] - 3:8, |
| see [35] - 6:15, 8:4, | 25:13 | 21:2 | spots [3] - 47:20, | 5:18, 11:7, 17:11, |
| 10:21, 12:6, 12:10, | shown [1] - 30:2 | small [2] - 51:19, | 49:15, 82:11 | 29:18, 29:22, 30:22, |
| 12:14, 15:16, 18:2, | shows [1] - 86:3 | 74:4 | spread [2] - 22:8, | 31:1, 35:15, 39:5, |
| 20:15, 25:13, 29:6, | shuttle [1] - 56:3 | smart [2] - 63:15, | 22:11 | 43:5, 48:17, 49:3, |
| 29:9, 29:14, 34:1, | shuttling [1] - 77:16 | 85:15 | Spring [1] - 55:22 | 51:12, 54:3, 55:9, |
| 34:11, 35:17, 36:9, | siblings [2] - 9:9, | sold [2] - 75:17, 82:6 | Springs [4] - 15:19, | 56:20, 58:11, 59:8, |
| 36:11, 37:8, 37:9, | 10:5 | solid [2] - 36:1, | 27:21, 28:9, 28:10 | 60:7, 60:22, 61:2, |
| 39:1, 41:8, 42:5, | side [9] - 45:9, 47:3, | 66:20 | square [3] - 3:21, | 61:13, 62:22, 63:9, |
| 45:16, 45:17, 45:19, | 47:4, 51:16, 56:14, | solution [6] - 19:2, | 20:21, 49:17 | 63:16, 65:1, 67:13, |
| 50:6, 53:15, 55:2, | 63:9, 66:18, 74:9, | 45:6, 55:16, 73:7, | Square [1] - 56:8 | 67:22, 74:11 |
| 56:6, 63:19, 71:13, | 79:9 | 77:17, 84:4 | ss [1] - 88:1 | Street [16] - 8:14, |
| 77:5, 77:7, 84:3 | sign [5] - 21:12, | solutions [1] - 52:6 | SS [1] - 1:1 | 15:14, 20:10, 38:1, |
| seeing [4] - 18:9, | 51:15, 55:4, 55:6, | solve [6] - 43:2, | staff [10] - 10:8, 18:6, | 40:19, 50:10, 50:11, |
| 76:7, 77:10, 77:20 | 74:1 | 50:22, 51:6, 51:7, | 35:7, 39:6, 42:12, | 57:4, 60:14, 60:17, |
| seek [1] - 44:5 | signage [6] - 45:11, | 55:19, 60:8 | 53:7, 56:3, 59:17, | 60:21, 61:19, 62:4, |
| seeking [2] - 5:12, | 45:14, 45:19, 46:5, | someone [4] - 8:13, | 72:10, 81:10 | 62:5, 66:12, 66:19 |
| 11:13 | 53:16, 53:18 | 15:2, 54:6, 82:17 | staffing [2] - 10:7, | streets [10] - 23:22, |
| seem [1] - 6:17 | signal [1] - 54:11 | sometimes [2] - | 35:14 | 42:8, 49:5, 49:7, |
| sell [1] - 13:15 | signaling [1] - 54:7 | 44:1, 74:15 | stage [1] - 28:5 | 67:19, 67:20, 78:10, |
| sellers ' [1] - 44:9 | signalized [1] - 50:4 | somewhere [1] - | staggered [2] - 45:2, | 80:10, 80:16 |
| selling [1] - 47:15 | - | 53:6 | 59:22 | structural [1] - 70:12 |
| send [2] - 70:22, | signals [3] - 53:14, | | | structurally [1] - |
| 71:21 | 54:5, 54:17 | sorry [6] - 5:6, 38:11, | standpoint [1] - | 71:2 |
| sense [2] - 33:12, | signatures [1] - 41:5 | 55:15, 72:14, 84:14, | 26:13 | structure [3] - 69:7, |
| 60:12 | significant [1] - 26:1 | 84:16 | start [8] - 22:6, | 72:13, 77:5 |
| sensitive [1] - 49:12 | signs [1] - 46.1 | sort [2] - 33:9, 81:11 | 24:21, 33:20, 34:14, | |
| Sensitive III - 49.12 | signs [1] - 46:1 | | | |
| | similar [7] - 20:18, | sounds [1] - 51:11 | 37:4, 51:16, 61:16, | structures [1] - |
| sentiments [1] - | similar [7] - 20:18, 25:4, 25:11, 28:2, | sounds [1] - 51:11 South [2] - 66:12, | 37:4, 51:16, 61:16, 61:18 | structures [1] - 35:20 |
| sentiments [1] - 50:14 | similar [7] - 20:18, | sounds [1] - 51:11 South [2] - 66:12, 73:16 | 37:4, 51:16, 61:16, 61:18 State [1] - 88:7 | structures [1] - 35:20 students [5] - 9:8, |
| sentiments [1] - 50:14 series [1] - 6:21 | similar [7] - 20:18, 25:4, 25:11, 28:2, 57:22, 69:6, 72:13 similarly [2] - 16:6, | sounds [1] - 51:11 South [2] - 66:12, 73:16 south [9] - 23:1, | 37:4, 51:16, 61:16, 61:18 State [1] - 88:7 STATE [2] - 1:1, 88:1 | structures [1] - 35:20 students [5] - 9:8, 10:2, 10:3, 20:22, |
| sentiments [1] - 50:14 series [1] - 6:21 seriously [1] - 85:4 | similar [7] - 20:18, 25:4, 25:11, 28:2, 57:22, 69:6, 72:13 | sounds [1] - 51:11 South [2] - 66:12, 73:16 south [9] - 23:1, 23:7, 23:10, 23:12, | 37:4, 51:16, 61:16, 61:18 State [1] - 88:7 STATE [2] - 1:1, 88:1 state [2] - 40:16, | structures [1] - 35:20 students [5] - 9:8, 10:2, 10:3, 20:22, 25:6 |
| sentiments [1] - 50:14 series [1] - 6:21 seriously [1] - 85:4 serve [3] - 30:13, | similar [7] - 20:18, 25:4, 25:11, 28:2, 57:22, 69:6, 72:13 similarly [2] - 16:6, | 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, | 37:4, 51:16, 61:16, 61:18 State [1] - 88:7 STATE [2] - 1:1, 88:1 | structures [1] - 35:20 students [5] - 9:8, 10:2, 10:3, 20:22, 25:6 studied [1] - 33:2 |
| sentiments [1] - 50:14 series [1] - 6:21 seriously [1] - 85:4 serve [3] - 30:13, 71:16, 71:18 | similar [7] - 20:18, 25:4, 25:11, 28:2, 57:22, 69:6, 72:13 similarly [2] - 16:6, 43:1 | 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 | 37:4, 51:16, 61:16, 61:18 State [1] - 88:7 STATE [2] - 1:1, 88:1 state [2] - 40:16, | structures [1] - 35:20 students [5] - 9:8, 10:2, 10:3, 20:22, 25:6 studied [1] - 33:2 studies [1] - 84:20 |
| sentiments [1] - 50:14 series [1] - 6:21 seriously [1] - 85:4 serve [3] - 30:13, 71:16, 71:18 serves [2] - 16:4, | 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 | 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, | 37:4, 51:16, 61:16, 61:18 State [1] - 88:7 STATE [2] - 1:1, 88:1 state [2] - 40:16, 69:11 | 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, |
| 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 | 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, | 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 | 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 | 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, |
| sentiments [1] - 50:14 series [1] - 6:21 seriously [1] - 85:4 serve [3] - 30:13, 71:16, 71:18 serves [2] - 16:4, | 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, | 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] - | 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, | 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, |
| 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 | 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, | 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 | 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, | 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, |
| 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, | 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 | 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 | 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 | 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, |
| 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 | 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 | 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] - | 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] - | 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, |
| 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 | 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] - | 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 | 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 | 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 |
| 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 | 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, | 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, | 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 | 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, |
| 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, | 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, | 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, | 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 | 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 |
| 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, | 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 | 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 | 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, | 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, |
| 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 | 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, | 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, | 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 | 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 |
| 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, | 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, | 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, | 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 | 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, |
| 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 | 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, | 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 | 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 | 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 |
| 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, | 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, | 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, | 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 | 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, |
| 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 | 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, | 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 | 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, | 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 |
| 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, | 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, | 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, | 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 | 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 |

KATHLEEN W. BONO, CSR 630-834 7.77 2.14.18 Attachment 1 - Case A-44-2017

| 8:1 | throw 141 47.12 | transcript 143 00.40 | 27:19, 27:20, 31:14, | |
|--|---|---|--|--|
| | throw [1] - 47:13 | transcript [1] - 88:10 | 35:3, 36:18, 37:17, | W |
| substance [1] - 83:9 | tie [2] - 37:20, 38:3 | trees [2] - 64:9, | 37:18, 38:2, 40:15, | |
| successful [3] - | tight [1] - 28:3 | 64:10 | 43:17, 45:15, 48:11, | wait [4] - 5:22, 43:22, |
| 34:18, 69:14, 86:6 | timed [1] - 47:22 | tricky [1] - 77:15 | 48:16, 51:12, 52:17, | 74:18, 84:2 |
| suffering [1] - 70:17 | tinker's [1] - 55:5 | true [2] - 34:8, 88:10 | 53:3, 53:12, 53:13, | waiting [2] - 51:17, |
| suggest [1] - 7:11 | today [6] - 3:17, | trumps [1] - 33:15 | 54:3, 55:18, 57:11, | 58:18 |
| suggestion [1] - | 4:17, 57:22, 59:4, | trustees [1] - 75:4 | | waivers [2] - 44:5, |
| 75:11 | 80:2, 85:22 | try [6] - 26:21, 37:22, | 57:13, 58:14, 58:18, | 44:19 |
| summer [2] - 41:4, | toe [1] - 36:8 | 45:18, 50:20, 81:12, | 59:1, 60:17, 61:18, | walk [4] - 21:10, |
| 41:21 | together [1] - 7:18 | 83:8 | 61:22, 62:5, 62:6, | 56:15, 59:8, 59:9 |
| Sunday [1] - 14:18 | tonight [4] - 12:5, | trying [8] - 49:10, | 68:22, 69:4, 70:15, | walked [5] - 58:9, |
| Sunshine [1] - 72:4 | 42:2, 43:10, 57:11 | 52:6, 52:14, 74:15, | 72:19, 74:15, 75:6, | 58:10, 58:11, 58:13, |
| supportive [1] - 12:1 | took [4] - 11:6, | 79:20, 81:11, 83:10, | 76:15, 83:4 | 58:14 |
| supposed [1] - 64:8 | 56:11, 75:19, 76:21 | 84:11 | updated [1] - 24:5 | |
| supposedly [1] - | top [1] - 27:17 | turn [21] - 4:8, 11:19, | uphold [1] - 76:4 | walking [1] - 59:7 |
| 73:5 | topography [1] - | 22:22, 24:10, 26:16, | uses [2] - 43:20, | wants [4] - 6:11, |
| surprised [1] - 39:22 | 3:10 | 43:10, 48:2, 48:5, | 65:16 | 24:14, 63:17, 73:4 |
| surrounding [3] - | torn [1] - 64:3 | 54:2, 54:8, 54:10, | utilities [2] - 18:11, | Warren [1] - 74:8 |
| 16:12, 44:4, 68:2 | total [4] - 4:3, 10:3, | 55:8, 55:9, 55:14, | 37:6 | water [2] - 19:6, 36:8 |
| surveyed [1] - 25:3 | 33:4, 51:22 | 61:10, 61:12, 74:2, | utility [1] - 37:10 | website [1] - 69:11 |
| Susan [1] - 73:15 | totally [4] - 6:7, 31:9, | 78:8, 78:9, 78:10, | | Wedgewood [1] - |
| suspect [1] - 52:3 | 45:6, 52:18 | 79:10 | V | 38:3 |
| sworn [2] - 3:1, 3:2 | tough [3] - 54:13, | turned [2] - 42:22, | | weekends [3] - 9:7, |
| system [1] - 22:15 | 75:16, 85:7 | 61:11 | vacant [1] - 75:5 | 14:12, 26:5 |
| | towards [1] - 79:10 | turning [5] - 39:9, | values [1] - 66:3 | weeks [2] - 24:6, |
| Т | towing [1] - 81:5 | 53:15, 64:14, 73:19, | variability [1] - 24:20 | 24:7 |
| • | town [5] - 5:20, | 80:3 | • • • • | well-screened [1] - |
| | 34:19, 42:1, 52:15, | turns [3] - 55:4, | variance [3] - 34:3, | 32:3 |
| tall [5] - 40:10, 40:11, | 80:8 | 78:22, 79:19 | 34:22, 44:22 | Werthmann [3] - |
| 64:10, 64:12 | towns [1] - 68:2 | two [16] - 4:2, 5:10, | variances [2] - 4:6, | 7:19, 21:21, 21:22 |
| tavern [1] - 75:14 | tracks [1] - 53:11 | 23:6, 35:19, 42:6, | 31:19 | WERTHMANN [8] - |
| taxpayer [1] - 51:2 | traffic [89] - 3:10, | 43:9, 43:16, 47:21, | varies [1] - 28:12 | 2:8, 7:22, 21:22, 24:4, |
| teachers [2] - 21:1, | 4:11, 5:7, 5:8, 5:9, | 53:1, 60:1, 64:3, | variety [1] - 27:13 | 25:3, 25:12, 26:10, |
| 21:6 | 5:17, 6:6, 7:16, 7:17, | 64:22, 71:11, 74:9, | various [1] - 3:10 | 26:17 |
| technically [1] - | 7:20, 8:6, 8:16, 9:2, | 80:10, 84:21 | vault [1] - 18:13 | west [8] - 24:14, |
| 81:22 | 10:13, 10:22, 11:3, | two-income [1] - | vaults [1] - 38:5 | 27:22, 37:12, 63:9, |
| tentative [4] - 1:6, | 11:5, 11:12, 11:22, | 71:11 | vehicles [4] - 25:15, | 63:17, 78:14, 79:9, |
| 2:13, 6:20, 28:18 | 12:5, 12:9, 12:12, | type [1] - 77:17 | 25:16, 53:13 | 80:9 |
| Terrace [1] - 74:8 | 13:2, 13:11, 14:13, | typical [2] - 10:6, | versus [2] - 29:14, | West [5] - 2:11, |
| testimony [2] - 1:11, | 14:17, 14:21, 15:4, | 49:19 | 86:3 | 40:19, 50:10, 50:11, |
| 88:8 | 15:8, 15:12, 17:14, | | via [1] - 52:5 | 57:4 |
| text [2] - 16:20, | 17:17, 20:4, 20:8, | U | vicinity [2] - 20:5, | westbound [4] - |
| 16:22 | 20:14, 21:1, 22:8, | - | 59:15 | 26:15, 43:11, 78:8, |
| THE [1] - 1:3 | 23:5, 23:6, 23:11, | | Village [15] - 2:2, | 78:22 |
| themselves [1] - | 23:13, 23:17, 23:20, | UCECP [1] - 69:21 | 7:10, 32:5, 39:3, | Western [3] - 15:19, |
| 70:21 | 23:21, 24:1, 24:8, | ugly [1] - 64:17 | 47:20, 61:7, 63:3, | 27:21, 28:10 |
| thow we we 62:15 | 24:13, 24:14, 24:17, | under [4] - 18:13, | 64:1, 64:12, 67:17, | western [1] - 28:9 |
| they've [1] - 63:15 | 24.10,24.14.24.17. | | | 1 |
| thinking [4] - 11:21, | | 19:13, 38:5, 38:7 | 67:18, 78:18, 79:18, | Westmont [3] - |
| • • • • | 25:22, 26:4, 26:5, 26:6, 26:13, 29:9, | underground [4] - | 81:17, 82:16 | Westmont [3] - 15:21, 27:22, 52:4 |
| thinking [4] - 11:21, | 25:22, 26:4, 26:5, 26:6, 26:13, 29:9, | underground [4] - 18:16, 18:17, 19:5, | | |
| thinking [4] - 11:21, 18:1, 63:2, 66:2 thinks [1] - 2:22 | 25:22, 26:4, 26:5, 26:6, 26:13, 29:9, 32:16, 32:17, 33:18, | underground [4] - | 81:17, 82:16 VILLAGE [1] - 1:3 Village's [1] - 18:9 | 15:21, 27:22, 52:4 |
| thinking [4] - 11:21, 18:1, 63:2, 66:2 thinks [1] - 2:22 thorough [1] - 41:2 | 25:22, 26:4, 26:5, 26:6, 26:13, 29:9, 32:16, 32:17, 33:18, 43:6, 43:7, 43:17, | underground [4] - 18:16, 18:17, 19:5, | 81:17, 82:16 VILLAGE [1] - 1:3 | 15:21, 27:22, 52:4 whatnot [1] - 11:4 Wheaton [1] - 28:1 |
| thinking [4] - 11:21, 18:1, 63:2, 66:2 thinks [1] - 2:22 thorough [1] - 41:2 thoroughfare [1] - | 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, | underground [4] - 18:16, 18:17, 19:5, 36:13 | 81:17, 82:16 VILLAGE [1] - 1:3 Village's [1] - 18:9 | 15:21, 27:22, 52:4 whatnot [1] - 11:4 Wheaton [1] - 28:1 whereas [1] - 14:14 |
| thinking [4] - 11:21, 18:1, 63:2, 66:2 thinks [1] - 2:22 thorough [1] - 41:2 thoroughfare [1] - 78:12 | 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, | underground [4] - 18:16, 18:17, 19:5, 36:13 underlying [1] - | 81:17, 82:16 VILLAGE [1] - 1:3 Village's [1] - 18:9 violating [2] - 73:18, | 15:21, 27:22, 52:4 whatnot [1] - 11:4 Wheaton [1] - 28:1 whereas [1] - 14:14 whole [4] - 15:20, |
| 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 | 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, | underground [4] - 18:16, 18:17, 19:5, 36:13 underlying [1] - 83:11 | 81:17, 82:16 VILLAGE [1] - 1:3 Village's [1] - 18:9 violating [2] - 73:18, 73:22 | 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 |
| 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, | 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, | underground [4] - 18:16, 18:17, 19:5, 36:13 underlying [1] - 83:11 underwater [2] - | 81:17, 82:16 VILLAGE [1] - 1:3 Village's [1] - 18:9 violating [2] - 73:18, 73:22 visiting [2] - 15:1, | 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 |
| 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, | 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, | underground [4] - 18:16, 18:17, 19:5, 36:13 underlying [1] - 83:11 underwater [2] - 19:1, 19:4 Union [1] - 69:21 | 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 | 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, |
| 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 | 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, | underground [4] - 18:16, 18:17, 19:5, 36:13 underlying [1] - 83:11 underwater [2] - 19:1, 19:4 | 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 | 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 |
| 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 | 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, | 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, | 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 | 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] - |
| 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 | 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, | 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 | 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 | 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 |

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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, 2018DATE 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 |
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Dated this _____, 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, 2017, 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.

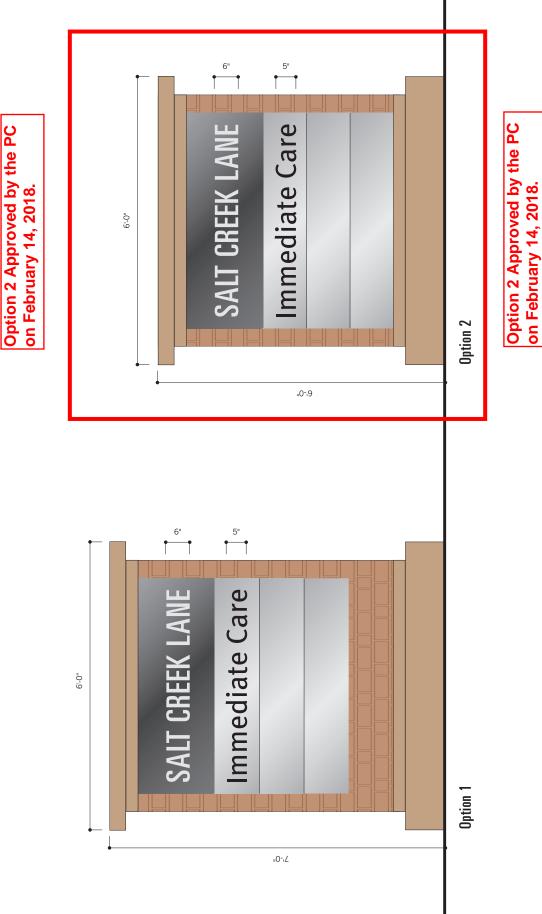
THE HINSDALE PLAN COMMISSION By:

_____, Chairman

Dated this ______ day of ______, 2018.

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Plan Commission Findings and Recommendations Case A-45-2017 - Attachment 1



Phase 4.0 Construction Documents Salt Creek Medical Campus Hinsdale, Illinois

01.19.18 SUPPLEMENTAL

P 773.523.9300 F 773.523.9305 www.ck-dg.com

Cardosi Kiper Design Group 2437 South Western Avenue Chicago, Illinois 60608

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Med Properties 40 Skokie Boulevard, Suite 410 Northbrook, IL 60062

Plan Commission Findings and Recommendations Case A-45-2017 - Attachment 1



| March 14, 2018 |
|--|
| Chairman Cashman and Plan Commissioners |
| Kathleen A. Gargano, Village Manager Robb McGinnis, Director of Community Development/Building Commissioner |
| Chan Yu, Village Planner |
| 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 <u>OR</u> 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; <u>or</u> 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



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.

- 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 Contractor Name: SiGN Name: Adrian Muresan Address: 920 N. Ridge Address: 9 City/Zip: City/Zip: _/ Phone/Fax: (Phone/Fax: (E-Mail: Sign Com Pa E-Mail Signo Contact Name: Contact Name: 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 ILLUMINATES Site Information: **Sign Information:** Overall Size (Square Feet): 40 (2'10 x [4]) 67' Lot/Street Frontage: Building/Tenant Frontage: Overall Height from Grade: 12 Ft. Existing Sign Information: N/14-Proposed Colors (Maximum of Three Colors): Business Name: Impact Physical Therap o White 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. 11/10/2017 Date Signature Slicar Signature of Building Owner Date FOR OFFICE USE ONLY - DO NOT WRITE BELOW THIS LINE x \$4.00 = 0Total square footage: 0 (Minimum \$75.00) Plan Commission Approval Date: _____ Administrative Approval Date: _____

N

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BUILDING STREET ELEVATION

| Company | | Customer Approval | Date | |
|---------|-----------|-------------------|------|-----------------------|
| Contact | Phone | Landlord Approval | Date | COD |
| Address | | | | Gr |
| City | State Zip | | | Gr Inc |
| | | | | Sign Repair & Service |

signcoplus.com

₽708-655-7446



| Company | | Customer Approval | Date | |
|---------|-----------|-------------------|------|-----------------------|
| Contact | Phone | Landlord Approval | Date | CO Pr |
| Address | | | | Gr |
| City | State Zip | | | St The |
| | | | | Sign Repair & Service |

signcoplus.com

708-655-7446

| Applicant | Contractor |
|--|---|
| Phone/Fax: () <u>312-835-1</u> E-Mail: <u>GignCom/Pany 1/450</u> Contact Name: <u>ANALIAN</u> ADDRESS OF SIGN LOCATION: 7 | Address: <u>920 N. Ridge Ave</u> <u>60148</u> <u>317</u> <u>917</u> <u>917</u> <u>9100</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60148</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>60188</u> <u>601888</u> <u>601888</u> <u>6018888</u> <u>601888888888888888888888888888888888888</u> |
| ILLUMINATION Please Select One | MON-ILLUMINATED |
| Sign Information: Overall Size (Square Feet): 5 SF Overall Height from Grade: 8 | Ft. Building/Tenant Frontage: 67' |
| Proposed Colors (Maximum of Three Co • White • • | blors): Existing Sign Information: N/A Business Name: <u>Impact Physical Therefy</u> Size of Sign: <u>5</u> Sf Square Feet Business Name: Size of Sign: <u>Square Feet</u> |
| • White • | Business Name: <u>Impact Physical Therapy</u> Size of Sign: <u>5</u> Sf Square Feet Business Name: Size of Sign: <u>Square Feet</u> application and the attached instruction sheet and state that it is correct insdale Ordinances. |
| • White • • I hereby acknowledge that I have read this and agree to complet with all Village of His | Business Name: $\underline{Impact Physical Therefy}$ Size of Sign: <u>5</u> Square Feet Business Name: Size of Sign: <u>Square Feet</u> application and the attached instruction sheet and state that it is correct insdale Ordinances. <u>$11/10/2017$</u> Date <u>$11/10/2017$</u> Date |

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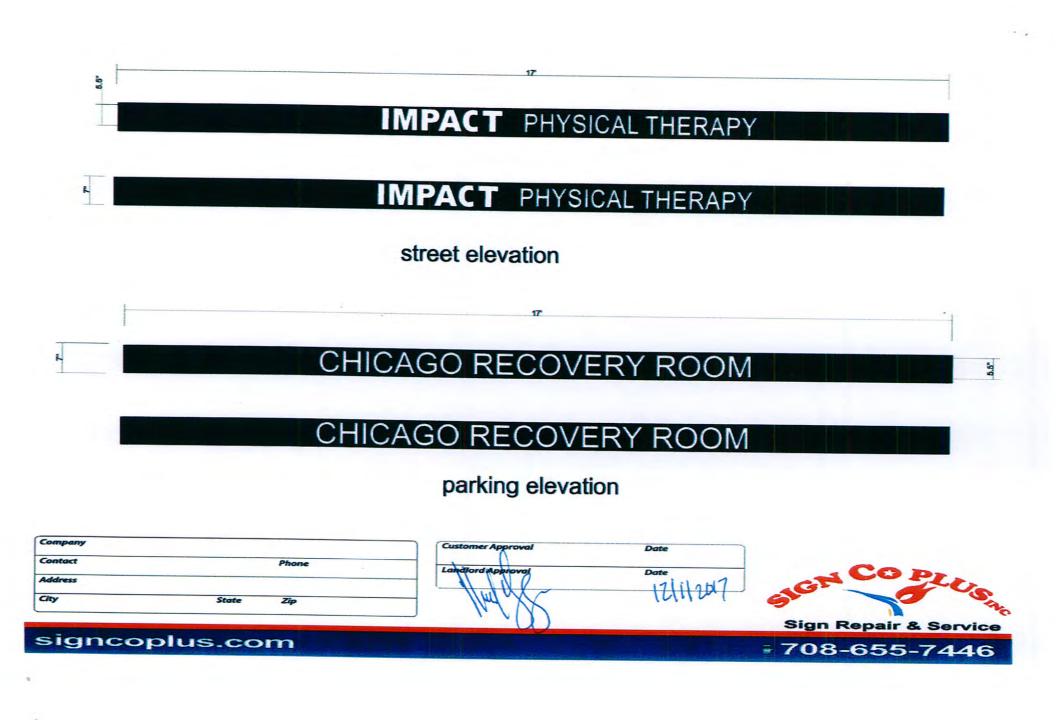
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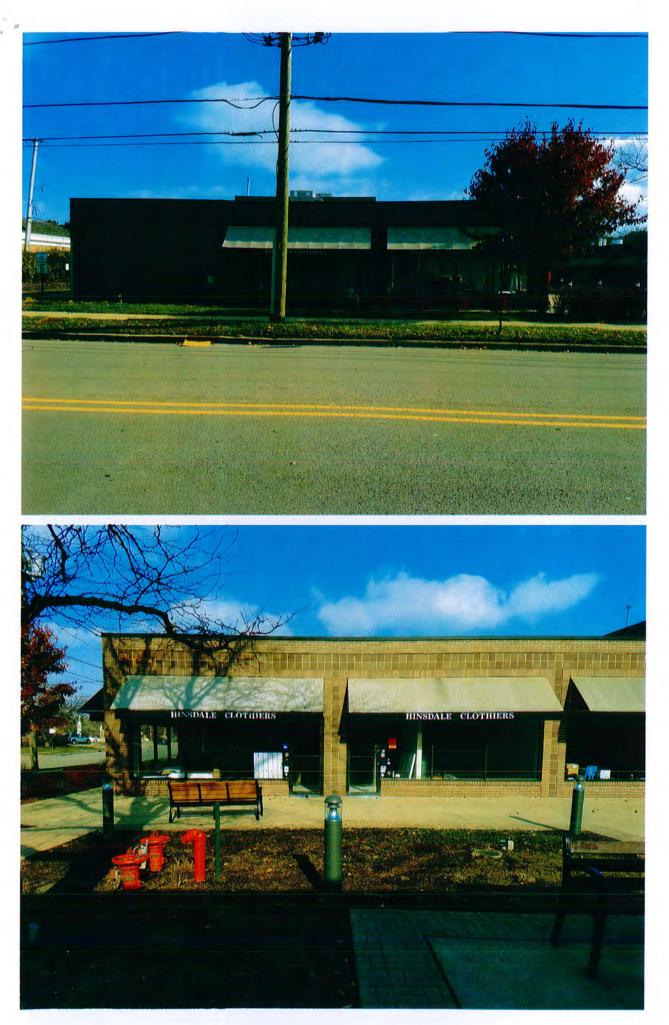
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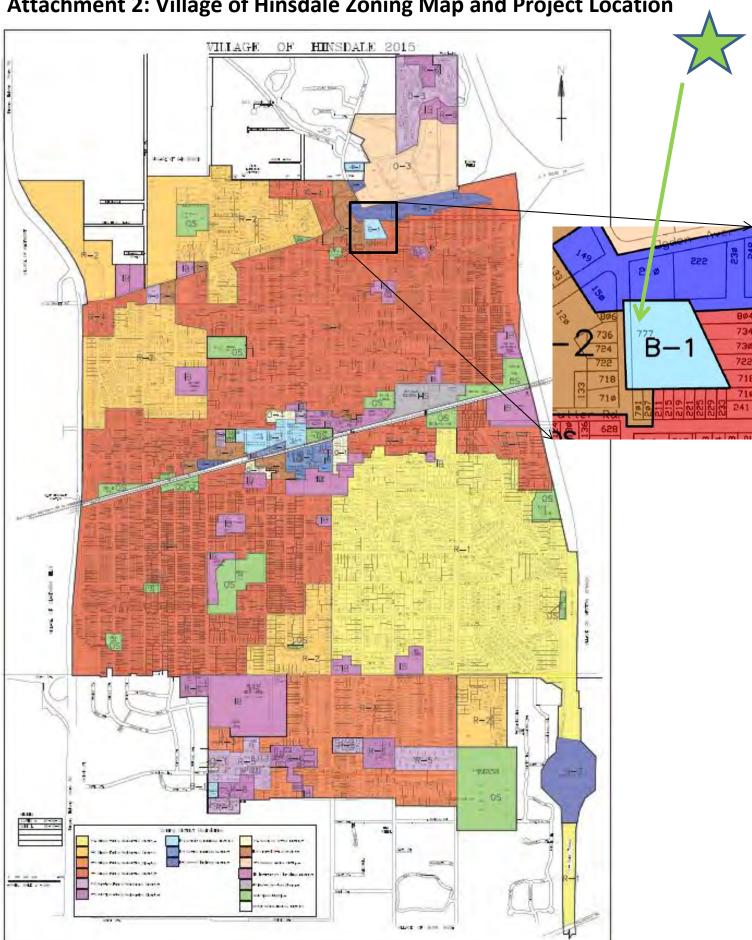
| VILLAGE OF COMMUNITY DEVELOR APPLICATION FO | PMENT DEPARTMENT |
|--|--|
| Applicant Name: Adress: 920 N. Lidge Ave Address: 920 N. Lidge Ave City/Zip: Loge Ave City/Zip: 20 Mard 12 60147 Phone/Fax: 312-835-1317 E-Mail: 312-835-1317 Contact Name: ALLIAN ADDRESS OF SIGN LOCATION: 777 N. Y ZONING DISTRICT: Please Select One SIGN TYPE: Please Select One | (VALENCE) |
| ILLUMINATION Please Select One Nor- | Site Information: Lot/Street Frontage: 67' Building/Tenant Frontage: 67' Existing Sign Information: N/A Business Name. Size of Sign: Size of Sign: Square Feet Size of Sign: Square Feet Size of Sign: Square Feet |
| I hereby acknowledge that I have read this application and and agree to comple with all Village of Hinsdale Ordinance Signature of Applican Date Signature of Dilling Owner Date FOR OFFICE USE ONLY – DO NOT WRITE BELOW Total square footage: 0 x \$4.00 = 0 Plan Commission Approval Date: Admin | $\frac{11/10/2017}{2017}$ $\frac{11/10/2017}{2017}$ withis line |

| Attachment | 1 | |
|------------|---|--|

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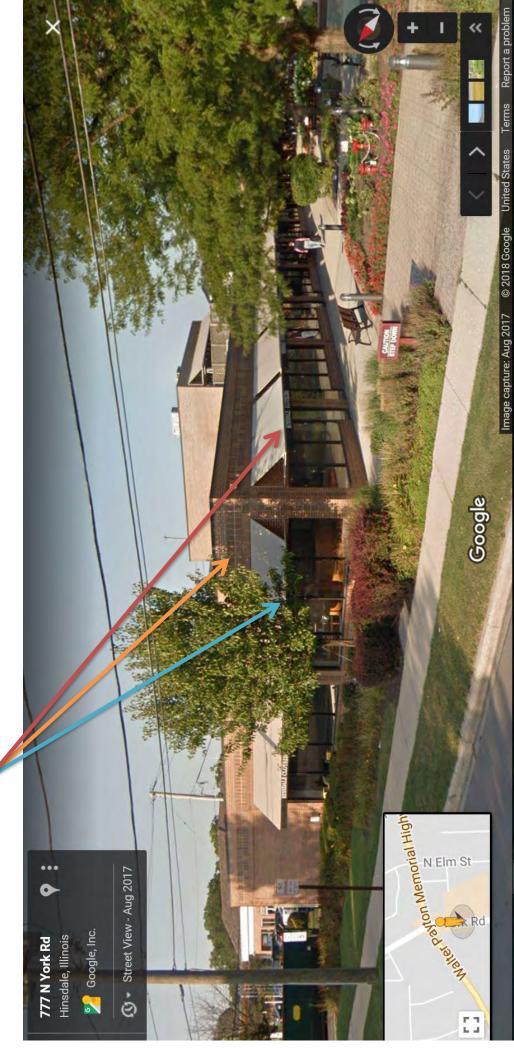




Attachment 2: Village of Hinsdale Zoning Map and Project Location

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





| DATE: | March 14, 2018 |
|-------|--|
| то: | 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).



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 <u>schedule</u> 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 <u>net floor area</u> 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 landbanking 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 <u>not</u> 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



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.

- 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

E-Mail: LANCELAUDERDALE@GMAIL.COM

/8000

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, HIN | VSDALE, IL 60521 |
|---|--|
| Property identification number (P.I.N. or tax num | 1ber): <u>09</u> - <u>02</u> - <u>213</u> - <u>001/2/3/4</u> |
| Brief description of proposed project: 4 ACRE PAR | CEL TO BE SUBDIVIDED AS APPROX 1.74 ACRES O-2 |
| WITH A SPECIAL USE FOR DAYCARE. REMAINING 2.26 AC | CRES 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. | |
| VACANI PROPERTI. | |
| | |
| Existing zoning and land use: R-4 | |
| Surrounding zoning and existing land uses: | |
| North: IB & O2 | South: R-4 |
| East: R-4 | West: <u>0-2</u> |
| Proposed zoning and land use: O2 & R-4 | |
| | |
| | |
| Please mark the approval(s) you are seeking a standards for each approval requested: | and attach all applicable applications and |
| Site Plan Approval 11-604 | Map and Text Amendments 11-601E |
| Design Review Permit 11-605E | Amendment Requested: |
| | |
| Exterior Appearance 11-606E | |

- Special Use Permit 11-602E Special Use Requested: DAY CARE
- Planned Development 11-603E
- Development in the B-2 Central Business District Questionnaire

TABLE OF COMPLIANCE

Address of subject property: 540 W. DEDEN AVE. LOTS 2 THEN 9 - RESIDENTIAL

The following table is based on the $\frac{R-4}{2}$ Zoning District.

| You may write "N/A" if the application does NOT affect the building/subject property. | | Existing Development | Proposed Development |
|---|-------------------------------|-------------------------|--------------------------------|
| Lot Area (SF) | 10,000 | | 10,000 + |
| Lot Depth | 125' | | 129' + |
| Lot Width | INT. LOT - 70' 80% = 56' | 4 | ors 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 PWS 1,100 SF 4,220 SF | | 4,200 55 |
| Maximum Total Building Coverage* | . 25 3,250 SF | | 3,200 SF |
| Maximum Total Lot Coverage* | . 50 G, 500 SIF | | 4,400 SF |
| Parking Requirements | 3 PER OWELLING UNIT | | 3 |
| Parking front yard setback | NOT ALLOVED | | NIA |
| Parking corner side yard setback | NOT ALLOWED | | MA |
| Parking interior side yard setback | 8' | | 8' |
| Parking rear yard setback | 25' | | 25' |
| Loading Requirements | NIA | | NIA |
| 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:

2017 Version

Page 6 of 8

TABLE OF COMPLIANCE

Address of subject property: 540 W. OGOEN AVE. LOT 1 - CHILD DAYCALE CENTER.

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 |
|---|------------------------------|-------------------------|-------------------------|
| 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' FIG OF DEDEN | | 110'FI & 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* | NIA | | |
| 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 | | | NA |
| Loading Requirements | 1 | | 0 |
| Accessory Structure | | | _ |

* 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: _____

2017 Version

Page 6 of 8

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.
 - Location and height of fences or screen plantings and the type or kink of building materials or 5. plantings used for fencing or screening.
 - A detailed landscaping plan, showing location, size, and species of all trees, shrubs, and other plant 6. material.
 - 7. A traffic study if required by the Village Manager or the Board or Commission hearing the application.
- The Applicants shall make the property that is the subject of this application available for inspection by the Village C. 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 day of 2018. I/We have read the above certification, understand it, and agree to abide by its conditions.

4

Signature of applicant or authorized agent

Signature of owner of authorized agent

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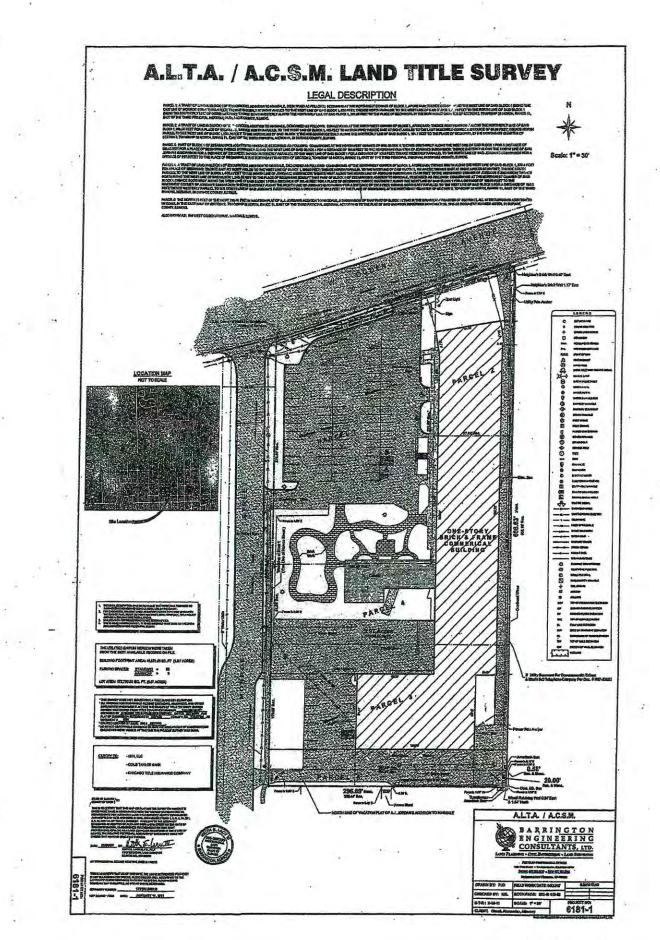
Name of applicant or authorized agent

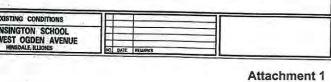
Mitchell Saywitz, Authorized Agent of MIH LLC, Owner Name of owner or authorized agent

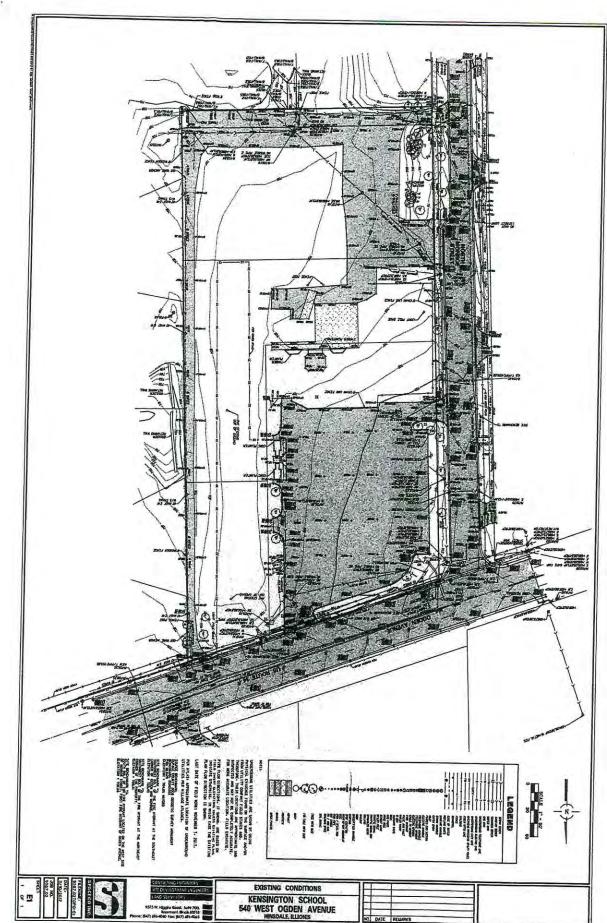
SUBSCRIBED AND SWORN to before me this OHhday of are 2018 Vinu

Notary Public

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







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, H | INSDALE, IL 60521 | |
| Property legal description: | [attach to this form] | | |
| Present zoning classificati | on: R-4, Single Family R | esidential | |
| Square footage of property | : 4 ACRES (172,640 SF) | | |
| Lot area per dwelling: | | - | |
| Lot dimensions: | <u>297' x 600'</u> | | |
| Current use of property: | VACANT | | |
| Proposed use: | ✓Single-family detached dwelling ✓Other: Day Care | | |
| Approval sought: | ☐ Building Permit ✓ Special Use Permit ✓ Site Plan ☐ Design Review ☐ Other: | ✓ Variation □ Planned Development □ Exterior Appearance | |

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: | Require | ed by Code: |
| Yards: | | | |
| front: interior side(s) | 110' 48' /64' | <u>10</u> 10 | 00' <u>/25'</u> |

Required by Code:

| corner side rear | <u>64'</u> 56' | <u>25'</u> 20' |
|--|--|--|
| 다 많은 것 같은 것 | | |
| Setbacks (businesses and front: interior side(s) corner side rear others: Ogden Ave. Center: York Rd. Center: Forest Preserve: | offices): <u>110'</u> <u>48' /64'</u> <u>64'</u> <u>56'</u> <u>110'</u> | 100' 10' /25' 25' 20' 100' |
| Building heights: | | |
| principal building(s): accessory building(s): | 23' | 40' |
| 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): | A | |
| Spacing between buildings | :[depict on attach | ned plans] |
| principal building(s): accessory building(s): | | |
| Number of off-street parkin Number of loading spaces | | ed: <u>39</u> |

Statement of applicant:

Provided:

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: <u>1/9</u>, 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

REVIEW CRITERIA

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

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.

 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 UTILITES 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.

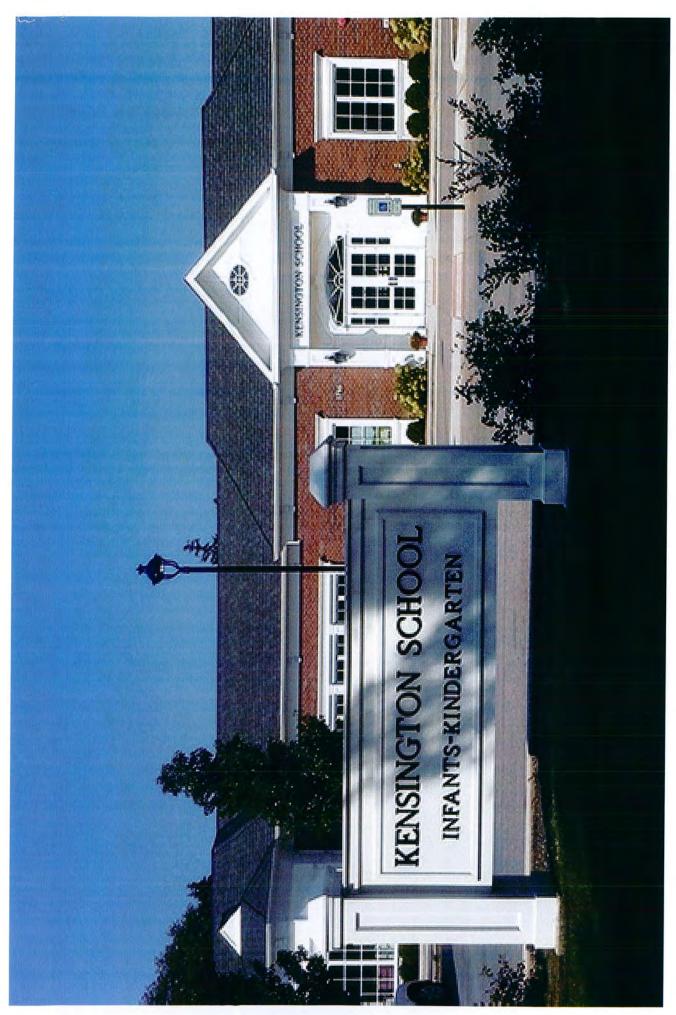
THE SUBJECT PROPERTY HAS BEEN VACANT FOR 10+ YEARS.

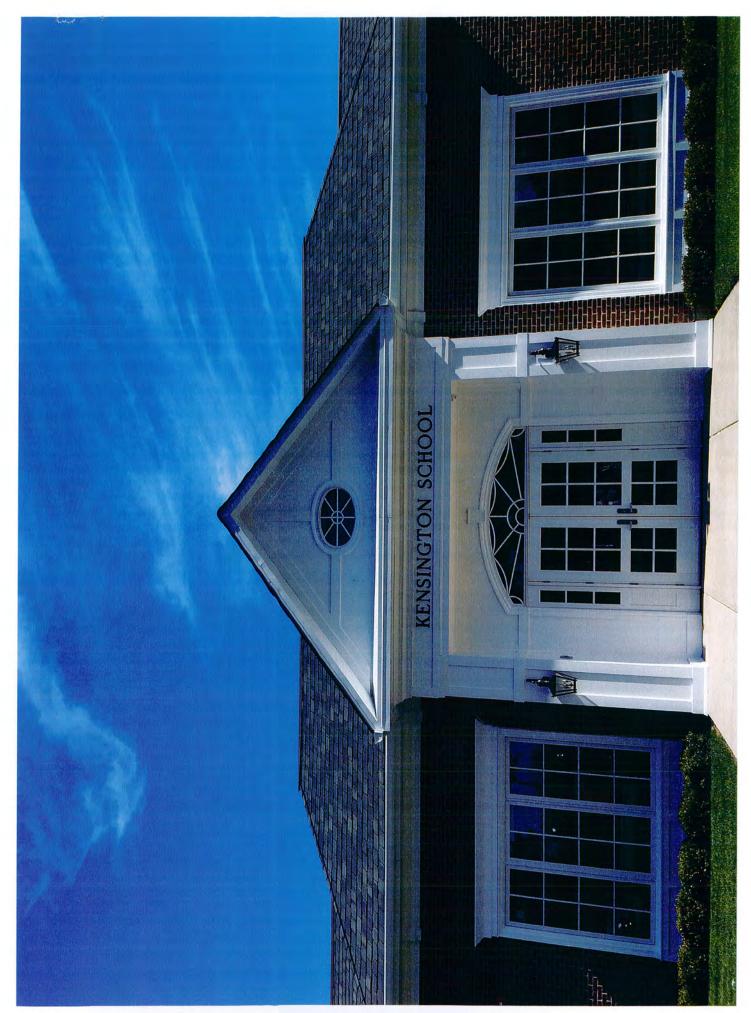
13. The community need for the proposed amendment and for the uses and development it would allow.

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

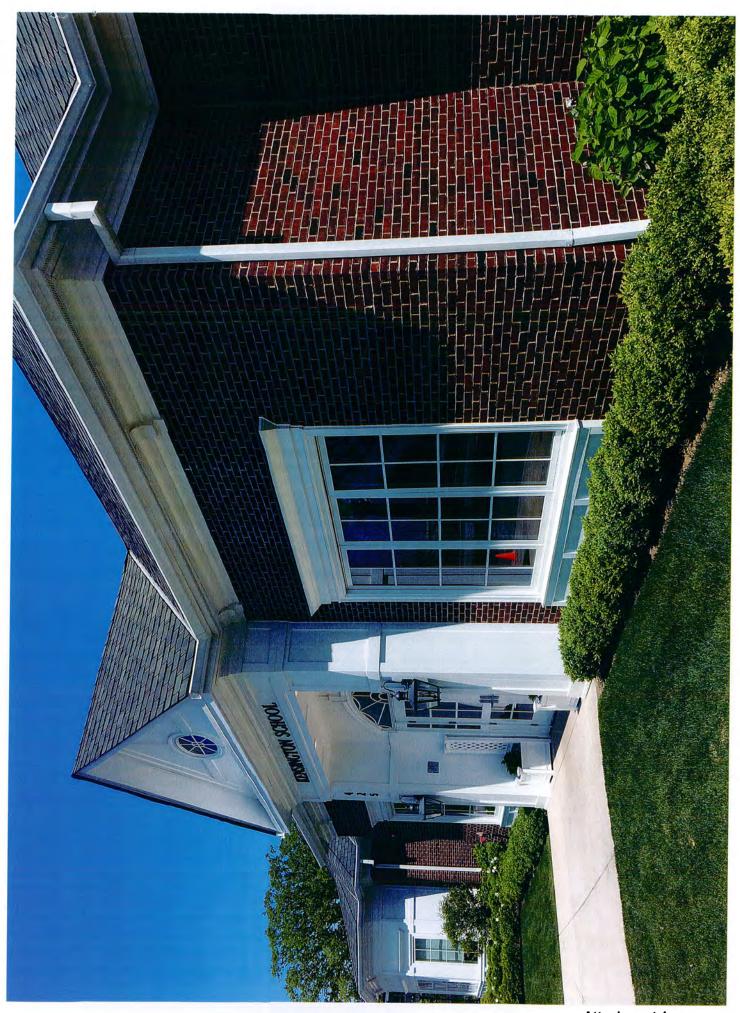
14. The reasons, where relevant, why the subject property should be established as part of an overlay district and the positive and negative effects such establishment could be expected to have on persons residing in the area.

NA

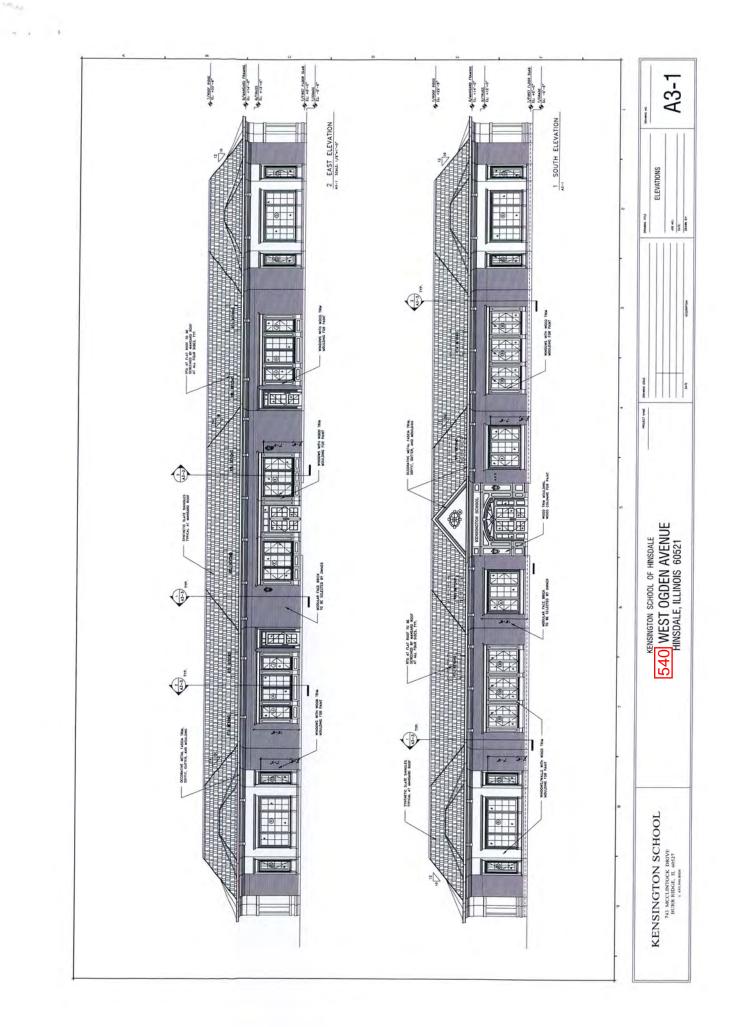




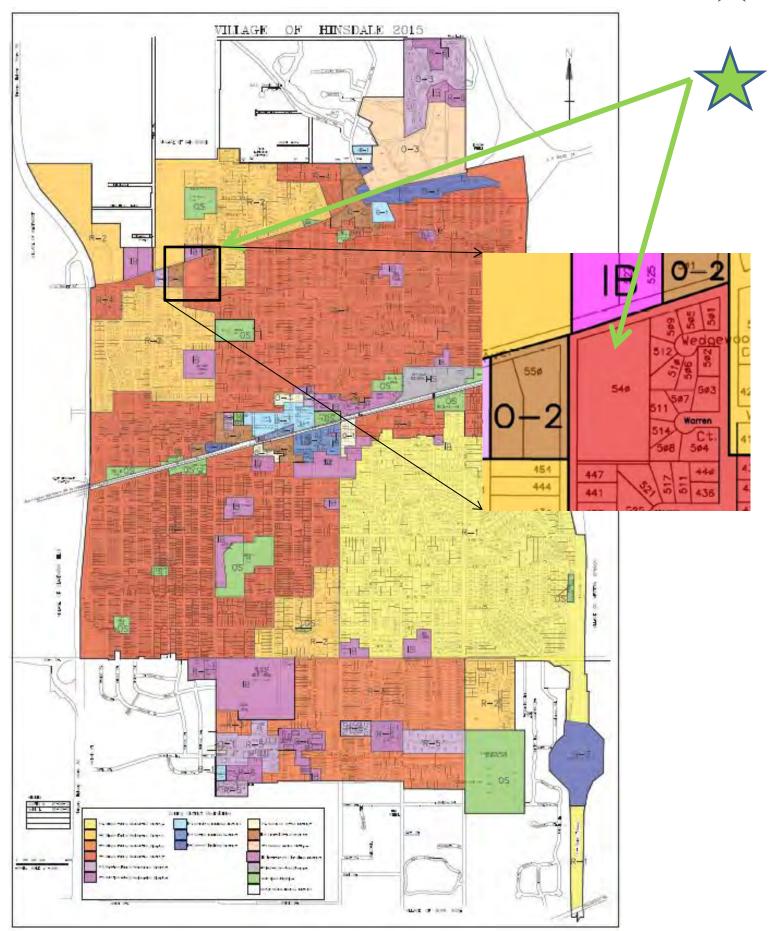
Attachment 1

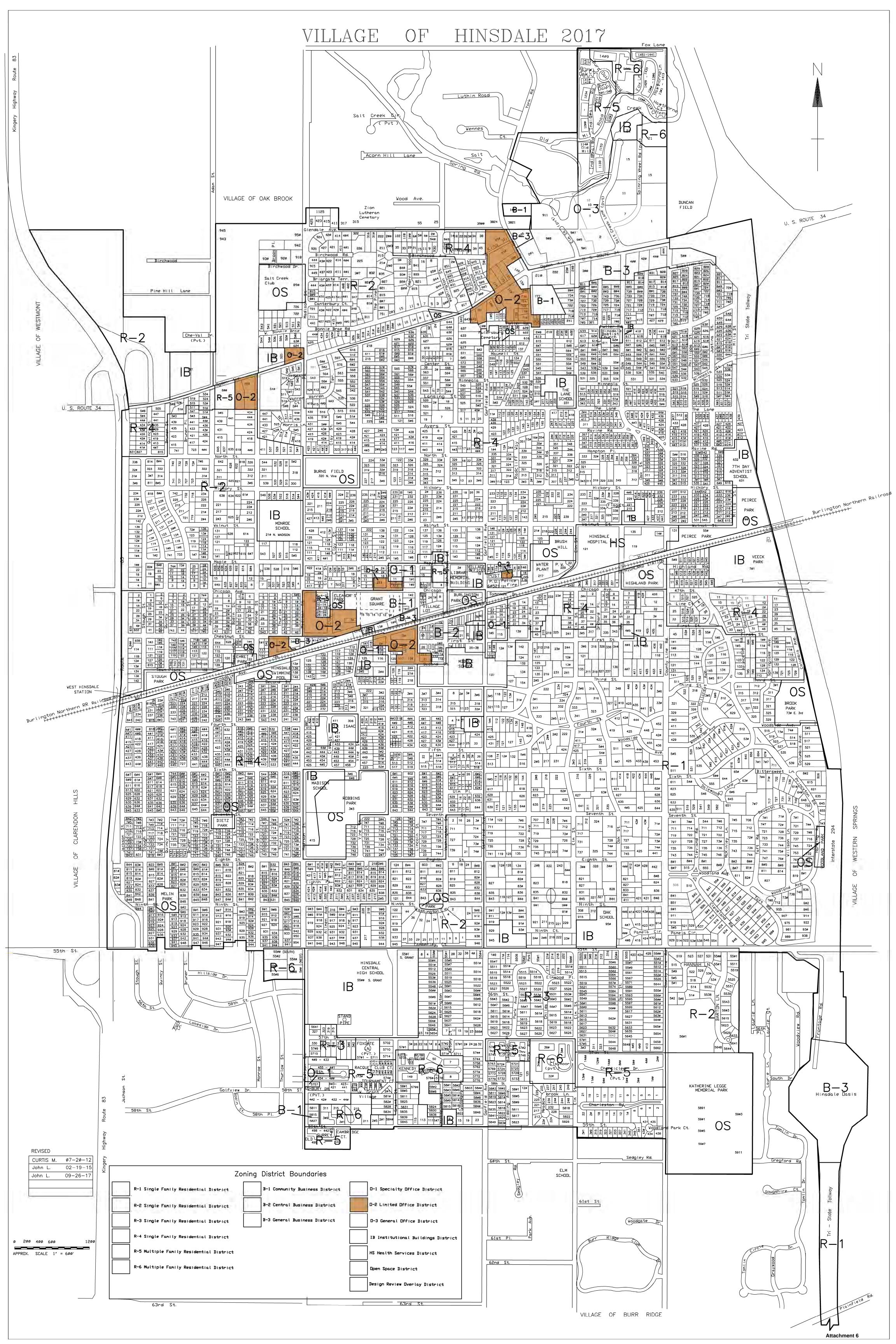


Attachment 1



Attachment 2: Village of Hinsdale Zoning Map and Project Location





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.

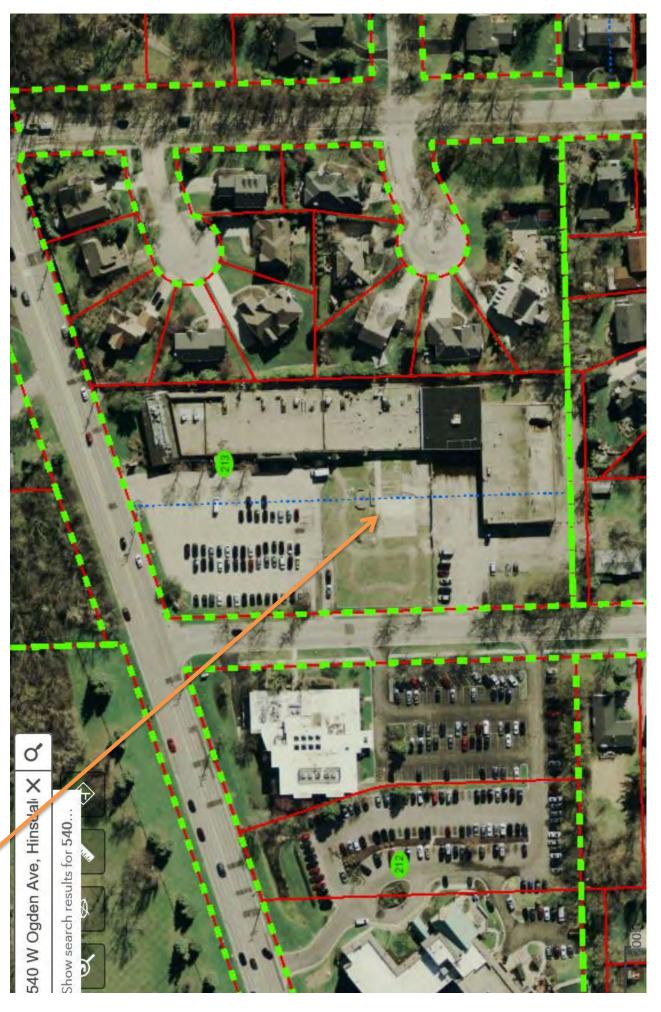
The O-2 limited office district is designed to provide for the general needs of business and professional offices and related business uses on smaller sites in scattered areas throughout the village. Bulk and height regulations encourage development that is architecturally consistent with smaller sites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



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





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

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 aboveentitled 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.

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| 1 | ALSO PRESENT: | 1 | requirements. We are going to subdivide the lot |
| 2 | MR. CHAN YU, Village Planner; | 2 | into two parcels, one parcel being to maintain |
| 3 | MR. ROBERT MC GINNIS, Director of | 3 | the R-4 zoning for a total number of 8 home |
| 4 | Community Development/Building | 4 | sites on a cul-de-sac. Each lot will be |
| 5 | Commissioner; | 5 | conforming R-4. We don't have any |
| 6 | MR. CHARLES MARLAS, Owner, Kensington | 6 | contingencies, any zoning variances that are |
| 7 | School; | 7 | needed for that. And the remaining almost 2 |
| 8 | MR. MARK WERTHMANN, KLOA. | 8 | acres of property we are going to turn into an |
| 9 | * * * | 9 | 0-2 district with a special use for a daycare |
| 07:28:51PM 10 | CHAIRMAN CASHMAN: This is for | 07:49:44PM 10 | center for Kensington School. |
| 11 | Case A-44-2017 540 West Ogden Avenue, Kensington | 11 | Traffic ingress and egress will |
| 12 | School. It's for a Map Amendment and concurrent | 12 | work much, much better with the Monroe access as |
| 13 | tentative Plat of Subdivision to subdivide and | 13 | well as Ogden. We have had some lengthy |
| 14 | rezone approximately 1.74 acres to an 0-2 | 14 | discussions with IDOT regarding access on this |
| 15 | Limited Office District and subdivide | 15 | site. And it was their recommendation to us |
| 16 | approximately 2.26 acres into 8 R-4 Single- | 16 | that we abandon a left out on the Ogden Avenue |
| 17 | Family District Lots. | 17 | site. So we are proposing today just a right |
| 18 | MR. MARLAS: Hi, everybody. | 18 | in/right out, left in, on Ogden Avenue, which is |
| 19 | CHAIRMAN CASHMAN: Please just | 19 | basically identical to what is allowed on Monroe |
| 20 | introduce yourself for the record. | 07:50:19PM 20 | and then also full access at Monroe that can |
| 21 | And do we need to Also, anyone | 21 | allow parents to get down into Hinsdale or |
| 22 | who wishes to speak on this issue or thinks they | 22 | Clarendon Hills that way. |
| | | | |
| | 3 | | 5 |
| 1 | 3 might, please be sworn in. | 1 | 5 So that's kind of a little recap. |
| 1 | | 1 | |
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Attachment 6 - Transcript^{2 of 35 sheets}

| | 6 | | 8 |
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| 1 | the public comments till later. | 1 | submitted yet, but it will be after this |
| 2 | AUDIENCE MEMBER: I just want to | 2 | meeting. |
| 3 | understand what he's saying. | 3 | CHAIRMAN CASHMAN: If this gets |
| 4 | AUDIENCE MEMBER: I don't understand at | 4 | continued to March, then in March we would see, |
| 5 | all really where I wish you would maybe | 5 | in the submission before that meeting we would |
| 6 | like draw out like how the traffic is going to | 6 | have the full traffic study? |
| 7 | go so we can totally understand what you are | 7 | MR. MARLAS: Correct. Yes. |
| 8 | saying. | 8 | Because that's crucial. |
| 9 | CHAIRMAN CASHMAN: We will get to that. | 9 | CHAIRMAN CASHMAN: And I was figuring |
| 07:51:28PM 10 | That's a good question. | 07:52:59РМ 10 | we would have neighbors here because I saw I |
| 11 | MR. YU: Also, if anyone wants to speak | 11 | don't know how many showed up at the board |
| 12 | later, please approach. | 12 | meeting, but I saw there was a petition where |
| 13 | CHAIRMAN CASHMAN: You need to do it at | 13 | there was someone represented 56 residents and |
| 14 | the mike so that people can it's being | 14 | north on Monroe Street who were concerned about |
| 15 | recorded so they can hear it and see it. | 15 | the cars that are going to park there and |
| 16 | Just one question I have is, going | 16 | traffic. |
| 17 | through the packet, it does not seem that there | 17 | So I would like to hear questions |
| 18 | is enough information here, a complete packet, | 18 | by the Commissioners of the applicant. And then |
| 19 | to either do the Map Amendment or for sure the | 19 | after we kind of go through, and I would love to |
| 07:51:51PM 20 | tentative Plat of Subdivision. There is a | 07:53:22PM 20 | hear from all of you, bear with us first, and |
| 21 | series of requirements. | 21 | then I would love to hear what you have to say. |
| 22 | So my guess is that this is to get | 22 | Jim? |
| | 7 | | 9 |
| 1 | an idea of input from, obviously, the neighbors, | 1 | MR. KRILLENBERGER: This is related to |
| 2 | from the Commissioners. | 2 | traffic. What would your hours of operation be, |
| 3 | MR. MARLAS: Sure. | 3 | and what do you think the population of the |
| | CHAIRMAN CASHMAN: And then you would | | school will be? |
| 5 | go back and take care of the additional things | 5 | MR. MARLAS: So hours of operation are |
| 6 | that are required to properly, for us, actually review it and consider this. | 6 | 6:30 a.m. to 6:30 p.m., Monday through Friday. |
| 8 | MR. MARLAS: Right. | 7 | We are closed on weekends. Population of the school is approximately 150 students, so roughly |
| 9 | CHAIRMAN CASHMAN: When I was looking | 9 | 130 families. We end up having lots of siblings |
| 07:52:13PM 10 | at the Village minutes, this is kind of the | о7:53:50РМ 10 | in a school this size. |
| 11 | context, when they suggest or brought this to | 11 | MR. KRILLENBERGER: So 125 to 130 |
| 12 | the Plan Commission and there were a couple | 12 | families coming in. This is a daycare. So |
| | | | |
| 14 | | 14 | |
| 15 | for this to be a motion. It said that we would | 15 | • |
| 16 | | 16 | |
| 17 | it is not in our packet. Is a traffic study | 17 | MR. MARLAS: No. It's a daycare. |
| 18 | being put together? | 18 | MR. KRILLENBERGER: throughout the |
| 19 | MR. MARLAS: I have Mark Werthmann from | 19 | morning. |
| 07:52:40PM 20 | KLOA. Do you have the traffic study complete? | 07:54:02PM 20 | MR. MARLAS: Drop-off is from 6:30 till |
| 21 | Has it been submitted to IDOT? | 21 | about 10 o'clock in the morning. Pickup is from |
| 22 | MR. WERTHMANN: It hasn't been | 22 | about 3 o'clock until 6:30. |
| 13 14 15 16 17 18 19 | things on there that I thought were interesting; that one, this is in the discussion of the for this to be a motion. It said that we would have a traffic study when this came to us, and it is not in our packet. Is a traffic study being put together? MR. MARLAS: I have Mark Werthmann from | 13 14 15 16 17 18 19 | there is no MR. MARLAS: It's a daycare. MR. KRILLENBERGER: beginning of operation. There is no school day MR. MARLAS: No. It's a daycare. MR. KRILLENBERGER: throughout the morning. |

3 of 35 sheets

| | 10 | | 12 |
|--|--|---|---|
| 1 | CHAIRMAN CASHMAN: Can you repeat that | 1 | and realized the GAP study wasn't supportive of |
| 2 | number of students. | 2 | it. We decided to, amongst other reasons, not |
| 3 | MR. MARLAS: Number of students total | 3 | continue with that location. |
| 4 | about 150. But number of families, because of | 4 | MS. FIASCONE: So we could go back and |
| 5 | siblings and such, about 125, 130. | 5 | forth 100 times tonight about traffic. But |
| 6 | CHAIRMAN CASHMAN: And typical | 6 | until we see the report, I think I mean we |
| 7 | staffing? | 7 | shouldn't even go there. |
| 8 | MR. MARLAS: 22 to 24 staff. | 8 | CHAIRMAN CASHMAN: That's right, issues |
| 9 | CHAIRMAN CASHMAN: Okay. Other | 9 | related to traffic until we have some data to |
| 07:54:30PM 10 | questions, Jim? | 07:56:13PM 10 | actually see |
| 11 | MR. KRILLENBERGER: That's all I have. | 11 | MR. MARLAS: Is there anything else |
| 12 | CHAIRMAN CASHMAN: Scott? | 12 | that is of issue besides traffic? |
| 13 | MR. PETERSON: I just, probably traffic | 13 | CHAIRMAN CASHMAN: There may be. We |
| 14 | I'm concerned with, otherwise everything seemed | 14 | will get to those. See, I can't remember where |
| 15 | okay on a preliminary basis. | 15 | we left it off. |
| 16 | CHAIRMAN CASHMAN: Just to refresh my | 16 | Scott, you were asking about that. |
| 17 | memory, when they came before us before, was | 17 | MR. JABLONSKI: Did you have any more |
| 18 | everyone on the Commission then? | 18 | questions? |
| 19 | MR. KRILLENBERGER: Yes. | 19 | MR. PETERSON: Drainage but I was going |
| 07:54:51PM 20 | MS. FIASCONE: And that's my question | 07:56:34PM 20 | to save it for an expert. |
| 21 | actually. You didn't really see a problem with | 21 | CHAIRMAN CASHMAN: What a nice guy. |
| 22 | traffic when you came before us when you were | 22 | MR. JABLONSKI: My biggest concern is |
| | | | ,, |
| | 11 | | 13 |
| 1 | 11 proposing the previous site. What makes that | 1 | |
| 1 2 | | 1 | 13 |
| | proposing the previous site. What makes that | | 13 the fact that Hinsdale Orthopaedics has all the |
| 2 | proposing the previous site. What makes that site, what happened? What happened there that | 2 | 13 the fact that Hinsdale Orthopaedics has all the traffic they have and they use that lot, that |
| 2 3 | proposing the previous site. What makes that site, what happened? What happened there that makes this site so much better with traffic and | 2 3 | 13 the fact that Hinsdale Orthopaedics has all the traffic they have and they use that lot, that property as a parking area right now. Where are |
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| 2 3 4 5 | proposing the previous site. What makes that site, what happened? What happened there that makes this site so much better with traffic and whatnot? MR. MARLAS: Well, the traffic, because | 2 3 4 5 | 13 the fact that Hinsdale Orthopaedics has all the traffic they have and they use that lot, that property as a parking area right now. Where are all those cars going to go when we add 250 more? When we lose those parking places and add 250 |
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| | 14 | | 16 |
|---|---|---|--|
| 1 | probably be the catalyst to have them probably | 1 | that are coming from Hinsdale would more than |
| 2 | make a move further east on Ogden, which is | 2 | likely be coming up through Hinsdale and, you |
| 3 | where they more than likely belong. | 3 | know, through Monroe. This is a Hinsdale |
| 4 | MR. JABLONSKI: I'm just worried about | 4 | location. It's a Hinsdale school. It serves |
| 5 | congestion. There is a lot going on. | 5 | Hinsdale kids and Hinsdale families. Anybody |
| 6 | CHAIRMAN CASHMAN: It's amazing. I | 6 | coming from Clarendon Hills similarly would be |
| 7 | don't know how Hinsdale Orthopaedics puts all | 7 | probably coming along Chicago Avenue and up |
| 8 | those people through that building. It's not | 8 | Monroe. Some will be coming to and from work |
| 9 | that big. | 9 | from the expressway and back, this and that. |
| 07:57:55PM 10 | MR. MARLAS: That's something to | 07:59:41PM 10 | But, you know, this is a public |
| 11 11 | remember. That's a 7-day-a-week location. It's | 11 | service of Hinsdale, Hinsdale school, Hinsdale |
| 12 | open on weekends as well and late into the | 12 | community, and surrounding communities. So when |
| 13 | evenings and traffic coming and going all day | 13 | you say "cut-through," I don't know if it's |
| 14 | long. Whereas our location we have a pretty | 14 | really so much a cut-through as it is a |
| 15 | good chunk at the morning, and then it's really | 15 | destination for the families of Hinsdale. |
| 16 | quiet all day. Then a pretty good chunk of | 16 | MS. CRNOVICH: And my next question, |
| 17 | traffic, and we are closed after 6:30. And | 17 | why rezoning to office instead of institutional? |
| 18 | there is no one there on Saturday or Sunday. | 18 | MR. MARLAS: Institutional currently |
| 19 | CHAIRMAN CASHMAN: Julie? | 19 | doesn't have an actual special use for it so you |
| 07:58:20PM 20 | MS. CRNOVICH: My main concern is | 08:00:09PM 20 | also need a text amendment. |
| 07:58:20PM 20 | traffic, especially cutting through the | 20 21 | CHAIRMAN CASHMAN: You would need a |
| 21 | neighborhoods. And Ogden is a nightmare as we | 22 | text amendment. |
| | neighberneeder Find egaen ie a mgrundre de ne | | |
| | 15 | | 17 |
| 1 | | 1 | 17 MS. CRNOVICH: Okay. |
| 1 | all know. And I have noticed when I'm visiting | 1 | MS. CRNOVICH: Okay. |
| | all know. And I have noticed when I'm visiting someone at Manor Care Monroe is getting really | | MS. CRNOVICH: Okay. CHAIRMAN CASHMAN: This is a special |
| 2 | all know. And I have noticed when I'm visiting | 2 | MS. CRNOVICH: Okay. CHAIRMAN CASHMAN: This is a special use already. |
| 2 | all know. And I have noticed when I'm visiting someone at Manor Care Monroe is getting really busy, and I think it's a lot of cut-through | 2 3 | MS. CRNOVICH: Okay. CHAIRMAN CASHMAN: This is a special |
| 2 3 4 | all know. And I have noticed when I'm visiting someone at Manor Care Monroe is getting really busy, and I think it's a lot of cut-through traffic. So my concern is there is going to be | 2 3 4 | MS. CRNOVICH: Okay. CHAIRMAN CASHMAN: This is a special use already. MR. MARLAS: Yes. Special use already |
| 2 3 4 5 | all know. And I have noticed when I'm visiting someone at Manor Care Monroe is getting really busy, and I think it's a lot of cut-through traffic. So my concern is there is going to be an additional burden to the residents in that | 2 3 4 5 | MS. CRNOVICH: Okay. CHAIRMAN CASHMAN: This is a special use already. MR. MARLAS: Yes. Special use already exists in 0-2. CHAIRMAN CASHMAN: And Hinsdale |
| 2 3 4 5 6 | all know. And I have noticed when I'm visiting someone at Manor Care Monroe is getting really busy, and I think it's a lot of cut-through traffic. So my concern is there is going to be an additional burden to the residents in that area. | 2 3 4 5 6 | MS. CRNOVICH: Okay. CHAIRMAN CASHMAN: This is a special use already. MR. MARLAS: Yes. Special use already exists in 0-2. |
| 2 3 4 5 6 7 | all know. And I have noticed when I'm visiting someone at Manor Care Monroe is getting really busy, and I think it's a lot of cut-through traffic. So my concern is there is going to be an additional burden to the residents in that area. MR. MARLAS: When you say "cut-through | 2 3 4 5 6 7 | MS. CRNOVICH: Okay. CHAIRMAN CASHMAN: This is a special use already. MR. MARLAS: Yes. Special use already exists in 0-2. CHAIRMAN CASHMAN: And Hinsdale Orthopaedics is 0-2? |
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| | 18 | | 20 |
|--|--|---|--|
| 1 | explain what you are thinking from the | 1 | have that fixed in March. One of the criteria |
| 2 | stormwater perspective? I don't really see any | 2 | out of the 15 or so is to have availability to |
| 3 | space for that in the plat, and it's important | 3 | have adequate ingress to and egress from subject |
| 4 | early on. | 4 | property, which the traffic conditions in the |
| 5 | MR. MARLAS: Sure. So we have had a | 5 | vicinity would be affected by the proposed |
| 6 | bunch of discussions with staff relative to the | 6 | amendment. So it's clearly a big criteria for |
| 7 | stormwater management issue that exists over on | 7 | even considering a map amendment. |
| 8 | Madison Avenue. Madison is between North and | 8 | MS. FIASCONE: Right. So the traffic, |
| 9 | Ogden. And it was the Village's desire, seeing | 9 | obviously, has been brought up. But is there |
| 08:01:12PM 10 | we have an opportunity to redevelop this | 08:03:02РМ 10 | going to be a line of cars on Monroe Street at |
| 11 | property, to bring some stormwater utilities | 11 | 5 o'clock when there are people cutting through |
| 12 | from Madison through our property into an onsite | 12 | anyways, you know, backed up all the way to that |
| 13 | storage vault under our parking lot or back | 13 | new cul-de-sac, you know I don't know. |
| 14 | behind our playground that would slowly release | 14 | CHAIRMAN CASHMAN: We have the traffic |
| 15 | across Ogden Avenue. | 15 | engineer here. So I would like to see that in |
| 16 | MR. WILLOBEE: So underground? | 16 | the report. |
| 17 | MR. MARLAS: Underground retention, | 17 | MR. MARLAS: We have a lot of schools |
| 18 | yes. So from what I understand, I didn't | 18 | that are very, very similar to this, actually |
| 19 | witness this firsthand, but I understand that | 19 | identical to this one, the one in Elmhurst. It |
| 08:01:38PM 20 | Madison gets | 08:03:25PM 20 | has the same number of parking spaces, 36; has |
| 21 | CHAIRMAN CASHMAN: Since we have that | 21 | the same square footage, same number of |
| 22 | great back-pitched pipe in this area? | 22 | students, same number of families, same number |
| | | | |
| | 19 | | 21 |
| 1 | 19 MR. MARLAS: Yes, pretty underwater. | 1 | 21 of teachers. And traffic just kind of moves |
| 1 | | 1 | |
| | MR. MARLAS: Yes, pretty underwater. | | of teachers. And traffic just kind of moves |
| 2 | MR. MARLAS: Yes, pretty underwater. So, yes, this will be a final solution to that | 2 | of teachers. And traffic just kind of moves really cleanly and slowly through there on a |
| 23 | MR. MARLAS: Yes, pretty underwater. So, yes, this will be a final solution to that problem. And we are happy to help as we are developing this to put some underwater underground facilities on our site and slow | 23 | of teachers. And traffic just kind of moves really cleanly and slowly through there on a slow, steady basis. This is not preschool where there is a car line, right? Where you may get 20 moms |
| 2 3 4 | MR. MARLAS: Yes, pretty underwater. So, yes, this will be a final solution to that problem. And we are happy to help as we are developing this to put some underwater underground facilities on our site and slow release that water across Ogden. | 2 3 4 | of teachers. And traffic just kind of moves really cleanly and slowly through there on a slow, steady basis. This is not preschool where there is a car line, right? Where you may get 20 moms that are parked and the teachers are bringing |
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Attachment 6 - Transcript ^{6 of 35 sheets}

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| | 22 | | 24 |
| | 1 from KLOA. We are performing the study. We | 1 | show you all that within the traffic study. |
| | 2 performed the last study. It was a very good | 2 | CHAIRMAN CASHMAN: When will you be |
| | 3 question. And like Chuck said, they do have to | 3 | doing your baseline counts? |
| | 4 come in and drop off. The big difference | 4 | MR. WERTHMANN: We did counts a year |
| | 5 between this preschool and regular school is | 5 | ago and we went back and updated all the counts. |
| | 6 there is no start time or end time. These 130 | 6 | We did them in January, about 2 weeks ago, 2.5 |
| | 7 families, and there is car pooling and so forth, | 7 | weeks ago; so we have the counts there. The |
| | 8 which reduces the traffic, is spread out over a | 8 | northbound traffic on Monroe, as we all know, is |
| | 9 2.5-hour, 3-hour period in the morning and in | 9 | reduced due to the fact that you can't make a |
| 08:04:49PM | 10 the afternoon. So it's not like they are all | 08:06:56PM 10 | left turn onto Ogden during the day, so that |
| | 11 coming in at one time. It's spread out. People | 11 | helps. |
| | 12 go to work at different times. Some are going | 12 | When it comes to Hinsdale |
| | 13 to drop off at 6:30, some are going to drop off | 13 | Orthopaedics, while they generate some traffic, |
| | at 7:00. So that really helps the impact on the | 14 | their traffic that wants to go west on Ogden, |
| | 15 roadway system. | 15 | they can come out through Manor Care, I believe |
| | 16 One of the big reasons this site | 16 | it's called, and make the left there; so that |
| | 17 works better than the north site, as you | 17 | helps alleviate some of the traffic on Monroe. |
| | 18 indicated is as Chuck indicated, the majority | 18 | So all of this is working to, you know, reduce |
| | 19 of parents or families are going to live within | 19 | the impact on Monroe. |
| | 20 Hinsdale and Clarendon Hills. So they don't | 08:07:25PM 20 | MR. WILLOBEE: Given the variability in |
| | 21 have to get onto Ogden. They don't have to make | 21 | the start times and drop-off times or pickup |
| | 22 that difficult turn on and off of Ogden. They | 22 | times, how do you account for that in your |
| | | | |
| | 23 | | 25 |
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Attachment 6 - Transcript

| 15think it is that IDOT would allow a westbound 1615Say if this gets continued to March, will you have all the detailed information that's required for that Plat of Subdivision for the tentative plat?17MR. WERTHMANN: We are working with 18them. We think it's a good possibility. We 1916have all the detailed information that's required for that Plat of Subdivision for the tentative plat?19have met with them. They are very opposed to going to submit and try to get that. If they 2219MR. MARLAS: I hope so, yes.21going to submit and try to get that. If they 2220CHAIRMAN CASHMAN: Because we are no 2123don't permit it, we can come in, a left on that first drive and won't even have to drive 327291Monroe, and then they come in and make a left on that first drive and won't even have to drive 31CHAIRMAN CASHMAN: So if you just wor 22MR. MARLAS: Thank you for your time. F11CHAIRMAN CASHMAN: So if you just wor 23down further south on Monroe; so we have that second option, if necessary.5here. I mean the site plan, I looked back at 64I did have some other comments 5here. I mean the site plan, I looked back at 665CHAIRMAN CASHMAN: Okay. 66what we went through before, when we see that, 76MR. WILLOBEE: One more question. You 88have all the setbacks on there, the dimensions.9primarily Clarendon Hills and Hinsdale. Do you 99We definitely need to see the traffic study. 9 </th <th>2 3</th> <th>26</th> <th></th> <th></th> | 2 3 | 26 | | |
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| 21 a little bit, a little bit into Western Springs,21 some design. | 5 6 7 8 9 000046PM 10 11 12 13 14 15 16 17 18 19 | MR. MARLAS: Thank you for your time. MR. WILLOBEE: One more question. You stated a couple of times that it will be primarily Clarendon Hills and Hinsdale. Do you have data from your other schools to indicate the draw from the local community? I'm just speaking from my experience. I know where my boys go there are parents from a wide variety of places. MR. MARLAS: Yes. We draw actually in the outreaches to a little past a 3-mile radius. So a 3-mile radius, off the top of my head, I don't know what that is. But we could be drawing from north up into the Hinsdale | 5 6 7 8 9 08:11:30PM 10 11 12 13 14 15 16 17 18 19 | I did have some other comments here. I mean the site plan, I looked back at what we went through before, when we see that, your first site plan. I want to make sure you have all the setbacks on there, the dimensions. We definitely need to see the traffic study. I really have an issue with you not complying with the parking requirements. When I look at the layout, it's not dimensions. But there was talk about the 10-foot off of Ogden versus the normal setback. I just don't see how you couldn't redesign the parking and comply. I would really be opposed to something like this not meeting our parking requirements. You had 3 spaces You had 40 across the street when we proposed it. So I would look closely at that |
| 22a little bit west down into Westmont. But the22MR. MARLAS: Across the street | 5 6 7 8 9 08:00:46РМ 10 11 12 13 14 15 16 17 18 19 08:10:07РМ 20 | MR. MARLAS: Thank you for your time. MR. WILLOBEE: One more question. You stated a couple of times that it will be primarily Clarendon Hills and Hinsdale. Do you have data from your other schools to indicate the draw from the local community? I'm just speaking from my experience. I know where my boys go there are parents from a wide variety of places. MR. MARLAS: Yes. We draw actually in the outreaches to a little past a 3-mile radius. So a 3-mile radius, off the top of my head, I don't know what that is. But we could be drawing from north up into the Hinsdale community across Ogden, maybe up into Oak Brook | 5 6 7 8 9 08:11:30PM 10 11 12 13 14 15 16 17 18 19 08:11:50PM 20 | I did have some other comments here. I mean the site plan, I looked back at what we went through before, when we see that, your first site plan. I want to make sure you have all the setbacks on there, the dimensions. We definitely need to see the traffic study. I really have an issue with you not complying with the parking requirements. When I look at the layout, it's not dimensions. But there was talk about the 10-foot off of Ogden versus the normal setback. I just don't see how you couldn't redesign the parking and comply. I would really be opposed to something like this not meeting our parking requirements. You had 3 spaces You had 40 across the street when we proposed it. So I would look closely at that because I think you can do it. It just takes |

| | 30 | | 32 |
|--|--|--|--|
| 1 | CHAIRMAN CASHMAN: We need the loading | 1 | from a residential property, if it was going to |
| 2 | area. It's not shown. We did go through that | 2 | be reduced to less than the code requirement, I |
| 3 | before, and we need to have it. Even though | 3 | would want it to be very well-screened and |
| 4 | this would be built and will be a preschool or | 4 | landscaped. I mean it's really a gateway |
| 5 | early childhood center, who's to say what it | 5 | property to our Village. |
| 6 | could be used for 20 years from now. | 6 | MR. MARLAS: Sure. |
| 7 | MR. MARLAS: So what is the loading | 7 | CHAIRMAN CASHMAN: It's been an |
| 8 | zone exactly? | 8 | embarrassing gateway for the last decade or so. |
| 9 | CHAIRMAN CASHMAN: Basically for your | 9 | And this is an opportunity I mean I have |
| 08:12:24PM 10 | size, you need one. It's basically spelled out | 08:14:07PM 10 | seen what you build elsewhere. You don't build |
| 11 | in here. It's a 10 by 25 | 11 | bad looking sites or buildings. |
| 12 | MR. MARLAS: What purpose does it | 12 | MR. MARLAS: Thank you. |
| 13 | serve, to load what? I'm just not familiar. | 13 | CHAIRMAN CASHMAN: So I'm encouraged. |
| 14 | CHAIRMAN CASHMAN: It's spelled out for | 14 | But I really want to make sure when we get the |
| 15 | deliveries. We don't have exceptions to it. | 15 | details, if that gets that far, that we do this |
| 16 | There is existing spaces that don't have it, but | 16 | as well as possible. The traffic is going to be |
| 17 | there is even language in our code about changes | 17 | huge, the traffic study. I'm glad you brought |
| 18 | in use, that then this kicks in. And we just | 18 | your engineer. And I'm sure he'll hear some |
| 19 | really I think you looked back and you found | 19 | from the neighbors. But it's crucial, it has to |
| 08:12:47РМ 20 | a place for it previously so | 08:14:31PM 20 | be done right. |
| 21 | MR. MARLAS: Yes. It was a 2.5-acre | 21 | If you look at, we had an Ogden |
| 22 | site across the street. This is 1.7. So this | 22 | Avenue Corridor Plan, which was done back in |
| | 31 | | 22 |
| | | | 33 |
| 1 | is a lot I was over parked across the street. | 1 | 2008. And there is another plan called the SE-8 |
| 2 | is a lot I was over parked across the street. CHAIRMAN CASHMAN: But you are dividing | 2 | 2008. And there is another plan called the SE-8 or 7 or something, but it studied this portion |
| 2 3 | is a lot I was over parked across the street. CHAIRMAN CASHMAN: But you are dividing this lot so I really can't give you | 2 3 | 2008. And there is another plan called the SE-8 or 7 or something, but it studied this portion of Ogden Avenue. And this site has always been |
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08:

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KATHLEEN W. BONO, CSR 630-834-7779

Attachment 6 - Transcript

| | | i | |
|--|---|---|--|
| | 34 | | 36 |
| 1 | you know, something we will discuss when we see | 1 | that we have the solid fencing and buffers |
| 2 | a detailed plan. But then again that would be a | 2 | between these proposed residential properties |
| 3 | variance that would go to the ZBA. | 3 | that are to the south and the existing ones that |
| 4 | MR. MARLAS: We are just looking to | 4 | are to the east. |
| 5 | keep the existing parking in place that exists | 5 | MR. MARLAS: Right. |
| 6 | and kind of mirrors ManorCare, kind of keep the | 6 | CHAIRMAN CASHMAN: So we just need more |
| 7 | corner congruent. | 7 | information. It's a very basic. I figured you |
| 8 | CHAIRMAN CASHMAN: That may be true. | 8 | were just kind of putting your toe in the water, |
| 9 | But this is a complete change in use. This is | 9 | see where we are at, and especially hear from |
| 08:15:50PM 10 | an abandoned parking lot from a building that | 08:17:23PM 10 | neighbors. |
| 11 | was demolished. I don't see that as a precedent | 11 | And let me see if I have any more. |
| 12 | in any manner. | 12 | If not, I would love to hear Stormwater is |
| 13 | MR. MARLAS: Sure. | 13 | big. But you are going underground because I |
| 14 | CHAIRMAN CASHMAN: When we start with | 14 | don't know how would pull this off without doing |
| 15 | like this And especially when we are talking | 15 | that. |
| 16 | about changing our zoning map, if we are going | 16 | MR. WILLOBEE: Things like the |
| 17 | to do that, I think we need to have as compliant | 17 | dumpster, the dumpster location. I know we |
| 18 | and as successful a project as possible. We | 18 | talked about that when it backs up to |
| 19 | have enough oddities in town where we have to | 19 | residential, too. |
| 08:16:11PM 20 | live with things that don't meet our code. But | 08:17:41PM 20 | CHAIRMAN CASHMAN: And there is |
| 21 | that's a unique thing. If you are talking about | 21 | specific things regarding the location of the |
| 22 | a variance against the residential neighbors, in | 22 | refuse enclosure and the building area. |
| | 25 | | |
| | 35 | | 37 |
| 1 | אס my personal opinion, I mean absolutely not. We | 1 | 37 MS. CRNOVICH: Screening. |
| 1 | | 1 | |
| | my personal opinion, I mean absolutely not. We | | MS. CRNOVICH: Screening. |
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| 23 | my personal opinion, I mean absolutely not. We need to protect the neighbors on Monroe, the neighbors that are on Madison that back up to | 2 3 | MS. CRNOVICH: Screening. CHAIRMAN CASHMAN: And the screening, the parking. But I think the parking we have |
| 2 3 4 | my personal opinion, I mean absolutely not. We need to protect the neighbors on Monroe, the neighbors that are on Madison that back up to you. | 2 3 4 | MS. CRNOVICH: Screening. CHAIRMAN CASHMAN: And the screening, the parking. But I think the parking we have got to start with first getting 30 spaces and |
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| | 38 | | 40 |
|--|---|--|--|
| 1 | the Madison Street flooding problem to a large | 1 | think last night they were off. |
| 2 | degree and pick up those basins in the backyards | 2 | MS. CRNOVICH: Usually they are on. |
| 3 | of Wedgewood, tie those in, and run it through | 3 | CHAIRMAN CASHMAN: They were completely |
| 4 | the east lot line of this property. And then | 4 | off. I mean when we went through Landrover, we |
| 5 | maybe, or maybe not, store vaults under the | 5 | went through the details of the ordinance on |
| 6 | Kensington parking lot until the 36-inch can | 6 | that property where after business hours they |
| 7 | make it under Ogden. | 7 | had to put them down to security levels. And |
| 8 | CHAIRMAN CASHMAN: Okay. Thanks, | 8 | it's possible that Hinsdale Orthopaedics' are |
| 9 | Charles. I would like to hear now | 9 | not dimmable so they were either all on or off. |
| 08:19:08PM 10 | MS. FIASCONE: I have one more | 08:20:23PM 10 | MS. CRNOVICH: Well, the tall pole is |
| 11 | question. I'm sorry. I hate to harp on this | 11 | off all the time, which is good. It's too tall |
| 12 | pickup/drop-off thing but none of your schools | 12 | I think. |
| 13 | do pickup/drop-off? | 13 | CHAIRMAN CASHMAN: Any other questions |
| 14 | MR. MARLAS: For preschool? | 14 | before we get some input? Thanks. |
| 15 | MS. FIASCONE: Yes. | 15 | I would love to have you come up, |
| 16 | MR. MARLAS: There are schools that | 16 | state your name, where you live. And we'd love |
| 17 | have preschool, this one won't. | 17 | to hear what you have to say. |
| 18 | MS. FIASCONE: Oh. So even like the | 18 | MR. LANDIS: Hi. My name is Dirk |
| 19 | 2-year-olds? | 19 | Landis, L-a-n-d-i-s. 618 West North Street. |
| 08:19:23PM 20 | MR. MARLAS: 2-year-olds come in. | 08:21:00PM 20 | CHAIRMAN CASHMAN: You spoke at the |
| 21 | MS. FIASCONE: Okay. | 21 | board meeting, didn't you? |
| 22 | MS. CRNOVICH: And lighting, too, | 22 | MR. LANDIS: I did. And I have a short |
| | 20 | | |
| | 39 | | 41 |
| 1 | 39 something I would like to see. Any plans for | 1 | 41 written statement first I would like to read |
| 2 | something I would like to see. Any plans for lighting the parking lot? | 1 2 | |
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| 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 Amiling's lot once the currently available 15 property is developed. 16 Because of existing parking 17 restrictions on Monroe between North and Ogden, 10 our three blocks are the closest places for 19 those employees to go for the necessary all-day 11 patient lot. We don't want our neighborhood 21 patient lot. We don't want our neighborhood 22 turned into a parking lot. 43 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 a heading to and back from the proposed daycare. 9 Number twol think was taken care 10 of tonight, because it was that left turn on 11 Ogden westbound, which anybody who lives over 13 that or you better double your police and fire 14 response. 15 With one proposed largess lane from 16 Ogden and two proposed largess lan | | | | | |
|---|------------|--|---|---|--|
| wasn't able to come tonight, so I said that I would simply print it off and provide that to you as well. So well. As you will see on the pictures on the letter to the board, on the first two pages, or urbics are abscaling quiet residential streets, not buffer streets. For the most part, we have lived in our homes for many years. We have lived in our homes for many years. We have lived in our homes for many years. We have lived in our homes for many years. We have lived in our homes for many years. We have lived in our homes for many years. We have lived in our homes for many years. We have lived in our homes for many years. We have lived in our homes for many years. We have lived in our homes for many years. We have lived in our homes for many years. We have lived in our homes for many years. We have lived and access the transchort wath in the and the approprint is the way lived in the maximum file. There is the closest places for Becuwe of existing parking restrictions could solve that, we want to be able to continue to have our mightorhood. And as one of you pointed out, once the appen anyway. Yes, but they are asking for able to continue to have our frinds. Indecapers, and yeaks, continue to use the stratific, we have several concerns including but ratific, we have several concerns including but a tartific, we have several concerns including but response. With one proposed ingress lane from Ogden and two proposed ingress lane from Ogden mant would be a nostarter. Fither that or you better duble your police and fre response. With one proposed ingress lane from Ogden mant would be a nostarter. Fither that or you better duble your police and fre response. With one proposed ingress lane from Ogden mant | | | 42 | | 44 |
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| you as well. you as well. A syou will see on the pictures on the intervence of the letter to the board, on the first two pages, or ublocks are basically quiet residential streats. For the most part, we have lived in our homes for many years. we have lived in our homes for many years. we have lived in our homes for many years. we have lived in our homes for many years. we have lived in our homes for many years. we have lived in our homes for many years. we have lived in our homes for many years. we have lived in our homes for many years. we have lived in our homes for many years. we have lived in our homes for many years. we have lived in our homes for many years. to verriding concerns, the interventity available greense they are here all day, that park in the fighborhood. greense the closest places for fight evaluable space in their patient lot. We don't want our neighborhood four three blocks are the closest places for fight. There single. greating to the weard for the necessary all-day wears. There is never going to be a time to marking to the space in their patient lot. We don't want our neighborhood is advices, not a preschool, but what about the to have our fireids. hadding to and back from the proposed laycare. for mitted to traffic through our three blocks heading to and back from the proposed laycare. for myself at the very least on the parking for myself at the very least on the parking for myself at the very least on the parking for traffic will likely get backed-up during peak in the very least on the parking for traffic will have proposed laycare. for diffic how proposed digress lane seastbound, the rest owner? It could be very much that way. for anot spaak for every load the very least on the parking for traffic will have proposed laycare.<th></th><th>2</th><th>wasn't able to come tonight, so I said that I</th><th>2</th><th>it's congested, then you miss the whole cycle.</th> | | 2 | wasn't able to come tonight, so I said that I | 2 | it's congested, then you miss the whole cycle. |
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| 6 the letter to the board, on the first two pages, our blocks are basically quite residential 9 we have lived in our homes for many years. 10 While each person has their own concerns, the overriding concerns are what will happen to the tax should be the sellers' and means they are there all day, that park in the Aming's for once the currently available means they are there all day, that park in the Aming's lot once the currently available for restrictions on Monroe between North and Ogden, our three blocks are the closest places for the means and we continue to a parking lot. 10 Excase of existing parking restrictions could solve that, we want to be a able to continue to have our friends. 11 Institute to traffic through our three blocks are the doesed parking lot. 12 Similarly, while parking restrictions could solve that, we want to be a able to continue to have our friends. 13 Institute to traffic through our three blocks are the proposed digres to restrictive signage. What we don't want that way. 14 Similarly, while parking restrictions could solve that, we want to be a able to continue to have our friends. 14 Indiscapers, and guests, continue to use the safe that fifter mon filmited to traffic through our three blocks are the troogened digres the response. 15 With one proposed digress lane form 16 Ogden westbound, which anybody who lives over 12 there knows that would be a nonstarter. Either the response. 16 Ording the cause that, youk how there is time response. 17 Traffic will likely get backed-up during pask thours poentially blocking eastbound entry to goden from Monree at that light. 1 know, we would like to be a dialogue, not just, got rid of the meighbors. 18 appen is one and done. Once it's done, we are is fore the repolem, we can the time poels. And we can then try a less-in the source is given, who knows what it will be an able to continue to have our firiends. 19 A | | 4 | you as well. | 4 | surrounding proposed developments almost never |
| 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. 9 While each person has their own concerns, the 10 vorriding concerns are what will happen to the 14 Amiling's lot once the currently available 15 property is developed. 16 Because of existing parking 17 restrictions on Monroe between North and Ogden, 10 our three blocks are the closest places for 11 streets in the variable space in their 21 patient lot. We don't want our neighborhood 22 three variance is given, who knows what it will be 23 nable to continue to ave our friends, 24 landscapers, and guests, contlinue to use the 25 street in front of our houses. With regards to 26 traffic, we have several concerns including but 27 not limited to traffic through our three blocks 28 heading to and back from the proposed daycare. 30 mode street was that Veil through our three blocks 31 heading to and back from the proposed daycare. 32 mot space are word concerns. Including but 33 nable to continue to was thar wait three places 34 hable to continue to was thar wait three places 35 threef in front of our houses. With negards to 36 traffic, we have several concerns including but 37 not limited to traffic through our three blocks 38 heading to and back from the proposed daycare. 39 With one proposed ingress lane from 31 Ogden mad two proposed eigress lane from 32 Ogden from Monree at that light. I know, 33 and ble to could you want to hit that light. 34 that or you better double your police and fire 35 With one proposed digress lane from 36 Ogden from Monree at that light. I know, 32 and to know proposed eigress lane from 33 ogden from Monree at that light. | | 5 | As you will see on the pictures on | 5 | seek reasons to provide waivers to proposed new |
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Attachment 6 - Transcript^{12 of 35 sheets}

| | 10 | | 40 |
|--|--|--|---|
| | 46 | | 48 |
| | talk about the placement of signs. It's so easy | | alleviate a lot of the problems with not making |
| 2 | to put them in between lots. We would just like | 2 | a left-hand turn. |
| 3 | to have, be part of that dialogue. And as I | 3 | I, fortunately, work in Hinsdale |
| 4 | said before, we would like to be a part of | 4 | and able to be round my house quite a bit during |
| 5 | ongoing conversation if it's signage. | 5 | the day. People turn left there all the time. |
| 6 | With regards to traffic issues, we | 6 | CHAIRMAN CASHMAN: I know. |
| 7 | would like to make sure that some of our | 7 | MR. BYCZEK: It happens constantly. |
| 8 | specific questions are included in the study. | 8 | Another problem we have, and I have called the |
| 9 | Thank you very much. | 9 | fire department about this, the firehouse is |
| 08:26:23PM 10 | CHAIRMAN CASHMAN: Can I ask you one | 08:28:22PM 10 | east of Garfield. For some reason, when they go |
| 11 | question. | 11 | to Manor Care, they have to come up Monroe. And |
| 12 | MR. LANDIS: Sure. | 12 | they constantly speed. He claimed, Oh, no, that |
| 13 | CHAIRMAN CASHMAN: On the issue of | 13 | doesn't happen. He told me he'd come out and |
| 14 | parking restrictions, are there any restrictions | 14 | take a look. |
| 15 | currently? I mean I drive past it all the time, | 15 | He called me the next day and said, |
| 16 | I just don't notice it. It's on Monroe on the | 16 | You are right, these guys are speeding up the |
| 17 | first block. | 17 | street; and it's going by a school. |
| 18 | MR. LANDIS: On Monroe? No, that's why | 18 | The second question is why can't a |
| 19 | it's kind of a concern. Right now they cannot | 19 | cul-de-sac be put in where the commercial |
| 08:26:39РМ 20 | park on Monroe between North and Ogden. That | 08:28:49РМ 20 | property, the school, would end and the houses |
| 21 | means ground zero is the intersection of North | 21 | would begin. Just put a cul-de-sac down there |
| 22 | and Monroe. | 22 | and then cut off Monroe. So the only traffic |
| | | | |
| | 47 | | 49 |
| 1 | 47 CHAIRMAN CASHMAN: So it's restricted, | 1 | 49 that would come in would be for the medical |
| 1 | | 1 | |
| | CHAIRMAN CASHMAN: So it's restricted, | | that would come in would be for the medical |
| 2 | CHAIRMAN CASHMAN: So it's restricted, no parking on like What is it? | 2 | that would come in would be for the medical building and the school. The rest of the |
| 23 | CHAIRMAN CASHMAN: So it's restricted, no parking on like What is it? MR. LANDIS: As I recall, one side is | 2 | that would come in would be for the medical building and the school. The rest of the property would be The rest of the street |
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| 2 3 4 5 | CHAIRMAN CASHMAN: So it's restricted, no parking on like What is it? MR. LANDIS: As I recall, one side is no parking. The other side is restricted 9:00 to 4:00. So effectively they can't park there. | 2 3 4 5 | that would come in would be for the medical building and the school. The rest of the property would be The rest of the street would be insulated. There is plenty of properties and streets in Hinsdale that have |
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| | 50 | | 52 |
|------------|--|---|---|
| | 1 CHAIRMAN CASHMAN: Thank you. It was | 1 | agreement that this is going to service the |
| | 2 actually interesting, back in that 2008 study, | 2 | Hinsdale community as a daycare center. I |
| | 3 that intersection, they had a name describing | 3 | suspect they will get a lot of people from |
| | 4 it. But it's like a potential signalized | 4 | Westmont and a lot of people from other areas |
| | 5 intersection. It's clearly identified as a | 5 | that are going to the 294 via Ogden whatever. |
| | 6 traffic issue. I don't see it immediately, but | 6 | So I'm trying to be solutions |
| | 7 it's definitely emerged as an issue. | 7 | oriented, but I don't want cars parked in front |
| | 8 Next. | 8 | of my house all day. That's something I want to |
| | 9 MS. KEELING: I'm Heidi Keeling. I'm | 9 | avoid. I don't think I should have to have cars |
| 08:30:39PM | 10 at 528 West North Street, and I also own | 08:32:53PM 10 | brought in front of my house all day to bring |
| | 11 516 West North Street. I have lived there for | 11 | strangers in my neighborhood. I would like my |
| | 12 14 years. As Dirk said I appreciate your | 12 | guests to park there. Moreover, I feel like |
| | 13 comments very much, and I echo many of your | 13 | Hinsdale is constantly evolving But it is |
| | 14 sentiments. It's a quiet residential | 14 | nice and I like what you said about trying to |
| | 15 neighborhood. It's why we moved from the city | 15 | keep the beauty of the town. And I feel like |
| | 16 here. | 16 | this is an opportunity to do that. But moving |
| | 17 I have four kids. My prime concern | 17 | cars up into this area is probably not the |
| | 18 is safety, my prime concern is traffic, and my | 18 | answer for it. I think it will totally change |
| | 19 prime concern is parking. I can appreciate the | 19 | the way Hinsdale feels. And if this happens, |
| | 20 need to try to find the optimal use for this | 08:33:21PM 20 | then it could happen for some other people as |
| | 21 Amling's property. But I'm kind of a mindset of | 21 | well. |
| | 22 if they want to do this then they should solve | 22 | MS. KASSA: Christine Kassa, K-a-s-s-a, |
| | | | |
| | 51 | | 53 |
| | 1 of their own problems and not push their | 1 | 53 312 North Monroe. And I have two questions. |
| | of their own problems and not push their problems on to me as a residential taxpayer. | 2 | 53 312 North Monroe. And I have two questions. One is we talk about Hinsdale Orthopaedics and |
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| | of their own problems and not push their problems on to me as a residential taxpayer. And same with the Orthopaedic, why don't they build a double parking garage there and take care of their own parking needs. I | 2 3 4 5 | 53 312 North Monroe. And I have two questions. One is we talk about Hinsdale Orthopaedics and their role. Have we asked them to come up with an alternative plan for their parking? Have we invited them to these meetings and say, what |
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Attachment 6 - Transcript^{14 of 35 sheets}

| | 54 | | 56 |
|--|---|--|--|
| 1 | whatever it takes to keep these things in line. | 1 | And perhaps they might want to rent parking |
| 2 | Especially these people who decide to turn left | 2 | space from that outfit and have a little |
| 3 | onto Ogden, they back up the whole street | 3 | shuttle. Because staff comes in at one time |
| 4 | halfway down during rush hour, and then give you | 4 | during the day, they leave one time during the |
| 5 | obscene signals when you complain to them. Oh, | 5 | day. |
| 6 | yes, someone flipped me the bird doing that. | 6 | And I also see this My daughter |
| 7 | CHAIRMAN CASHMAN: Without signaling a | 7 | used to work at the fish store down in Grant |
| 8 | turn? | 8 | Square. |
| 9 | MS. KASSA: So, no, I don't think | 9 | DR. KASSA: Burhops. |
| 08:35:33PM 10 | that's what they meant by using their turn | 08:38:08PM 10 | DR. SKAREDOFF: Burhops. And they have |
| 11 | signal. So I would like to put Hinsdale | 11 | a parking lot for employees. So she took her |
| 12 | Orthopaedics in as part of this dialogue instead | 12 | little car and parked in the employee parking |
| 13 | of just saying, You are on your own, tough, get | 13 | lot. So that way customers can be right by the |
| 14 | out of here. | 14 | store and the employees are off to the side and |
| 15 | And then also talk about, you know, | 15 | they have to walk a little bit, but it's their |
| 16 | you mentioned the traffic light, good idea. But | 16 | lot. So these are some issues that I think have |
| 17 | we have to have people obey the signals and the | 17 | to be looked at. But Hinsdale Orthopaedics is |
| 18 | laws. Thank you. | 18 | part of the problem, and they have to answer for |
| 19 | CHAIRMAN CASHMAN: Thank you. | 19 | it. And I don't want people's cars all over my, |
| 08:36:09PM 20 | DR. SKAREDOFF: My name is Michael | 08:38:36PM 20 | all over my street and blocking my driveway. |
| 21 | Skaredoff, S-k-a-r-e-d-o-f-f. I live at | 21 | MS. KASSA: Yes. |
| 22 | 312 North Monroe. Christine is my wife. And | 22 | DR. SKAREDOFF: Thank you very much. |
| | | <u> </u> | |
| | 55 | | 57 |
| 1 | most of her observations and complaints I can | 1 | 57 CHAIRMAN CASHMAN: Thank you. |
| 1 2 | most of her observations and complaints I can only echo. However, one thing I did see in | 1 | 57 |
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| | 58 | | 60 |
|--|---|--|---|
| 1 | They are the same ones. It's all about parking. | 1 | there. And maybe it will be over an hour or two |
| 2 | It's all about traffic congestion, and it's all | 2 | hours, but there will certainly be peak times |
| 3 | about public safety. And those are the, I think | 3 | during that 2-hour period. It's not going to be |
| 4 | the principal issues that need to be addressed | 4 | easily distributed. At least I don't believe it |
| 5 | in this situation. | 5 | would be. There will be peak times there. |
| 6 | 6 With regards to the parking, while | | Where are these people going to park? Creating |
| 7 | I'm not a professional traffic consultant, I did | 7 | parking restrictions on Monroe street is an |
| 8 | do a little homework this afternoon. And I | 8 | interesting proposal, but it doesn't solve the |
| 9 | walked over to the Amling's lot. I counted 56 | 9 | fundamental problem, which is there is a lack of |
| 08:40:25PM 10 | cars that were parked there. I walked across | 08:42:25PM 10 | adequate parking for the existing commercial |
| 11 | the street and walked through the Hinsdale | 11 | facilities, yet alone adding a new one. So it |
| 12 | Orthopaedics' parking lot, and I counted 7 | 12 | doesn't make a lot of sense to me, and I'm |
| 13 | available parking spaces, only 7. I then walked | 13 | concerned about the fact that putting those |
| 14 | over to the ManorCare parking lot and walked up | 14 | parking restrictions on Monroe Street just |
| 15 | and down the aisles there. There wasn't one | 15 | pushes the parking problem deeper into the |
| 16 | available parking space, not to mention there | 16 | neighborhood. And we are going to have people |
| 17 | were 3 cars double-parked with their blinkers | 17 | parking up and down North Street, up and down |
| 18 | on, obviously lining up waiting for a place to | 18 | Monroe, all through the neighborhood. |
| 19 | park. | 19 | I share Heidi Keeling's concerns, |
| 08:40:49PM 20 | Now, I understand that Hinsdale | 08:42:54PM 20 | she's my next door neighbor, about the safety |
| 21 | Orthopaedics is planning to move some positions | 21 | issues involved. North Street is a very busy |
| 22 | out of their Hinsdale location and move them to | 22 | street already because it's the only street that |
| | | | |
| | 59 | | 61 |
| 1 | 59 another location to free up customer parking in | 1 | 61 goes back and forth south of Ogden where you can |
| 1 | | 1 | |
| | another location to free up customer parking in | | goes back and forth south of Ogden where you can |
| 2 | another location to free up customer parking in their lot, and that will certainly take some of | 2 | goes back and forth south of Ogden where you can crisscross Hinsdale. It's a very busy street, |
| 2 | another location to free up customer parking in their lot, and that will certainly take some of those 56 cars out of that lot. But not all of | 23 | goes back and forth south of Ogden where you can crisscross Hinsdale. It's a very busy street, much busier than I ever thought it was going to |
| 2 3 4 | another location to free up customer parking in their lot, and that will certainly take some of those 56 cars out of that lot. But not all of those 56 cars that were there today were | 2 3 4 | goes back and forth south of Ogden where you can crisscross Hinsdale. It's a very busy street, much busier than I ever thought it was going to be when we moved into our home 17 years ago. |
| 2 3 4 5 | another location to free up customer parking in their lot, and that will certainly take some of those 56 cars out of that lot. But not all of those 56 cars that were there today were attributable Hinsdale Orthopaedics. There are | 2 3 4 5 | goes back and forth south of Ogden where you can crisscross Hinsdale. It's a very busy street, much busier than I ever thought it was going to be when we moved into our home 17 years ago. And I think traffic patterns have changed a |
| 2 3 4 5 6 | another location to free up customer parking in their lot, and that will certainly take some of those 56 cars out of that lot. But not all of those 56 cars that were there today were attributable Hinsdale Orthopaedics. There are ManorCare people parking there as well. When I | 2 3 4 5 6 | goes back and forth south of Ogden where you can crisscross Hinsdale. It's a very busy street, much busier than I ever thought it was going to be when we moved into our home 17 years ago. And I think traffic patterns have changed a little bit. I think it's busier. |
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KATHLEEN W. BONO, CSR 630-834-7779

Attachment 6 - Transcript^{16 of 35 sheets}

| | 62 | | 64 |
|--|--|---|---|
| 1 | You miss that light, you are going to sit there | 1 | Village has addressed this in the past. When |
| 2 | for another cycle. So if we are going to add | 2 | Hinsdale Orthopaedics' parking lot was built, |
| 3 | additional traffic flow that is going to likely | 3 | there were two homes that were torn down for |
| 4 | go around that down North Street and down | 4 | them to build that parking lot. I was not there |
| 5 | Madison Street and line up at that light again, | 5 | at the time. But I know from my neighbors that |
| 6 | it's going to back up into the neighborhood; and | 6 | there was a lot going back and forth about what |
| 7 | it's just going to already make an already | 7 | they were going to do to make that parking lot |
| 8 | difficult situation worse. | 8 | more pleasant to the eye, and they were supposed |
| 9 | So I guess in closing I appreciate | 9 | to put trees along the parking lot. They put |
| 08:44:15PM 10 | the work that this Commission does, and it's not | 08:46:26PM 10 | three trees that were this tall, this tall. |
| 11 | easy to make these kinds of decisions. But I do | 11 | (Indicating.) There is three little bushes that |
| 12 | hope that you will reflect on the comments that | 12 | are this tall. So the Village did not enforce |
| 13 | are being made by the neighbors and take into | 13 | what the stipulations were, what the conditions |
| 14 | account the fact that we are residents of a | 14 | were, for turning those single-family homes into |
| 15 | community who live in a very wonderful | 15 | a big parking lot. |
| 16 | neighborhood that we happen to call home. Thank | 16 | And here we are one house away from |
| 17 | you very much. | 17 | that ugly parking lot. So of course, I am very |
| 18 | CHAIRMAN CASHMAN: Thank you. | 18 | concerned about what this other, you know, |
| 19 | MS. IRLANDA: Hello. Good evening. | 19 | project is going to look like. |
| 08:44:47PM 20 | Iria Irlanda, I-r-l-a-n-d-a. First initial, I. | 08:46:57PM 20 | I'm also not clear, because I don't |
| 21 | I live at 444 North Monroe, so right across the | 21 | know about acreage, does this lot that we are |
| 22 | street from this development. | 22 | talking about, does that include the two homes |
| | | | |
| | 63 | | 65 |
| 1 | 63 We bought our property in 2006. We | 1 | 65 that have been for rent across the street from |
| 1 2 | | 1 2 | |
| | We bought our property in 2006. We | | that have been for rent across the street from |
| 2 | We bought our property in 2006. We bought the property thinking, after we called | 2 | that have been for rent across the street from me since I moved there? Does anybody know that? |
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Attachment 6 - Transcript

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| | 66 | | 68 |
| 1 | for the same reasons because we purchased our | | And there are some, all the |
| 2 | home thinking this was going to be single-family | 2 | surrounding towns that have preschools. So |
| 3 | homes. Our property values are going to be very | 3 | there is no shortage of preschools around. |
| 4 | much affected by whatever decision you make, and | 4 | Perhaps they can partner with one of the |
| 5 | I do so appreciate that you consider our | 5 | existing ones. But I think maybe the zoning of |
| 6 | opinion. But, you know, my investment in my | 6 | R-2 is the best use of the land. Thank you. |
| 7 | home depends on your decision. And I hope you | 7 | CHAIRMAN CASHMAN: Thank you. |
| 8 | make the right decision. | 8 | MR. JABLONSKI: One question. Are |
| 9 | CHAIRMAN CASHMAN: Thank you. Please | 9 | those preschools or daycares? |
| 08:48:34PM 10 | stay involved. Thank you. | 08:50:55PM 10 | MR. BJORKMAN: What? |
| 11 | MR. BJORKMAN: My name is Glen | 11 | MR. JABLONSKI: 8 preschools or 8 |
| 12 | Bjorkman. I live at 923 South Bruner Street in | 12 | daycares? |
| 13 | Hinsdale, been a long-time resident of Hinsdale | 13 | MR. BJORKMAN: No. It's preschools. |
| 14 | for over 75 years. And this property in | 14 | Chamber of Commerce has in the guide |
| 15 | question is zoned R-2 for single-family homes. | 15 | MR. JABLONSKI: They are talking |
| 16 | I think that's the best use of the land because | 16 | about a daycare, which is different. |
| 17 | adjacent to it to the south is residential, even | 17 | MR. BJORKMAN: Oh, this is a daycare? |
| 18 | to the southwest on the other side of Monroe | 18 | Oh. Oh, there is still children involving in |
| 19 | Street, and to the east along Ogden Avenue for | 19 | the same situation. |
| 08:49:15PM 20 | about six blocks it's solid residential zoning. | 08:51:17PM 20 | CHAIRMAN CASHMAN: Thank you. |
| 21 | And I think that it's the best use, and it | 21 | MS. GILLMAN: Hello. My name is Elaine |
| 22 | shouldn't allow some organization to take a | 22 | Gillman. I live at 40 Glendale Avenue, up in |
| | | | • |
| | 67 | | 69 |
| 1 | 67 piece of that and change it into something | 1 | |
| 1 2 | piece of that and change it into something completely different. It's not like going from | 1 | 69 Fullersburg Woods in Hinsdale. Good afternoon or good evening. So a couple points I wanted to |
| | piece of that and change it into something completely different. It's not like going from single-family homes to duplexes. It's going | | 69 Fullersburg Woods in Hinsdale. Good afternoon or good evening. So a couple points I wanted to make. Kensington has several different |
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Attachment 6 - Transcript^{18 of 35 sheets}

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|--|--|--|--|
| 1 | interesting experience at that preschool. | 1 | My second point also is that there |
| 2 | Probably 4 to 5 years ago we saw a change in the | 2 | was a really nice daycare that was built |
| 3 | community. The community used to be, at least | 3 | recently on 63rd and Route 38. I'm not sure if |
| 4 | 10 to 15 years ago, predominantly one stay- | 4 | you are aware of it. It's called Sunshine |
| 5 | at-home parent; and the program was thriving at | 5 | Playhouse. I have connections with the |
| 6 | the time. So probably 5 years ago we had, we | 6 | direct There is a director's committee of |
| 7 | experienced a great deal of low enrollment. We | 7 | preschools in the community. And what I had |
| 8 | saw a lot of dual income or dual families, | 8 | heard, and I know this is hearsay, is that they |
| 9 | parents, both parents working out of the home. | 9 | were having a difficult time with enrollment. |
| 08:53:10PM 10 | Our program had a lot of open | 08:55:23PM 10 | They have had to lay off staff there. So again |
| 08:53:10PM 10 | enrollment, and we had a change. There was a | 08:55:23PM 10 | I'm concerned that a beautiful, brand-new, |
| 12 | C C | 12 | pretty much comparable, maybe not in name to |
| 12 | structural change in the program. We saw | 12 | |
| | probably I would say almost 30 to 40 percent of | | Kensington but very similar possible structure |
| 14 15 | our community having nannies. So nannies were | 14 15 | on 83rd and Kensington or sorry 83rd and 63 may not be doing as well in the community. |
| 15 | dropping off kids and picking them up in the | 15 | And that is also a very busy road, too, on |
| 10 | afternoon. And we found our afternoon program suffering because parents didn't want to pay | 17 | Route 83. |
| 18 | their nannies to be home and not have the kids. | 17 | My last point, again, I don't live |
| 19 | They didn't want to pay for full-day programs | 19 | around that necessarily, right up Monroe or |
| 08:53:41PM 20 | and have their nannies home, you know, by | 08:55:52PM 20 | around there. But as a resident of Hinsdale, |
| 08:53:41PM 20 21 | themselves. They wanted the nannies to take | 08:55:52PM 20 | I'm really concerned with the expansion of 294 |
| | · | 21 | and the loss, potential loss of revenue of the |
| 22 care of the children. So they would only send | | | |
| | 71 | | 73 |
| 1 | 71 their kids for part day, whether it's 8:30 in | 1 | 73 oasis. I don't know if we have a lot of empty |
| 1 2 | their kids for part day, whether it's 8:30 in | 1 | oasis. I don't know if we have a lot of empty |
| | their kids for part day, whether it's 8:30 in the morning to 11:00. So we had to structurally | | oasis. I don't know if we have a lot of empty 4-acre lots in Hinsdale, but my impression is |
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Attachment 6 - Transcript

| | 74 | | 76 |
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| 1 | No matter if you have a stoplight or a sign that | 1 | paid for it 14 years ago. It's really not |
| 2 | says you can't turn left 7:00 to 7:00, it's | 2 | relevant. It's going to be worth what it's |
| 3 | everyone; people are people. But this is 150 | 3 | worth based on the code. So I'm going to ask |
| 4 | small children. Are we okay with that? That's | 4 | you to uphold the zoning code. Thank you. |
| 5 | my question. | 5 | |
| | 6 CHAIRMAN CASHMAN: Thank you. | | CHAIRMAN CASHMAN: Thank you. Anyone else? |
| 7 | 5 | 6 7 | Okay. Seeing no other neighbors or |
| | MR. MOBERLY: Hello. Gary Moberly, | | у с с |
| 8 | 420 Warren Terrace in Hinsdale. We are on the | 8 | community members that want to speak, additional |
| 9 | Madison side of the equation. We are about two | 9 | discussion by the Commissioners? Questions? |
| 08:57:53PM 10 | blocks south of Ogden, well, just east of | 09:00:05PM 10 | One thing that was mentioned, and |
| 11 | Madison. We are neighbors across the street | 11 | this is reminding me of the Landrover project, |
| 12 | from I'm probably an expert on that light. | 12 | is the idea I mean Hinsdale Orthopaedics is |
| 13 | I'm a jogger. And the light at Madison and | 13 | definitely a part of this problem. I mean they |
| 14 | Ogden is brutal right now. We dodge cars. Cars | 14 | are a problem right now. So I was going to |
| 15 | brush up against me and my wife sometimes trying | 15 | encourage Charles and his group to maybe set up |
| 16 | to make that light. Because if the light If | 16 | a neighborhood meeting between now and our |
| 17 | you miss the light, you have a 2- or 3-minute | 17 | March meeting. |
| 18 | wait. So my concern would be a bunch of busy | 18 | It was very helpful, that was a |
| 19 | parents dropping off, they are 5 minutes late | 19 | challenging project, taking an existing site, |
| 08:58:24PM 20 | for work, zipping Monroe north, Madison, zipping | 09:00:36PM 20 | GM, and converting it into a dealership. It was |
| 21 | through that light. | 21 | helpful. It took some effort. But it was able |
| 22 | I just want to say I agree with | 22 | to get everyone face to face. I don't know how, |
| | | | |
| | 75 | | 77 |
| 1 | everything pretty much everybody has said so | 1 | maybe Robb and Chan can reach out to Hinsdale |
| 2 | everything pretty much everybody has said so far. I kind of disagree with the young lady | 2 | maybe Robb and Chan can reach out to Hinsdale Orthopaedics and get their involvement. If this |
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Attachment 6 - Transcript^{20 of 35 sheets}

| | | 1 | |
|----------------------|---|----------------------|---|
| | 78 | | 80 |
| | to be code compliant. And then we need to | | years ago in the quarter plan, it was an issue. |
| 2 | figure out how to, if the traffic hurdle can be | 2 | And it's more of an issue today because back |
| 3 | overcome. | 3 | then there were no turning restrictions. |
| | It's interesting, one of the | | But I would like to find out the |
| 5 | community members, and I thought it was a great | 5 | restrictions about that, and I think this is |
| 6 | one, talked about what Clarendon Hills has done | 6 | going to hinge on traffic. I mean it is some |
| 7 | over the years where they basically restricted | 7 | North Avenue, it is well stated, and it's a |
| 8 | going westbound, you can't turn into Clarendon | 8 | way If you live in that part of town, that's |
| 9 | Hills. You pretty much put right turn in/right | 9 | how you get east and west, North or Hickory are |
| 09:02:04PM 10 | turn out on all those streets. And it's very | 09:03:57PM 10 | the two main streets. |
| 11 | effective. I live on Adams and there is a | 11 | MS. KASSA: Quick question. Christine |
| 12 | thoroughfare of cars. If you are going to | 12 | Kassa. Does Hinsdale Orthopaedics have any |
| 13 | Clarendon Hills, you come off of Monroe, and | 13 | legal or coding obligation to provide parking |
| 14 | they go west on North and go down Adams. I do | 14 | for their patients or their customers, or |
| 15 | it. If I'm going to Clarendon Hills, that's the | 15 | whatever you want to call them, such that they |
| 16 | way I'm going to go. You avoid that area. | 16 | cannot overflow into our residential streets? |
| 17 | And maybe it's time, I know when | 17 | CHAIRMAN CASHMAN: That's one for the |
| 18 | the Village voted to make that restriction from | 18 | gentlemen over there. Don't they have |
| 19 | 7:00 to 7:00, the idea of an island. I do think | 19 09:04:24PM 20 | Aren't they leasing the parking right now? |
| 09:02:32PM 20 | it would stop people because they would be | | MS. KASSA: They are leasing. |
| 21 | driving over curbs. But that would mean we | 21 | MR. MC GINNIS: Correct. Again, this |
| | would to restrict westbound left-hand turns. | 22 | is part of the deeper conversation. We have had |
| | 79 | | 81 |
| | Robb, do you know if that was | | conversations with the COO of Hinsdale Ortho. |
| 2 | discussed back then? Is that something that if | 2 | They know they have a problem. Part of the |
| 4 | it's involving with IDOT? How did Clarendon Hills They did it on a bunch of roads. | | problem is they have got ManorCare patients parking in their lot. They don't feel good |
| 5 | There is no way in there. You have to go all | 4 | about towing some elderly visitor's car that is |
| 6 | the way down to the road that's on like | 6 | visiting the cousin, whatever the case may be. |
| 7 | either through Stonegate, which is a very | 7 | There is a plan to ship some of those employees |
| 8 | circuitous route, or go down to the road that's | 8 | offsite. But they have acknowledged they have |
| 9 | on the west side of Hinsdale Golf Club before | 9 | outgrown the facility, they have a parking |
| 09:03:00PM 10 | you can literally turn left and go down towards | 09:04:57PM 10 | problem. They are in contact with staff about |
| 11 | Chicago Avenue. They blocked it off I think | 11 | trying to put in some sort of traffic control |
| 12 | probably pretty effectively. | 12 | measures, a gate, what have you, to try and |
| 13 | This reminds me of when Hinsdale | 13 | control some of that parking from ManorCare. |
| 14 | installed the bridge. All the discussion about | 14 | But the reality is there just not enough parking |
| 15 | if we built this new bridge would it change | 15 | for the number of cars that are there. |
| 16 | traffic and bring all these cars into southeast | 16 | MS. KASSA: But do they have a |
| 17 | Hinsdale. And if that was going to be the case, | 17 | contractual or legal obligation with the Village |
| 18 | the Village was going to look at traffic devices | 18 | to provide a certain amount of parking? |
| 19 | like restricting left-hand turns off of Ogden | 19 | MR. MC GINNIS: If it was new, yes. |
| 09:03:24PM 20 | trying to keep people from going through the | 09:05:27PM 20 | But that facility has been there for a long, |
| 21 | residential neighborhoods. This is a big | 21 | long time. |
| | 5 | - | |

| | | 1 | |
|--|---|--|--|
| | 82 | | 84 |
| | 1 allowed to be used for parking according to the | 1 | CHAIRMAN CASHMAN: Okay. Gerald? |
| | 2 zoning code? | 2 | MR. JABLONSKI: I think we wait till we |
| | 3 MR. MC GINNIS: The Amling's lot? No, | 3 | see the traffic study and comprehensive |
| | 4 that was part of the settlement agreement. So | 4 | solution. |
| | 5 they can continue to park cars in there until | 5 | CHAIRMAN CASHMAN: Julie? |
| | 6 that property is sold. They have that by court | 6 | MS. CRNOVICH: I would like to thank |
| | 7 order. | 7 | all the neighbors for all our comments. And I'm |
| | B MR. LANDIS: I have an answer to your | 8 | looking forward to what we get in our next |
| | 9 question. At least according to the CEO, their | 9 | packet. |
| 09:05:47PM 1 | 0 contractual obligation is to have X number of | 09:07:29РМ 10 | MR. WILLOBEE: Yes, I agree. I'm just |
| 1 | spots per employee; and they maintain that they | 11 | trying to think what the effect of it being a |
| 1 | 2 exceed that now. So it's not, it's not patient | 12 | map amendment and whether this question of yes |
| 1 | 3 centric, it's employee centric. And he | 13 | or no on the R-4, and changing away from that |
| 1 | 4 maintains that they exceed it. | 14 | AUDIENCE MEMBER: I'm sorry, we can't |
| 1 | 5 MS. KASSA: We made need to change our | 15 | hear you. |
| 1 | 6 Village laws. | 16 | MR. WILLOBEE: Oh, sorry. I'm just |
| 1 | 7 CHAIRMAN CASHMAN: That's for someone | 17 | saying with the fact it being a request of a map |
| 1 | 8 above us. | 18 | amendment changing away from R-4 to R-2, is that |
| 1 | 9 MR. KRILLENBERGER: How and when did | 19 | the bigger question right now before we even get |
| 09:06:13PM 2 | 0 this become residentially zoned? Was it out of | 09:07:53PM 20 | into traffic studies and things like that? |
| 2 | 1 compliance when Amling's was there? | 21 | CHAIRMAN CASHMAN: Two good questions. |
| 2 | 2 CHAIRMAN CASHMAN: It was special use, | 22 | I would encourage you at the next meeting to |
| | | | |
| | 83 | | 85 |
| | 83 1 wasn't it? | 1 | 85 look at the criteria. I think you already did. |
| | | 1 | |
| | 1 wasn't it? | | look at the criteria. I think you already did. |
| | wasn't it?MR. MOBERLY: I can answer that. | 2 | look at the criteria. I think you already did. It's pretty broad. And it even spells out the |
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Attachment 6 - Transcript^{22 of 35 sheets}

| | 22 | 88 |
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| 4 | 86 | 1 STATE OF ILLINOIS) |
| 1 | because is it right? Clearly could be. If |) ss. |
| 2 | Hinsdale Orthopaedic actually meets the letter | 2 COUNTY OF DU PAGE) |
| 3 | of the code versus spaces, then it shows that | |
| 4 | maybe we have a problem with our code, that we | 3 |
| 5 | don't request enough parking on people. Keep | 4 |
| 6 | them on site so they can be successful. | |
| 7 | Well, we covered a lot. Charles, I | 5 I, JANICE H. HEINEMANN, CSR, RDR, CRR, |
| 8 | appreciate you bringing this packet. There is a | 6 do hereby certify that I am a court reporter |
| 9 | lot to do between now and I would like to | 7 doing business in the State of Illinois, that I8 reported in shorthand the testimony given at the |
| 09:09:24PM 10 | hear if there is a Commissioner to make a motion | 9 hearing of said cause, and that the foregoing is |
| 11 | to continue this to our March meeting. | 10 a true and correct transcript of my shorthand |
| 12 | So, Chan, what's the date in March? | 11 notes so taken as aforesaid. |
| 13 | MR. CHAN: The 14th. | 12 |
| 14 | MR. KRILLENBERGER: I will so motion. | 13 14 |
| 15 | MR. PETERSON: Second. | 15 Janice H. Heinemann CSR, RDR, CRR |
| 16 | CHAIRMAN CASHMAN: Anna? | License No 084-001391 |
| 17 | MS. FIASCONE: Aye. | 16 |
| 18 | MR. WILLOBEE: Aye. | 17 |
| 19 | MS. CRNOVICH: Aye. | 18 19 |
| 20 | CHAIRMAN CASHMAN: Aye. | 20 |
| 21 | MR. JABLONSKI: Aye. | 21 |
| 22 | MR. PETERSON: Aye. | 22 |
| | 87 | |
| 1 | MR. KRILLENBERGER: Aye. | |
| 2 | CHAIRMAN CASHMAN: And I encourage the | |
| 3 | neighbors, please stay involved. | |
| 4 | Chuck, if there is going to be a | |
| 5 | neighborhood meeting, I would maybe communicate | |
| 6 | with Chan; and he can be the center point for | |
| 7 | that and let everyone know. | |
| 8 | Do we have a motion to adjourn? | |
| 9 | MR. KRILLENBERGER: I so move. | |
| 09:10:02PM 10 | CHAIRMAN CASHMAN: All in favor? | |
| 11 | (A chorus of ayes.) | |
| 12 | * * * | |
| 13 | (Whereupon the above- | |
| 14 | entitled public hearing was | |
| 15 | continued to March 14, 2017, | |
| 16 | at 7:30 p.m) | |
| 17 | | |
| | | |
| 18 | | |
| 18 19 | | |
| | | |
| 19 | | |

| • | 49:20, 57:12 2006 [1] - 63:1 | 6 | account [2] - 24:22, 62:14 | Amazon [1] - 75:8 Amendment [3] - |
|--|--|---|---|--|
| | | | | |
| '89 [1] - 83:6 | 2008 [2] - 33:1, 50:2 | 6 [2] - 3:6, 41:12 | acknowledged [1] - | 1:6, 2:12, 6:19 |
| | 2014 [1] - 69:22 | 60 [1] - 23:19 | 81:8 | amendment [7] - |
| 0 | 2017 [2] - 69:22, | | acreage [1] - 64:21 | 16:20, 16:22, 19:13, |
| 0 | 87:15 | 60-minute [1] - 25:14 | acres [5] - 1:7, 1:8, | 20:6, 20:7, 84:12, |
| | 2018 [1] - 1:15 | 618 [1] - 40:19 | 2:14, 2:16, 4:8 | 84:18 |
| 0-2 [9] - 1:7, 2:14, | 22 [1] - 10:8 | 63 [1] - 72:15 | actual [2] - 16:19, | Amling's [15] - |
| 4:9, 17:5, 17:7, 17:9, | 24 [1] - 10:8 | 63rd [1] - 72:3 | 28:12 | 13:13, 26:2, 35:6, |
| 17:10, 31:19, 65:12 | 25 [2] - 30:11, 59:16 | 6:30 [6] - 9:6, 9:20, | Adams [4] - 39:18, | 42:14, 44:7, 50:21, |
| 084-001391 [1] - | 250 [2] - 13:4, 13:5 | 9:22, 14:17, 22:13 | 73:16, 78:11, 78:14 | 57:9, 58:9, 59:8, 63:4, |
| 88:15 | 294 [2] - 52:5, 72:21 | | add [4] - 13:4, 13:5, | 73:5, 82:3, 82:21, |
| 00.15 | | 7 | 23:17, 62:2 | 83:8, 83:12 |
| | 3 | | adding [2] - 59:14, | amount [1] - 81:18 |
| 1 | | | 60:11 | anna [1] - 19:7 |
| | | 7 [3] - 33:2, 58:12, | additional [5] - 7:5, | ANNA [1] - 1:19 |
| 1.7 [1] - 30:22 | 3 [3] - 9:22, 29:17, | 58:13 | 15:5, 23:17, 62:3, | Anna [2] - 85:12, |
| 1.74 [2] - 1:7, 2:14 | 58:17 | 7-day-a-week [1] - | 76:8 | 86:16 |
| 10 [8] - 9:21, 13:16, | 3-hour [1] - 22:9 | 14:11 | address [3] - 44:12, | answer [6] - 5:3, |
| 19:18, 30:11, 49:15, | 3-mile [2] - 27:16, | 75 [1] - 66:14 | 44:20, 45:10 | 13:20, 52:18, 56:18, |
| | 27:17 | 7:00 [5] - 22:14, 74:2, | addressed [3] - 58:4, | 82:8, 83:2 |
| 49:20, 70:4, 79:22 10,000 [2] - 3:21, | 3-minute [1] - 74:17 | 78:19 | 64:1, 79:22 | anyway [1] - 44:18 |
| | 30 [4] - 37:4, 49:19, | 7:30 [1] - 87:16 | | anyways [1] - 20:12 |
| 49:17 | 57:12, 70:13 | 7:40 [1] - 1:16 | adequate [3] - 20:3, 60:10, 85:19 | |
| 10-foot [1] - 29:13 | 30-foot [1] - 31:16 | | * | apologies [1] - 5:19 |
| 100 [1] - 12:5 | 312 [2] - 53:1, 54:22 | 8 | adjacent [2] - 31:10, | applaud [1] - 61:10 |
| 11 [1] - 17:21 | 312 [2] = 33:1, 34:22 326 [1] - 47:11 | | 66:17 | applicant [1] - 8:18 |
| 11:00 [1] - 71:2 | 36 [1] - 20:20 | | adjourn [1] - 87:8 | application [2] - |
| 11:25 [1] - 69:12 | | 8 [9] - 1:8, 2:16, 3:6, | affected [2] - 20:5, | 69:7, 69:10 |
| 12 [1] - 63:6 | 36-inch [1] - 38:6 | 4:3, 13:15, 67:16, | 66:4 | applications [1] - |
| 120 [1] - 49:6 | 38 [1] - 72:3 | 68:11, 79:22 | afford [1] - 71:21 | 69:5 |
| 123 [1] - 73:16 | | 83 [1] - 72:17 | aforesaid [1] - 88:11 | appreciate [6] - 47:9, |
| 125 [2] - 9:11, 10:5 | 4 | 83rd [2] - 72:14 | afternoon [7] - | 50:12, 50:19, 62:9, |
| 130 [5] - 9:9, 9:11, | | 8:30 [1] - 71:1 | 22:10, 26:12, 58:8, | 66:5, 86:8 |
| 10:5, 22:6, 59:21 | 4 [2] - 70:2, 75:15 | | 69:1, 69:18, 70:16 | approach [1] - 6:12 |
| 14 [4] - 19:14, 50:12, | 4-acre [3] - 3:20, | 9 | ago [13] - 3:6, 24:5, | area [9] - 13:3, 15:6, |
| 76:1, 87:15 | 73:2, 73:9 | - | 24:6, 24:7, 57:5, 61:4, | 18:22, 23:7, 23:22, |
| 14th [2] - 1:15, 86:13 | 40 [3] - 29:18, 68:22, | | 65:11, 70:2, 70:4, | 30:2, 36:22, 52:17, |
| 15 [3] - 19:14, 20:2, | 70:13 | 923 [1] - 66:12 | 70:6, 76:1, 79:22, | 78:16 |
| 70:4 | | 9:00 [1] - 47:4 | 80:1 | areas [1] - 52:4 |
| 150 [5] - 9:8, 10:4, | 420 [1] - 74:8 | | agree [3] - 19:16, | arrival [1] - 45:2 |
| 59:21, 73:21, 74:3 | 444 [1] - 62:21 | A | 74:22, 84:10 | arterial [2] - 67:19, |
| 16 [1] - 59:18 | 45 [1] - 42:12 | | agreement [2] - 52:1, | 67:22 |
| 17 [1] - 61:4 | 4:00 [1] - 47:5 | A 44 0047 m 4 5 | 82:4 | article [1] - 59:15 |
| 19 [1] - 1:14 | | A-44-2017 [2] - 1:5, | ahead [1] - 47:6 | assure [1] - 51:12 |
| | 5 | 2:11 | aisles [1] - 58:15 | asteroid [1] - 77:10 |
| 2 | | a.m [1] - 9:6 | all-day [2] - 42:19, | at-home [1] - 70:5 |
| 2 | 5 [5] - 20:11, 41:12, | abandon [1] - 4:16 | 71:22 | attached [1] - 41:11 |
| | 5 [5] - 20.11, 41.12, 70:2, 70:6, 74:19 | abandoned [1] - | alleviate [4] - 17:22, | attention [1] - 3:12 |
| 2 [3] - 4:7, 24:6, | | 34:10 | 24:17, 37:22, 48:1 | attorney [1] - 71:8 |
| 74:17 | 50 [4] - 23:19, 25:14, | ability [1] - 45:16 | allocated [1] - 59:19 | attributable [2] - |
| 2-hour [1] - 60:3 | 25:16, 25:17 | able [8] - 23:9, 31:6, | allow [3] - 4:21, | |
| 2-minute [1] - 43:22 | 516 [1] - 50:11 | 42:2, 43:3, 45:22, | 26:15, 66:22 | 59:5, 61:8 |
| 2-year-old [1] - 69:16 | 528 [1] - 50:10 | 48:4, 71:9, 76:21 | | |
| 2-year-olds [2] - | 532 [1] - 57:4 | absolutely [1] - 35:1 | allowed [3] - 4:19, | AUDIENCE [6] - 5:5, |
| 38:19, 38:20 | 540 [2] - 1:5, 2:11 | access [4] - 4:12, | 57:18, 82:1 | 5:7, 5:15, 6:2, 6:4, |
| | | access [4] - 4.12, | almost (4) 4.7 | 04.14 |
| | 55 [3] - 25:16, 42:12 | 4:14, 4:20, 5:14 | almost [4] - 4:7, | 84:14 |
| 2.26 [2] - 1:8, 2:16 | 55 [3] - 25:16, 42:12 55th [1] - 75:17 | | 44:4, 61:22, 70:13 | availability [1] - 20:2 |
| 2.26 [2] - 1:8, 2:16 2.5 [3] - 24:6, 26:11 | 55 [3] - 25:16, 42:12 | 4:14, 4:20, 5:14 | 44:4, 61:22, 70:13 alone [1] - 60:11 | availability [1] - 20:2 available [4] - 42:14, |
| 2.26 [2] - 1:8, 2:16 2.5 [3] - 24:6, 26:11 2.5-acre [1] - 30:21 | 55 [3] - 25:16, 42:12 55th [1] - 75:17 | 4:14, 4:20, 5:14 accommodate [1] - | 44:4, 61:22, 70:13 alone [1] - 60:11 ALSO [1] - 2:1 | availability [1] - 20:2 available [4] - 42:14, 42:20, 58:13, 58:16 |
| 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 | 55 [3] - 25:16, 42:12 55th [1] - 75:17 56 [5] - 8:13, 41:5, | 4:14, 4:20, 5:14 accommodate [1] - 23:16 according [3] - 69:7, | 44:4, 61:22, 70:13 alone [1] - 60:11 ALSO [1] - 2:1 alternative [1] - 53:4 | availability [1] - 20:2 available [4] - 42:14, 42:20, 58:13, 58:16 Avenue [19] - 1:5, |
| 2.26 [2] - 1:8, 2:16 2.5 [3] - 24:6, 26:11 2.5-acre [1] - 30:21 | 55 [3] - 25:16, 42:12 55th [1] - 75:17 56 [5] - 8:13, 41:5, | 4:14, 4:20, 5:14 accommodate [1] - 23:16 | 44:4, 61:22, 70:13 alone [1] - 60:11 ALSO [1] - 2:1 | availability [1] - 20:2 available [4] - 42:14, 42:20, 58:13, 58:16 |

Attachment 6 - Transcript^{24 of 35 sheets}

| | 1 | 1 | | 1 |
|-------------------------------|--------------------------------|------------------------------|---|---|
| 4:18, 5:10, 11:12, | better [6] - 4:12, | brush [1] - 74:15 | 23:10, 23:21 | CHAIRMAN [104] - |
| 11:14, 16:7, 18:8, | 11:3, 22:17, 23:3, | brutal [1] - 74:14 | cars [22] - 8:15, 13:4, | 2:10, 2:19, 5:22, 6:9, |
| 18:15, 32:22, 33:3, | 39:20, 43:13 | buffer [1] - 42:8 | 20:10, 42:12, 45:14, | 6:13, 7:4, 7:9, 8:3, |
| 57:8, 66:19, 68:22, | between [8] - 18:8, | buffers [1] - 36:1 | 49:19, 52:7, 52:9, | 8:9, 10:1, 10:6, 10:9, |
| 79:11, 80:7 | 22:5, 36:2, 42:17, | build [6] - 13:14, | 52:17, 56:19, 58:10, | 10:12, 10:16, 11:16, |
| avoid [2] - 52:9, | 46:2, 46:20, 76:16, | 13:15, 32:10, 51:4, | 58:17, 59:3, 59:4, | 12:8, 12:13, 12:21, |
| 78:16 | 86:9 | 64:4 | 61:21, 74:14, 78:12, | 14:6, 14:19, 15:15, |
| avoiding [1] - 15:9 | big [9] - 14:9, 20:6, | buildable [1] - 37:8 | 79:16, 81:15, 82:5 | 16:21, 17:2, 17:6, |
| aware [2] - 31:7, | 22:4, 22:16, 26:3, | building [10] - 14:8, | case [3] - 11:17, | 17:15, 17:19, 18:21, |
| 72:4 | 36:13, 64:15, 79:21, | 21:13, 25:9, 25:10, | 79:17, 81:6 | 19:7, 19:12, 19:18, |
| aye [2] - 86:17, 86:21 | 85:10 | 25:11, 31:15, 34:10, | Case [2] - 1:5, 2:11 | 19:22, 20:14, 21:15, |
| Aye [5] - 86:18, | bigger [1] - 84:19 | 36:22, 49:2 | CASHMAN [105] - | 24:2, 26:14, 27:5, |
| 86:19, 86:20, 86:22, | biggest [1] - 12:22 | buildings [1] - 32:11 | 1:18, 2:10, 2:19, 5:22, | 28:14, 28:20, 29:1, |
| 87:1 | bird [1] - 54:6 | built [6] - 30:4, 64:2, | 6:9, 6:13, 7:4, 7:9, | 30:1, 30:9, 30:14, |
| ayes [1] - 87:11 | bisect [1] - 37:13 | 65:13, 72:2, 77:6, | 8:3, 8:9, 10:1, 10:6, | 31:2, 31:5, 31:20, |
| | bit [6] - 27:21, 27:22, | 79:15 | 10:9, 10:12, 10:16, | 32:7, 32:13, 33:11, |
| В | 48:4, 56:15, 61:6 | bunch [3] - 18:6, | 11:16, 12:8, 12:13, | 34:8, 34:14, 35:10, |
| | BJORKMAN [4] - | 74:18, 79:4 | 12:21, 14:6, 14:19, | 35:22, 36:6, 36:20, |
| | 66:11, 68:10, 68:13, | burden [1] - 15:5 | 15:15, 16:21, 17:2, | 37:2, 38:8, 39:8, |
| back-pitched [1] - | 68:17 | burhops [2] - 56:9, | 17:6, 17:15, 17:19, | 39:14, 39:17, 39:22, |
| 18:22 | Bjorkman [1] - 66:12 | 56:10 | 18:21, 19:7, 19:12, | 40:3, 40:13, 40:20, |
| backed [2] - 20:12, | blinded [1] - 39:15 | Burke [1] - 37:21 | 19:18, 19:22, 20:14, | 41:8, 41:14, 41:17, |
| 43:17 | blinding [1] - 39:14 | bus [2] - 51:17, | 21:15, 24:2, 26:14, | 41:19, 46:10, 46:13, |
| backed -up [1] - | blinkers [1] - 58:17 | 51:18 | 27:5, 28:14, 28:20, | 47:1, 47:8, 48:6, 50:1, |
| 43:17 | block [2] - 46:17, | bushes [1] - 64:11 | 29:1, 30:1, 30:9, | 54:7, 54:19, 57:1, |
| backs [1] - 36:18 | 61:22 | busier [2] - 61:3, | 30:14, 31:2, 31:5, | 61:15, 62:18, 63:8, |
| backyards [2] - | blocked [1] - 79:11 | 61:6 | 31:20, 32:7, 32:13, | 63:13, 65:15, 65:21, |
| 37:19, 38:2 | blocking [2] - 43:18, | business [5] - 39:9, | 33:11, 34:8, 34:14, | 66:9, 68:7, 68:20, |
| bad [2] - 32:11, | 56:20 | 40:6, 49:13, 75:12, | 35:10, 35:22, 36:6, | 73:10, 73:13, 74:6, |
| 77:12 | blocks [6] - 42:7, | 88:7 | 36:20, 37:2, 38:8, | 76:5, 80:17, 82:17, |
| barrier [2] - 55:7, | 42:18, 43:7, 47:21, | businesses [1] - | 39:8, 39:14, 39:17, | 82:22, 83:3, 83:14, |
| 55:13 | 66:20, 74:10 | 85:14 | 39:22, 40:3, 40:13, | 83:21, 84:1, 84:5, |
| based [2] - 65:16, | blow [1] - 51:15 | busy [8] - 15:3, | 40:20, 41:8, 41:14, | 84:21, 85:12, 85:16, |
| 76:3 | blowing [1] - 35:6 | 53:11, 60:21, 61:2, | 41:17, 41:19, 46:10, | 86:16, 86:20, 87:2, |
| baseline [1] - 24:3 | board [10] - 8:11, | 67:13, 67:21, 72:16, | 46:13, 47:1, 47:8, | 87:10 |
| basic [1] - 36:7 | 33:6, 33:7, 40:21, | 74:18 | 48:6, 50:1, 54:7, | challenging [1] - |
| Basic [1] - 77:14 | 41:4, 41:9, 41:10, | buyers ' [1] - 44:10 | 54:19, 57:1, 61:15, | 76:19 |
| basins [2] - 37:19, | 41:21, 42:6, 69:21 | BYCZEK [3] - 47:10, | 62:18, 63:8, 63:13, | Chamber [2] - 67:16, |
| 38:2 | BOARD [1] - 1:17 | 48:7 | 65:15, 65:21, 66:9, | 68:14 |
| basis [3] - 10:15, | board's [1] - 85:3 | Byczek [1] - 47:10 | 68:7, 68:20, 73:10, | Chan [5] - 29:2, |
| 21:3, 49:21 | bought [2] - 63:1, | | 73:13, 74:6, 76:5, | 41:15, 77:1, 86:12, |
| bats [1] - 63:7 | 63:2 | С | 80:17, 82:17, 82:22, | 87:6 |
| battle [1] - 83:9 | boys [1] - 27:13 | | 83:3, 83:14, 83:21, | CHAN [4] - 2:2, |
| bear [1] - 8:20 | brand [1] - 72:11 | | 84:1, 84:5, 84:21, | 41:16, 41:18, 86:13 |
| beat [1] - 55:11 | brand-new [1] - | cameras [1] - 53:22 | 85:12, 85:16, 86:16, | change [10] - 34:9, |
| beautiful [1] - 72:11 | 72:11 | cannot [3] - 45:7, | 86:20, 87:2, 87:10 catalyst [1] - 14:1 | 52:18, 67:1, 70:2, |
| beauty [1] - 52:15 | bridge [2] - 79:14, | 46:19, 80:16 | | 70:11, 70:12, 71:3, |
| become [3] - 3:16, | 79:15 | capacity [1] - 23:15 | cater [1] - 59:20 | 79:15, 82:15, 85:4 |
| 44:14, 82:20 | bright [1] - 39:7 | car [6] - 21:5, 21:7, | cement [2] - 55:7 Center [1] - 75:6 | changed [4] - 61:5, |
| BEFORE [1] - 1:3 | bring [4] - 3:18, | 21:11, 22:7, 56:12, | | 75:9, 83:15, 83:18 |
| begin [1] - 48:21 | 18:11, 52:10, 79:16 | 81:5 | center [4] - 4:10, | changes [1] - 30:17 |
| beginning [1] - 9:15 | bringing [4] - 3:7, | care [5] - 7:5, 43:9, | 30:5, 52:2, 87:6 | changing [3] - 34:16, |
| behind [2] - 18:14, | 5:17, 21:6, 86:8 | 51:5, 55:6, 70:22 | centric [2] - 82:13 | 84:13, 84:18 |
| 75:18 | broad [1] - 85:2 | Care [4] - 15:2, | cents [1] - 49:14 | CHARLES [1] - 2:6 |
| Belloumini 's [1] - | broker [1] - 47:14 | 24:15, 44:13, 48:11 | CEO [1] - 82:9 | Charles [4] - 3:4, |
| 75:13 | Brook [1] - 27:20 | cares [1] - 55:5 | certain [1] - 81:18 | 38:9, 76:15, 86:7 |
| belong [2] - 14:3, | brought [5] - 7:11, | carrier [1] - 21:12 | certainly [4] - 44:16, | Chicago [3] - 1:14, 16:7, 79:11 |
| 65:5 | 20:9, 32:17, 52:10, | carries [2] - 23:19, | 59:2, 60:2, 77:7 | child [3] - 21:11, |
| best [3] - 66:16, | 83:7 | 23:20 | certify [1] - 88:6 Chairman [1] - 1:18 | 71:10, 71:22 |
| 66:21, 68:6 | Bruner [1] - 66:12 | carry [3] - 23:5, | | 1.10, 11.22 |

| ahildeara (n. 21) |
|-------------------------------|
| childcare [1] - 21:8 |
| childhood [1] - 30:5 |
| children [7] - 21:7, |
| 51:19, 67:12, 68:18, |
| 70:22, 73:21, 74:4 |
| chorus [1] - 87:11 |
| |
| Christine [3] - 52:22, |
| 54:22, 80:11 |
| Chuck [3] - 22:3, |
| 22:18, 87:4 |
| chunk [2] - 14:15, |
| 14:16 |
| |
| circuitous [1] - 79:8 |
| city [1] - 50:15 |
| claimed [1] - 48:12 |
| 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 |
| cleanly [1] - 21:2 |
| clear [1] - 64:20 |
| clearly [5] - 20:6, |
| |
| 33:14, 50:5, 77:18, |
| 86:1 |
| close [2] - 28:21, |
| 85:20 |
| closed [4] - 9:7, |
| 14:17, 63:4, 63:16 |
| |
| closely [2] - 29:2, |
| 29:19 |
| closest [1] - 42:18 |
| closing [1] - 62:9 |
| Club [1] - 79:9 |
| code [11] - 30:17, |
| |
| 32:2, 34:20, 65:17, |
| 75:12, 76:3, 76:4, |
| 78:1, 82:2, 86:3, 86:4 |
| codes [1] - 33:21 |
| coding [1] - 80:13 |
| comfortable [1] - |
| |
| 73:20 |
| 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 |
| comments [6] - 6:1, |
| 29:4, 35:13, 50:13, |
| 62:12, 84:7 |
| Commerce [2] - |
| 67:16, 68:14 |
| |
| commercial [8] - |
| 33:8, 48:19, 57:7, |
| 57:14, 59:14, 60:10, |
| 73:4, 73:6 |
| COMMISSION [1] - |
| 1:3 |
| |

Commission [4] -1:14, 7:12, 10:18, 62:10 Commissioner [2] -2:5, 86:10 Commissioners [4] -7:2, 8:18, 31:21, 76:9 committee [2] - 3:6, 72.6 communicate [1] -87:5 communities [2] -16:12, 71:18 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 **Community** [1] - 2:4 company [1] - 75:8 comparable [1] -72:12 comparison [1] -23:18 complain [1] - 54:5 complaints [1] - 55:1 **complete** [3] - 6:18, 7:20, 34:9 completely [2] -40:3, 67:2 compliance [1] -82:21 compliant [3] -34:17, 75:12, 78:1 **comply** [2] - 29:15, 39:4 complying [1] -29:11 comprehensive [2] -84:3, 85:6 concentration [1] -28:1 conceptually [1] -37:16 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 **concerned** [9] - 8:14, 10:14, 51:8, 60:13, 63:21, 63:22, 64:18, 72:11, 72:21 **concerns** [7] - 42:10, 42:11, 43:6, 45:5, 57:13, 60:19, 65:22 concrete [1] - 55:12 **concurrent** [2] - 1:6,

2:12 **conditions** [2] - 20:4, 64:13 **conduit** [1] - 53:10 conforming [1] - 4:5 congested [2] - 13:7, 44.2 congestion [2] -14:5, 58:2 congruent [1] - 34:7 connections [1] -72:5 consider [5] - 7:7, 19:15, 49:21, 66:5, 69:19 considered [1] - 85:4 considering [1] -20:7 constantly [3] - 48:7, 48:12, 52:13 consultant [1] - 58:7 contact [1] - 81:10 context [1] - 7:11 contiguous [1] -41:6 contingencies [1] -4:6 **continue** [5] - 12:3, 43:3, 43:4, 82:5, 86:11 **continued** [4] - 8:4, 28:15, 83:20, 87:15 contract [1] - 3:16 contractual [2] -81:17, 82:10 control [3] - 67:12, 81:11, 81:13 controls [2] - 67:7, 67:9 conversation [4] -39:12, 46:5, 80:22, 83:4 conversations [1] -81:1 converting [1] -76:20 COO [1] - 81:1 copies [2] - 41:3, 41:13 core [1] - 28:1 corner [5] - 13:7, 17:11, 34:7, 47:11, 47:17 **correct** [4] - 8:7, 25:5, 80:21, 88:10 correctly [1] - 5:18 **Corridor** [1] - 32:22 corridor [1] - 57:7 **cost** [1] - 44:6 counted [2] - 58:9,

58:12 **counts** [4] - 24:3, 24:4, 24:5, 24:7 **COUNTY** [2] - 1:2, 88:2 couple [5] - 7:12, 27:8, 47:16, 57:20, 69:2 courage [1] - 75:19 course [4] - 17:18, 63:6, 63:20, 64:17 court [3] - 82:6, 83:9, 88.6 cousin [1] - 81:6 covered [1] - 86:7 coyotes [1] - 63:7 create [1] - 57:7 creating [1] - 60:6 crisscross [1] - 61:2 criteria [5] - 17:21, 19:13, 20:1, 20:6, 85:1 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 cross [1] - 53:10 crossing [1] - 11:11 CRR [2] - 88:5, 88:15 crucial [2] - 8:8, 32:19 **CSR** [2] - 88:5, 88:15 **cul** [4] - 4:4, 20:13, 48:19, 48:21 cul-de-sac [4] - 4:4, 20:13, 48:19, 48:21 curbs [1] - 78:21 current [2] - 3:18, 69:10 customer [1] - 59:1 customers [2] -56:13, 80:14 cut [7] - 15:3, 15:7, 15:13, 16:13, 16:14, 23:5, 48:22 cut-through [5] -15:3, 15:7, 16:13, 16:14, 23:5 cutting [2] - 14:21, 20:11 cycle [3] - 44:2, 61:20, 62:2 D damn [1] - 55:5

dashing [1] - 67:13 data [2] - 12:9, 27:10 date [1] - 86:12 daughter [1] - 56:6 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 daycares [2] - 68:9, 68.12 **de** [4] - 4:4, 20:13, 48:19, 48:21 dead [1] - 49:8 dead-end [1] - 49:8 deal [1] - 70:7 dealership [1] -76.20 decade [1] - 32:8 decide [1] - 54:2 decided [1] - 12:2 decision [3] - 66:4, 66:7,66:8 decisions [1] - 62:11 deeper [3] - 59:12, 60:15,80:22 definitely [10] -15:21, 29:9, 31:6, 35:11, 47:22, 50:7, 61:17, 71:6, 71:11, 76:13 degree [1] - 38:2 **deliveries** [1] - 30:15 demolished [1] -34:11 department [2] -45:9, 48:9 **departure** [1] - 45:2 **describing** [1] - 50:3 design [1] - 29:21 desire [1] - 18:9 despite [1] - 53:15 destination [1] -16:15 detailed [2] - 28:16, 34:2 details [3] - 31:7, 32:15, 40:5 developed [3] - 13:9, 42:15, 77:3 developer [1] - 75:19 developer 's [1] -44:17 developers [1] -49:11 developing [1] - 19:4 development [6] -23:2, 31:17, 33:8, 57:14, 62:22, 77:22

```
Attachment 6 - Transcript<sup>26 of 35 sheets</sup>
```

| Development / | downtown [2] - | egress [3] - 4:11, |
|--|--|--|
| Building [1] - 2:4 | 73:17, 75:6 | 20:3, 43:16 |
| developments [2] - | DR [4] - 54:20, 56:9, | either [6] - 6:19, |
| 44:4, 44:6 | 56:10, 56:22 | 13:9, 40:9, 43:12, |
| devices [1] - 79:18 | drainage [1] - 12:19 | 71:20, 79:7 |
| | drastically [1] - 75:8 | Elaine [2] - 68:21, |
| dialogue [3] - 45:20, | draw [3] - 6:6, 27:11, | 73:13 |
| 46:3, 54:12 | 27:15 | elderly [1] - 81:5 |
| difference [1] - 22:4 | drawing [1] - 27:19 | elementary [3] - |
| different [5] - 3:22, | drive [4] - 26:16, | 21:16, 21:17, 71:6 |
| 22:12, 67:2, 68:16, 69:3 | 27:2, 46:15 | Elmhurst [5] - 20:19, |
| difficult [4] - 11:12, | | 25:5, 28:2, 69:5, 69:9 |
| 22:22, 62:8, 72:9 | driver [1] - 33:14 | elsewhere [2] - |
| | driver [1] - 67:10 | 32:10, 47:20 |
| dimensions [2] - | drivers [1] - 53:19 | |
| 29:8, 29:12 | drivethrough [1] - | embarrassing [1] - 32:8 |
| dimmable [1] - 40:9 | 21:14 | |
| dinosaur [1] - 77:10 | driveway [1] - 56:20 | emerged [1] - 50:7 |
| direct [1] - 72:6 | driving [1] - 78:21 | emergency [1] - |
| Director [1] - 2:3 | drop [7] - 9:20, 13:6, | 53:13 |
| director 's [1] - 72:6 | 21:14, 22:4, 22:13, | employee [4] - |
| Dirk [3] - 40:18, | 24:21 | 44:12, 56:12, 82:11, |
| 50:12, 61:19 | drop-off [3] - 9:20, | 82:13 |
| disagree [2] - 71:17, | 21:14, 24:21 | employees [5] - |
| 75:2 | drop-offs [1] - 13:6 | 25:7, 42:19, 56:11, |
| discuss [1] - 34:1 | dropoff [1] - 59:22 | 56:14, 81:7 |
| discussed [1] - 79:2 | dropping [3] - 25:17, | empty [2] - 63:7, 73:1 |
| discussion [7] - | 70:15, 74:19 | |
| 7:14, 23:4, 33:6, | DU [2] - 1:2, 88:2 | en [1] - 3:2 |
| 57:16, 76:9, 77:8, | dual [2] - 70:8 | enclosure [1] - 36:22 |
| 79:14 | due [1] - 24:9 | encourage [3] - 76:15, 84:22, 87:2 |
| discussions [3] - | dumpster [2] - 36:17 | |
| 4:14, 5:2, 18:6 | duplexes [1] - 67:3 | encouraged [1] - 32:13 |
| distributed [2] - | during [12] - 24:10, | end [6] - 9:9, 22:6, |
| | | |
| | 25:13, 26:6, 43:17, | |
| District [4] - 1.8, 1.9, | 48:4, 53:7, 54:4, 56:4, | 48:20, 49:7, 49:8, |
| District [4] - 1:8, 1:9, 2:15, 2:17 | | 48:20, 49:7, 49:8, 57:17 |
| District [4] - 1:8, 1:9, 2:15, 2:17 district [1] - 4:9 | 48:4, 53:7, 54:4, 56:4, 60:3, 63:20, 71:10 | 48:20, 49:7, 49:8, 57:17 enforce [1] - 64:12 |
| District [4] - 1:8, 1:9, 2:15, 2:17 district [1] - 4:9 dividing [1] - 31:2 | 48:4, 53:7, 54:4, 56:4, | 48:20, 49:7, 49:8, 57:17 enforce [1] - 64:12 enforced [1] - 39:9 |
| District [4] - 1:8, 1:9, 2:15, 2:17 district [1] - 4:9 dividing [1] - 31:2 dodge [1] - 74:14 | 48:4, 53:7, 54:4, 56:4, 60:3, 63:20, 71:10 | 48:20, 49:7, 49:8, 57:17 enforce [1] - 64:12 enforced [1] - 39:9 enforcement [1] - |
| District [4] - 1:8, 1:9, 2:15, 2:17 district [1] - 4:9 dividing [1] - 31:2 dodge [1] - 74:14 dollars [1] - 49:14 | 48:4, 53:7, 54:4, 56:4, 60:3, 63:20, 71:10 E | 48:20, 49:7, 49:8, 57:17 enforce [1] - 64:12 enforced [1] - 39:9 enforcement [1] - 53:22 |
| District [4] - 1:8, 1:9, 2:15, 2:17 district [1] - 4:9 dividing [1] - 31:2 dodge [1] - 74:14 dollars [1] - 49:14 Don [1] - 57:2 | 48:4, 53:7, 54:4, 56:4, 60:3, 63:20, 71:10 E e-mail [1] - 41:15 | 48:20, 49:7, 49:8, 57:17 enforce [1] - 64:12 enforced [1] - 39:9 enforcement [1] - 53:22 engineer [3] - 20:15, |
| District [4] - 1:8, 1:9, 2:15, 2:17 district [1] - 4:9 dividing [1] - 31:2 dodge [1] - 74:14 dollars [1] - 49:14 Don [1] - 57:2 done [8] - 32:20, | 48:4, 53:7, 54:4, 56:4, 60:3, 63:20, 71:10 E e-mail [1] - 41:15 early [2] - 18:4, 30:5 | 48:20, 49:7, 49:8, 57:17 enforce [1] - 64:12 enforced [1] - 39:9 enforcement [1] - 53:22 engineer [3] - 20:15, 32:18, 77:19 |
| District [4] - 1:8, 1:9, 2:15, 2:17 district [1] - 4:9 dividing [1] - 31:2 dodge [1] - 74:14 dollars [1] - 49:14 Don [1] - 57:2 done [8] - 32:20, 32:22, 33:16, 45:12, | 48:4, 53:7, 54:4, 56:4, 60:3, 63:20, 71:10 E e-mail [1] - 41:15 early [2] - 18:4, 30:5 easily [1] - 60:4 | 48:20, 49:7, 49:8, 57:17 enforce [1] - 64:12 enforced [1] - 39:9 enforcement [1] - 53:22 engineer [3] - 20:15, 32:18, 77:19 engineering [1] - |
| District [4] - 1:8, 1:9, 2:15, 2:17 district [1] - 4:9 dividing [1] - 31:2 dodge [1] - 74:14 dollars [1] - 49:14 Don [1] - 57:2 done [8] - 32:20, 32:22, 33:16, 45:12, 67:14, 78:6, 83:6 | 48:4, 53:7, 54:4, 56:4, 60:3, 63:20, 71:10 E e-mail [1] - 41:15 early [2] - 18:4, 30:5 easily [1] - 60:4 east [11] - 14:2, 23:9, | 48:20, 49:7, 49:8, 57:17 enforce [1] - 64:12 enforced [1] - 39:9 enforcement [1] - 53:22 engineer [3] - 20:15, 32:18, 77:19 engineering [1] - 37:22 |
| District [4] - 1:8, 1:9, 2:15, 2:17 district [1] - 4:9 dividing [1] - 31:2 dodge [1] - 74:14 dollars [1] - 49:14 Don [1] - 57:2 done [8] - 32:20, 32:22, 33:16, 45:12, 67:14, 78:6, 83:6 door [2] - 55:3, 60:20 | 48:4, 53:7, 54:4, 56:4, 60:3, 63:20, 71:10 E e-mail [1] - 41:15 early [2] - 18:4, 30:5 easily [1] - 60:4 east [11] - 14:2, 23:9, 36:4, 37:17, 38:4, | 48:20, 49:7, 49:8, 57:17 enforce [1] - 64:12 enforced [1] - 39:9 enforcement [1] - 53:22 engineer [3] - 20:15, 32:18, 77:19 engineering [1] - 37:22 enrollment [3] - |
| District [4] - 1:8, 1:9, 2:15, 2:17 district [1] - 4:9 dividing [1] - 31:2 dodge [1] - 74:14 dollars [1] - 49:14 Don [1] - 57:2 done [8] - 32:20, 32:22, 33:16, 45:12, 67:14, 78:6, 83:6 door [2] - 55:3, 60:20 double [3] - 43:13, | 48:4, 53:7, 54:4, 56:4, 60:3, 63:20, 71:10 E e-mail [1] - 41:15 early [2] - 18:4, 30:5 easily [1] - 60:4 east [11] - 14:2, 23:9, 36:4, 37:17, 38:4, 48:10, 63:8, 66:19, | 48:20, 49:7, 49:8, 57:17 enforce [1] - 64:12 enforced [1] - 39:9 enforcement [1] - 53:22 engineer [3] - 20:15, 32:18, 77:19 engineering [1] - 37:22 enrollment [3] - 70:7, 70:11, 72:9 |
| District [4] - 1:8, 1:9, 2:15, 2:17 district [1] - 4:9 dividing [1] - 31:2 dodge [1] - 74:14 dollars [1] - 49:14 Don [1] - 57:2 done [8] - 32:20, 32:22, 33:16, 45:12, 67:14, 78:6, 83:6 door [2] - 55:3, 60:20 double [3] - 43:13, 51:4, 58:17 | 48:4, 53:7, 54:4, 56:4, 60:3, 63:20, 71:10 E e-mail [1] - 41:15 early [2] - 18:4, 30:5 easily [1] - 60:4 east [11] - 14:2, 23:9, 36:4, 37:17, 38:4, 48:10, 63:8, 66:19, 73:17, 74:10, 80:9 | 48:20, 49:7, 49:8, 57:17 enforce [1] - 64:12 enforced [1] - 39:9 enforcement [1] - 53:22 engineer [3] - 20:15, 32:18, 77:19 engineering [1] - 37:22 enrollment [3] - 70:7, 70:11, 72:9 entire [1] - 61:12 |
| District [4] - 1:8, 1:9, 2:15, 2:17 district [1] - 4:9 dividing [1] - 31:2 dodge [1] - 74:14 dollars [1] - 49:14 Don [1] - 57:2 done [8] - 32:20, 32:22, 33:16, 45:12, 67:14, 78:6, 83:6 door [2] - 55:3, 60:20 double [3] - 43:13, 51:4, 58:17 double-parked [1] - | 48:4, 53:7, 54:4, 56:4, 60:3, 63:20, 71:10 E e-mail [1] - 41:15 early [2] - 18:4, 30:5 easily [1] - 60:4 east [11] - 14:2, 23:9, 36:4, 37:17, 38:4, 48:10, 63:8, 66:19, 73:17, 74:10, 80:9 East [2] - 1:14, 49:6 | 48:20, 49:7, 49:8, 57:17 enforce [1] - 64:12 enforced [1] - 39:9 enforcement [1] - 53:22 engineer [3] - 20:15, 32:18, 77:19 engineering [1] - 37:22 enrollment [3] - 70:7, 70:11, 72:9 entire [1] - 61:12 entitled [2] - 1:13, |
| District [4] - 1:8, 1:9, 2:15, 2:17 district [1] - 4:9 dividing [1] - 31:2 dodge [1] - 74:14 dollars [1] - 49:14 Don [1] - 57:2 done [8] - 32:20, 32:22, 33:16, 45:12, 67:14, 78:6, 83:6 door [2] - 55:3, 60:20 double [3] - 43:13, 51:4, 58:17 double-parked [1] - 58:17 | 48:4, 53:7, 54:4, 56:4, 60:3, 63:20, 71:10 E e-mail [1] - 41:15 early [2] - 18:4, 30:5 easily [1] - 60:4 east [11] - 14:2, 23:9, 36:4, 37:17, 38:4, 48:10, 63:8, 66:19, 73:17, 74:10, 80:9 East [2] - 1:14, 49:6 eastbound [2] - | 48:20, 49:7, 49:8, 57:17 enforce [1] - 64:12 enforced [1] - 39:9 enforcement [1] - 53:22 engineer [3] - 20:15, 32:18, 77:19 engineering [1] - 37:22 enrollment [3] - 70:7, 70:11, 72:9 entire [1] - 61:12 entitled [2] - 1:13, 87:14 |
| District [4] - 1:8, 1:9, 2:15, 2:17 district [1] - 4:9 dividing [1] - 31:2 dodge [1] - 74:14 dollars [1] - 49:14 Don [1] - 57:2 done [8] - 32:20, 32:22, 33:16, 45:12, 67:14, 78:6, 83:6 door [2] - 55:3, 60:20 double [3] - 43:13, 51:4, 58:17 double-parked [1] - 58:17 doubt [1] - 31:4 | 48:4, 53:7, 54:4, 56:4, 60:3, 63:20, 71:10 E e-mail [1] - 41:15 early [2] - 18:4, 30:5 easily [1] - 60:4 east [11] - 14:2, 23:9, 36:4, 37:17, 38:4, 48:10, 63:8, 66:19, 73:17, 74:10, 80:9 East [2] - 1:14, 49:6 eastbound [2] - 43:16, 43:18 | 48:20, 49:7, 49:8, 57:17 enforce [1] - 64:12 enforced [1] - 39:9 enforcement [1] - 53:22 engineer [3] - 20:15, 32:18, 77:19 engineering [1] - 37:22 enrollment [3] - 70:7, 70:11, 72:9 entire [1] - 61:12 entitled [2] - 1:13, 87:14 entry [1] - 43:18 |
| District [4] - 1:8, 1:9, 2:15, 2:17 district [1] - 4:9 dividing [1] - 31:2 dodge [1] - 74:14 dollars [1] - 49:14 Don [1] - 57:2 done [8] - 32:20, 32:22, 33:16, 45:12, 67:14, 78:6, 83:6 door [2] - 55:3, 60:20 double [3] - 43:13, 51:4, 58:17 double-parked [1] - 58:17 doubt [1] - 31:4 down [27] - 4:21, | 48:4, 53:7, 54:4, 56:4, 60:3, 63:20, 71:10 E e-mail [1] - 41:15 early [2] - 18:4, 30:5 easily [1] - 60:4 east [11] - 14:2, 23:9, 36:4, 37:17, 38:4, 48:10, 63:8, 66:19, 73:17, 74:10, 80:9 East [2] - 1:14, 49:6 eastbound [2] - 43:16, 43:18 easy [3] - 46:1, | 48:20, 49:7, 49:8, 57:17 enforce [1] - 64:12 enforced [1] - 39:9 enforcement [1] - 53:22 engineer [3] - 20:15, 32:18, 77:19 engineering [1] - 37:22 enrollment [3] - 70:7, 70:11, 72:9 entire [1] - 61:12 entitled [2] - 1:13, 87:14 entry [1] - 43:18 environment [1] - |
| District [4] - 1:8, 1:9, 2:15, 2:17 district [1] - 4:9 dividing [1] - 31:2 dodge [1] - 74:14 dollars [1] - 49:14 Don [1] - 57:2 done [8] - 32:20, 32:22, 33:16, 45:12, 67:14, 78:6, 83:6 door [2] - 55:3, 60:20 double [3] - 43:13, 51:4, 58:17 double -parked [1] - 58:17 doubt [1] - 31:4 down [27] - 4:21, 5:16, 5:17, 15:13, | 48:4, 53:7, 54:4, 56:4, 60:3, 63:20, 71:10 E e-mail [1] - 41:15 early [2] - 18:4, 30:5 easily [1] - 60:4 east [11] - 14:2, 23:9, 36:4, 37:17, 38:4, 48:10, 63:8, 66:19, 73:17, 74:10, 80:9 East [2] - 1:14, 49:6 eastbound [2] - 43:16, 43:18 easy [3] - 46:1, 51:11, 62:11 | 48:20, 49:7, 49:8, 57:17 enforce [1] - 64:12 enforced [1] - 39:9 enforcement [1] - 53:22 engineer [3] - 20:15, 32:18, 77:19 engineering [1] - 37:22 enrollment [3] - 70:7, 70:11, 72:9 entire [1] - 61:12 entitled [2] - 1:13, 87:14 entry [1] - 43:18 environment [1] - 75:9 |
| District [4] - 1:8, 1:9, 2:15, 2:17 district [1] - 4:9 dividing [1] - 31:2 dodge [1] - 74:14 dollars [1] - 49:14 Don [1] - 57:2 done [8] - 32:20, 32:22, 33:16, 45:12, 67:14, 78:6, 83:6 door [2] - 55:3, 60:20 double [3] - 43:13, 51:4, 58:17 double -parked [1] - 58:17 doubt [1] - 31:4 down [27] - 4:21, 5:16, 5:17, 15:13, 23:10, 25:19, 27:3, | 48:4, 53:7, 54:4, 56:4, 60:3, 63:20, 71:10 E e-mail [1] - 41:15 early [2] - 18:4, 30:5 easily [1] - 60:4 east [11] - 14:2, 23:9, 36:4, 37:17, 38:4, 48:10, 63:8, 66:19, 73:17, 74:10, 80:9 East [2] - 1:14, 49:6 eastbound [2] - 43:16, 43:18 easy [3] - 46:1, 51:11, 62:11 echo [2] - 50:13, | 48:20, 49:7, 49:8, 57:17 enforce [1] - 64:12 enforced [1] - 39:9 enforcement [1] - 53:22 engineer [3] - 20:15, 32:18, 77:19 engineering [1] - 37:22 enrollment [3] - 70:7, 70:11, 72:9 entire [1] - 61:12 entitled [2] - 1:13, 87:14 entry [1] - 43:18 environment [1] - 75:9 equation [1] - 74:9 |
| District [4] - 1:8, 1:9, 2:15, 2:17 district [1] - 4:9 dividing [1] - 31:2 dodge [1] - 74:14 dollars [1] - 49:14 Don [1] - 57:2 done [8] - 32:20, 32:22, 33:16, 45:12, 67:14, 78:6, 83:6 door [2] - 55:3, 60:20 double [3] - 43:13, 51:4, 58:17 double -parked [1] - 58:17 doubt [1] - 31:4 down [27] - 4:21, 5:16, 5:17, 15:13, 23:10, 25:19, 27:3, 27:22, 35:6, 39:7, | 48:4, 53:7, 54:4, 56:4, 60:3, 63:20, 71:10 E e-mail [1] - 41:15 early [2] - 18:4, 30:5 easily [1] - 60:4 east [11] - 14:2, 23:9, 36:4, 37:17, 38:4, 48:10, 63:8, 66:19, 73:17, 74:10, 80:9 East [2] - 1:14, 49:6 eastbound [2] - 43:16, 43:18 easy [3] - 46:1, 51:11, 62:11 echo [2] - 50:13, 55:2 | 48:20, 49:7, 49:8, 57:17 enforce [1] - 64:12 enforced [1] - 39:9 enforcement [1] - 53:22 engineer [3] - 20:15, 32:18, 77:19 engineering [1] - 37:22 enrollment [3] - 70:7, 70:11, 72:9 entire [1] - 61:12 entitled [2] - 1:13, 87:14 entry [1] - 43:18 environment [1] - 75:9 equation [1] - 74:9 equipment [1] - |
| 2:15, 2:17 district [1] - 4:9 dividing [1] - 31:2 dodge [1] - 74:14 dollars [1] - 49:14 Don [1] - 57:2 done [8] - 32:20, 32:22, 33:16, 45:12, 67:14, 78:6, 83:6 door [2] - 55:3, 60:20 double [3] - 43:13, 51:4, 58:17 double -parked [1] - 58:17 doubt [1] - 31:4 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, | 48:4, 53:7, 54:4, 56:4, 60:3, 63:20, 71:10 E e-mail [1] - 41:15 early [2] - 18:4, 30:5 easily [1] - 60:4 east [11] - 14:2, 23:9, 36:4, 37:17, 38:4, 48:10, 63:8, 66:19, 73:17, 74:10, 80:9 East [2] - 1:14, 49:6 eastbound [2] - 43:16, 43:18 easy [3] - 46:1, 51:11, 62:11 echo [2] - 50:13, 55:2 effect [1] - 84:11 | 48:20, 49:7, 49:8, 57:17 enforce [1] - 64:12 enforced [1] - 39:9 enforcement [1] - 53:22 engineer [3] - 20:15, 32:18, 77:19 engineering [1] - 37:22 enrollment [3] - 70:7, 70:11, 72:9 entire [1] - 61:12 entitled [2] - 1:13, 87:14 entry [1] - 43:18 environment [1] - 75:9 equation [1] - 74:9 equipment [1] - 35:19 |
| District $[4] - 1:8, 1:9,$ 2:15, 2:17 district $[1] - 4:9$ dividing $[1] - 31:2$ dodge $[1] - 74:14$ dollars $[1] - 49:14$ Don $[1] - 57:2$ done $[8] - 32:20,$ 32:22, 33:16, 45:12, 67:14, 78:6, 83:6 door $[2] - 55:3, 60:20$ double $[3] - 43:13,$ 51:4, 58:17 double -parked $[1] - 58:17$ double $[1] - 31:4$ 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, | 48:4, 53:7, 54:4, 56:4, 60:3, 63:20, 71:10 E e-mail [1] - 41:15 early [2] - 18:4, 30:5 easily [1] - 60:4 east [11] - 14:2, 23:9, 36:4, 37:17, 38:4, 48:10, 63:8, 66:19, 73:17, 74:10, 80:9 East [2] - 1:14, 49:6 eastbound [2] - 43:16, 43:18 easy [3] - 46:1, 51:11, 62:11 echo [2] - 50:13, 55:2 effect [1] - 84:11 effective [1] - 78:11 | 48:20, 49:7, 49:8, 57:17 enforce [1] - 64:12 enforced [1] - 39:9 enforcement [1] - 53:22 engineer [3] - 20:15, 32:18, 77:19 engineering [1] - 37:22 enrollment [3] - 70:7, 70:11, 72:9 entire [1] - 61:12 entitled [2] - 1:13, 87:14 entry [1] - 43:18 environment [1] - 75:9 equation [1] - 74:9 equipment [1] - 35:19 errant [1] - 67:10 |
| District [4] - 1:8, 1:9, 2:15, 2:17 district [1] - 4:9 dividing [1] - 31:2 dodge [1] - 74:14 dollars [1] - 49:14 Don [1] - 57:2 done [8] - 32:20, 32:22, 33:16, 45:12, 67:14, 78:6, 83:6 door [2] - 55:3, 60:20 double [3] - 43:13, 51:4, 58:17 double -parked [1] - 58:17 double -parked [1] - 58:17 doubt [1] - 31:4 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, | 48:4, 53:7, 54:4, 56:4, 60:3, 63:20, 71:10 E e-mail [1] - 41:15 early [2] - 18:4, 30:5 easily [1] - 60:4 east [11] - 14:2, 23:9, 36:4, 37:17, 38:4, 48:10, 63:8, 66:19, 73:17, 74:10, 80:9 East [2] - 1:14, 49:6 eastbound [2] - 43:16, 43:18 easy [3] - 46:1, 51:11, 62:11 echo [2] - 50:13, 55:2 effect [1] - 84:11 effective [1] - 78:11 effectively [2] - 47:5, | 48:20, 49:7, 49:8, 57:17 enforce [1] - 64:12 enforced [1] - 39:9 enforcement [1] - 53:22 engineer [3] - 20:15, 32:18, 77:19 engineering [1] - 37:22 enrollment [3] - 70:7, 70:11, 72:9 entire [1] - 61:12 entitled [2] - 1:13, 87:14 entry [1] - 43:18 environment [1] - 75:9 equation [1] - 74:9 equipment [1] - 35:19 errant [1] - 67:10 escort [1] - 21:12 |
| District [4] - 1:8, 1:9, 2:15, 2:17 district [1] - 4:9 dividing [1] - 31:2 dodge [1] - 74:14 dollars [1] - 49:14 Don [1] - 57:2 done [8] - 32:20, 32:22, 33:16, 45:12, 67:14, 78:6, 83:6 door [2] - 55:3, 60:20 double [3] - 43:13, 51:4, 58:17 double -parked [1] - 58:17 double -parked [1] - 58:17 doubt [1] - 31:4 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, | 48:4, 53:7, 54:4, 56:4, 60:3, 63:20, 71:10 E e-mail [1] - 41:15 early [2] - 18:4, 30:5 easily [1] - 60:4 east [11] - 14:2, 23:9, 36:4, 37:17, 38:4, 48:10, 63:8, 66:19, 73:17, 74:10, 80:9 East [2] - 1:14, 49:6 eastbound [2] - 43:16, 43:18 easy [3] - 46:1, 51:11, 62:11 echo [2] - 50:13, 55:2 effect [1] - 84:11 effectivel [1] - 78:11 effectivel [2] - 47:5, 79:12 | 48:20, 49:7, 49:8, 57:17 enforce [1] - 64:12 enforce [1] - 39:9 enforcement [1] - 53:22 engineer [3] - 20:15, 32:18, 77:19 engineering [1] - 37:22 enrollment [3] - 70:7, 70:11, 72:9 entire [1] - 61:12 entitled [2] - 1:13, 87:14 entry [1] - 43:18 environment [1] - 75:9 equation [1] - 74:9 equipment [1] - 35:19 errant [1] - 67:10 escort [1] - 21:12 especially [5] - |
| District [4] - 1:8, 1:9, 2:15, 2:17 district [1] - 4:9 dividing [1] - 31:2 dodge [1] - 74:14 dollars [1] - 49:14 Don [1] - 57:2 done [8] - 32:20, 32:22, 33:16, 45:12, 67:14, 78:6, 83:6 door [2] - 55:3, 60:20 double [3] - 43:13, 51:4, 58:17 double -parked [1] - 58:17 double -parked [1] - 58:17 doubt [1] - 31:4 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, | 48:4, 53:7, 54:4, 56:4, 60:3, 63:20, 71:10 E e-mail [1] - 41:15 early [2] - 18:4, 30:5 easily [1] - 60:4 east [11] - 14:2, 23:9, 36:4, 37:17, 38:4, 48:10, 63:8, 66:19, 73:17, 74:10, 80:9 East [2] - 1:14, 49:6 eastbound [2] - 43:16, 43:18 easy [3] - 46:1, 51:11, 62:11 echo [2] - 50:13, 55:2 effect [1] - 84:11 effective [1] - 78:11 effectively [2] - 47:5, | 48:20, 49:7, 49:8, 57:17 enforce [1] - 64:12 enforced [1] - 39:9 enforcement [1] - 53:22 engineer [3] - 20:15, 32:18, 77:19 engineering [1] - 37:22 enrollment [3] - 70:7, 70:11, 72:9 entire [1] - 61:12 entitled [2] - 1:13, 87:14 entry [1] - 43:18 environment [1] - 75:9 equation [1] - 74:9 equipment [1] - 35:19 errant [1] - 67:10 escort [1] - 21:12 |

estate [2] - 47:14, 49:13 Evanston [1] - 75:22 evening [5] - 3:3, 26:4, 41:3, 62:19, 69:2 evenings [1] - 14:13 evolving [1] - 52:13 exact [2] - 25:9, 25:10 exactly [1] - 30:8 example [1] - 65:20 exceed [2] - 82:12, 82:14 Excellent [1] - 47:8 excellent [1] - 25:2 exceptions [1] -30:15 excess [1] - 63:19 excuse [1] - 25:7 existing [9] - 3:20, 30:16, 31:14, 34:5, 36:3, 42:16, 60:10, 68:5, 76:19 exists [3] - 17:5, 18:7, 34:5 exiting [1] - 11:18 expansion [1] -72:21 experience [3] -27:12, 70:1, 71:13 experienced [1] -70:7 expert [2] - 12:20, 74:12 explain [1] - 18:1 express [1] - 57:13 expressing [1] -41:21 expressway [1] -16:9 eye [1] - 64:8 F face [2] - 76:22 facetious [1] - 13:16 facilities [2] - 19:5, 60:11 facility [5] - 25:5, 59:14, 59:20, 81:9, 81:20 fact [6] - 13:1, 24:9, 60:13, 61:10, 62:14, 84:17 fairly [1] - 45:14 familiar [1] - 30:13 families [12] - 9:9, 9:12, 10:4, 16:5,

16:15, 20:22, 22:7, 22:19, 57:12, 59:21, 70:8, 71:11 Family [2] - 1:9, 2:17 family [8] - 49:16, 63:5, 64:14, 66:2, 66:15, 67:3, 67:4, 75:15 far [3] - 15:21, 32:15, 75:2 fast [1] - 67:11 favor [2] - 11:10, 87:10 feasible [1] - 44:8 February [1] - 1:15 feet [3] - 3:22, 49:17, 49:20 fence [2] - 35:5, 35:9 fencing [1] - 36:1 few [2] - 3:11, 28:14 fewer [1] - 71:7 FIASCONE [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 figure [2] - 13:21, 78:2 figured [1] - 36:7 figuring [1] - 8:9 filled [1] - 75:6 final [1] - 19:2 finally [2] - 3:13, 39:9 fire [2] - 43:13, 48:9 firehouse [1] - 48:9 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 firsthand [1] - 18:19 fish [1] - 56:7 fit [1] - 77:13 five [1] - 11:6 fixed [1] - 20:1 flexibility [1] - 45:6 flipped [1] - 54:6 flooding [1] - 38:1 flow [5] - 5:7, 5:8, 5:9, 11:19, 62:3 footage [1] - 20:21 footprint [1] - 37:8 foregoing [1] - 88:9 foresee [1] - 15:20 forgotten [1] - 45:13 forth [5] - 12:5, 22:7, 51:21, 61:1, 64:6 fortunate [1] - 3:15

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

Attachment 6 - Transcript^{28 of 35 sheets}

| | 1 | 1 | | 1 |
|--|-----------------------------------|------------------------------------|--|--|
| IT [1] - 19:22 | KLOA [3] - 2:8, 7:20, | 65:12 | 73:21 | 24:15, 44:13, 48:11 |
| item [2] - 19:17, | 22:1 | left [30] - 4:16, 4:18, | load [1] - 30:13 | ManorCare [9] - |
| 19:18 | knows [2] - 43:12, | 5:12, 5:13, 5:16, | loading [2] - 30:1, | 34:6, 58:14, 59:6, |
| | 44:22 | 11:10, 11:13, 11:15, | 30:7 | 59:7, 59:10, 81:3, |
| J | KRILLENBERGER | 12:15, 24:10, 24:16, | local [3] - 27:11, | 81:13, 85:17, 85:18 |
| 5 | [11] - 1:20, 9:1, 9:11, | 26:16, 26:20, 26:22, | 44:3, 67:20 | map [7] - 19:13, |
| | 9:15, 9:18, 10:11, | 27:1, 43:10, 47:6, | located [1] - 67:18 | 20:7, 34:16, 83:6, |
| JABLONSKI [10] - | 10:19, 82:19, 86:14, | 48:2, 48:5, 53:15, | location [15] - 3:9, | 84:12, 84:17, 85:5 |
| 1:19, 12:17, 12:22, | 87:1, 87:9 | 54:2, 55:4, 55:13, | 11:10, 11:14, 12:3, | Map [3] - 1:6, 2:12, |
| 13:14, 14:4, 68:8, | | 61:10, 61:11, 73:19, | 13:13, 14:11, 14:14, | 6:19 |
| 68:11, 68:15, 84:2, | L | 74:2, 78:22, 79:10, | 16:4, 36:17, 36:21, | March [8] - 8:4, 20:1, |
| 86:21 | | 79:19 | 58:22, 59:1, 67:21, | 28:15, 76:17, 86:11, |
| JANICE [1] - 88:5 | | left-hand [4] - 48:2, | 69:10, 75:16 | 86:12, 87:15 |
| Janice [1] - 88:15 | L-a-n-d-i-s [1] - | 61:10, 78:22, 79:19 | locations [2] - 28:2, | mark [1] - 17:15 |
| January [1] - 24:6 | 40:19 | legal [3] - 80:13, | 69:4 | Mark [1] - 7:19 |
| Jim [3] - 8:22, 10:10, | lack [1] - 60:9 | 81:17, 83:12 | long-time [1] - 66:13 | MARK [2] - 1:21, 2:8 |
| 47:10 | ladies [1] - 85:17 | lengthy [1] - 4:13 | look [12] - 28:4, | market [1] - 3:14 |
| JIM [1] - 1:20 | lady [1] - 75:2 | less [4] - 25:18, 32:2, | 29:12, 29:19, 32:21, | MARLAS [59] - 2:6, |
| job [1] - 51:21 | LaGrange [3] - | 45:18, 49:18 | 45:9, 48:14, 64:19, | 2:18, 3:3, 5:9, 5:20, |
| jogger [1] - 74:13 | 15:19, 28:10, 28:11 | letter [4] - 41:3, | 65:16, 77:20, 79:18, | 7:3, 7:8, 7:19, 8:7, |
| JULIE [1] - 1:18 | laid [1] - 55:7 | 41:22, 42:6, 86:2 | 85:1, 85:6 | 9:5, 9:14, 9:17, 9:20, |
| Julie [2] - 14:19, 84:5 | land [2] - 66:16, 68:6 | level [1] - 23:15 | looked [4] - 29:5, | 10:3, 10:8, 11:5, |
| 17 | LANDIS [8] - 40:18, | levels [1] - 40:7 | 30:19, 41:9, 56:17 | 11:20, 12:11, 13:8, |
| K | 40:22, 41:12, 41:20, | License [1] - 88:15 | looking [7] - 5:11, | 13:18, 14:10, 15:7, |
| | 46:12, 46:18, 47:3, | life [2] - 61:12, 61:14 | 7:9, 13:6, 17:20, | 15:16, 16:18, 17:4, |
| K-a-s-o-n [1] - 73:16 | 82:8 Landis [1] - 40:19 | Life [1] - 77:15 | 32:11, 34:4, 84:8 | 17:8, 17:10, 18:5, |
| KASON [1] - 73:15 | Landrover [2] - 40:19 | light [14] - 5:17, | looks [1] - 35:14 | 18:17, 19:1, 20:17, |
| Kason [1] - 73:15 | 76:11 | 43:19, 43:21, 47:17, | lose [1] - 13:5 | 21:17, 21:21, 25:10, |
| KASSA [9] - 52:22, | landscaped [1] - | 47:19, 54:16, 62:1, | loss [3] - 72:22, 73:8 | 26:9, 27:6, 27:15, |
| 54:9, 56:9, 56:21, | 32:4 | 62:5, 74:12, 74:13, | love [6] - 8:19, 8:21, | 28:9, 28:19, 28:22, |
| 80:11, 80:20, 81:16, | landscapers [1] - | 74:16, 74:17, 74:21 | 36:12, 40:15, 40:16, | 29:22, 30:7, 30:12, |
| 82:15 | 43:4 | lighting [2] - 38:22, | 77:8 | 30:21, 31:4, 31:12, 32:6, 32:12, 33:10, |
| Kassa [2] - 52:22, | landscaping [1] - | 39:2 | low [1] - 70:7 | 34:4, 34:13, 35:21, |
| 80:12 | 31:11 | lights [3] - 39:7, 47:21, 47:22 | NA | 36:5, 38:14, 38:16, |
| KEELING [1] - 50:9 | lane [1] - 43:15 | likely [5] - 14:3, 16:2, | М | 38:20, 39:3, 65:3, |
| Keeling [1] - 50:9 | lanes [2] - 11:11, | 26:14, 43:17, 62:3 | | 65:6 |
| Keeling 's [1] - 60:19 | 43:16 | limited [1] - 43:7 | Madison [21] - 5:16, | Marlas [1] - 3:4 |
| keep [10] - 5:22, | language [1] - 30:17 | Limited [2] - 1:8, | 15:9, 17:11, 18:8, | masse [1] - 3:2 |
| 34:5, 34:6, 45:14, | large [1] - 38:1 | 2:15 | 18:12, 18:20, 23:20, | Matter [1] - 1:4 |
| 52:15, 54:1, 75:12, | larger [2] - 39:11, | line [8] - 20:10, 21:5, | 23:21, 35:3, 37:12, | matter [3] - 1:13, |
| 79:20, 83:3, 86:5 | 67:4 | 21:8, 37:10, 37:17, | 38:1, 51:14, 51:19, | 67:6, 74:1 |
| Kensington [12] - | last [6] - 22:2, 32:8, | 38:4, 54:1, 62:5 | 61:19, 62:5, 74:9, | MC [9] - 2:3, 35:7, |
| 1:6, 2:6, 2:11, 3:4, | 40:1, 41:4, 41:21, | lined [3] - 57:11, | 74:11, 74:13, 74:20, | 37:16, 39:11, 80:21, |
| 3:7, 3:19, 4:10, 25:4, | 72:18 | 61:21, 61:22 | 75:17 | 81:19, 82:3, 83:5, |
| 38:6, 69:3, 72:13, | late [2] - 14:12, 74:19 | lining [2] - 57:13, | mail [1] - 41:15 | 83:17 |
| 72:14 | law [1] - 53:22 | 58:18 | main [2] - 14:20, | McDonald 's [1] - |
| kicks [1] - 30:18 kids [6] - 16:5, 50:17, | laws [3] - 54:18, | link's [1] - 3:13 | 80:10 | 21:14 |
| KIGS [6] - 16:5, 50:17, 51:17, 70:15, 70:18, | 82:16, 85:7 | list [1] - 65:17 | maintain [5] - 4:2, | mean [14] - 12:6, |
| 71:1 | lawsuit [1] - 83:7 | listening [1] - 57:6 | 31:13, 82:11, 83:8, | 29:5, 31:8, 32:4, 32:9, |
| kind [16] - 5:1, 7:10, | lay [2] - 55:12, 72:10 | literally [1] - 79:10 | 83:19 | 35:1, 40:4, 46:15, |
| 8:19, 19:16, 21:1, | layout [1] - 29:12 | live [16] - 5:21, | maintains [1] - 82:14 | 47:18, 76:12, 76:13, |
| 33:4, 34:6, 36:8, 37:8, | leasing [2] - 80:19, | 22:19, 34:20, 39:18, | major [1] - 23:12 | 77:15, 78:21, 80:6 |
| 46:19, 50:21, 65:13, | 80:20 | 40:16, 53:9, 54:21, | majority [1] - 22:18 | means [2] - 42:13, |
| 67:6, 75:2, 75:10 | least [11] - 33:7, | 57:3, 62:15, 62:21, | management [2] - | 46:21 |
| kindergarten [1] - | 37:21, 45:8, 60:4, | 66:12, 68:22, 72:18, | 17:22, 18:7 | meant [1] - 54:10 |
| 69:16 | 67:16, 69:9, 70:3, | 73:16, 78:11, 80:8 | managing [1] - 47:15 mandate [1] - 28:6 | measures [1] - 81:12 |
| kindly [1] - 39:6 | 71:6, 71:12, 82:9, | lived [3] - 42:9, | manner [1] - 34:12 | medical [1] - 49:1 |
| kinds [1] - 62:11 | 85:22 leave [2] - 56:4, | 50:11, 51:13 | Manor [4] - 15:2, | meet [2] - 33:21, |
| | 1 Heave 121 - 30.4. | lives [2] - 43:11, | manor [4] - 10.2, | 34:20 |

| meeting [13] - 8:2, | 60:18, 61:9, 62:21, | 68:10, 68:11, 68:13, | 85:3 | 24:8 |
|---|-------------------------------|------------------------------|------------------------------|--------------------------------|
| 8:5, 8:12, 29:17, | 63:18, 66:18, 71:7, | 68:15, 68:17, 74:7, | neighbor [2] - 41:6, | northwest [1] - |
| 40:21, 57:10, 76:16, | 72:19, 73:17, 74:20, | 80:21, 81:19, 82:3, | 60:20 | 17:11 |
| 76:17, 77:20, 84:22, | 78:13 | 82:8, 82:19, 83:2, | neighborhood [14] - | notes [1] - 88:11 |
| 85:14, 86:11, 87:5 | months [2] - 3:6, | 83:5, 83:17, 83:22, | 33:17, 42:21, 44:15, | nothing [1] - 53:21 |
| meetings [1] - 53:5 | 11:6 | 84:2, 84:10, 84:16, | 50:15, 52:11, 57:15, | notice [1] - 46:16 |
| meets [1] - 86:2 | moreover [2] - | 85:9, 86:13, 86:14, | 60:16, 60:18, 62:6, | noticed [1] - 15:1 |
| MEMBER [6] - 5:5, | 44:11, 52:12 | 86:15, 86:18, 86:21, | 62:16, 76:16, 77:6, | nuisance [1] - 33:17 |
| 5:7, 5:15, 6:2, 6:4, | morning [6] - 9:19, | 86:22, 87:1, 87:9 | 85:14, 87:5 | number [16] - 3:10, |
| 84:14 | 9:21, 14:15, 22:9, | MS [49] - 1:18, 1:19, | neighborhoods [3] - | 3:15, 3:22, 4:3, 10:2, |
| Member [6] - 1:18, | 26:11, 71:2 | 10:20, 12:4, 14:20, | 14:22, 44:3, 79:21 | 10:3, 10:4, 20:20, |
| 1:19, 1:19, 1:20, 1:20, | mornings [1] - 73:18 | 15:11, 16:16, 17:1, | neighbors [16] - 7:1, | 20:21, 20:22, 25:6, |
| 1:21 | most [3] - 42:8, 55:1, | 17:9, 17:13, 19:8, | 8:10, 32:19, 34:22, | 81:15, 82:10, 85:20 |
| member [1] - 33:7 | 73:18 | 19:16, 19:19, 20:8, | 35:2, 35:3, 36:10, | Number [1] - 43:9 |
| MEMBERS [1] - 1:17 | mostly [1] - 65:16 | 21:20, 37:1, 38:10, | 45:21, 57:10, 62:13, | |
| members [3] - 3:2, | motion [4] - 7:15, | 38:15, 38:18, 38:21, | 64:5, 74:11, 76:7, | 0 |
| 76:8, 78:5 | 86:10, 86:14, 87:8 | 38:22, 39:5, 39:15, | 84:7, 85:15, 87:3 | 0 |
| memory [1] - 10:17 | move [5] - 14:2, | 39:20, 40:2, 40:10, | neighbors ' [1] - | |
| mention [1] - 58:16 | 58:21, 58:22, 77:5, | 50:9, 52:22, 54:9, | 44:10 | o'clock [3] - 9:21, |
| mentioned [6] - | 87:9 | 56:21, 62:19, 63:10, | never [5] - 11:7, | 9:22, 20:11 |
| 54:16, 61:20, 75:4, | moved [3] - 50:15, | 63:14, 65:4, 65:7, | 44:4, 44:19, 61:11, | Oak [1] - 27:20 |
| 75:11, 76:10, 85:17 | 61:4, 65:2 | 65:19, 65:22, 68:21, | 83:17 | oasis [1] - 73:1 |
| met [1] - 26:19 | moves [1] - 21:1 | 73:12, 73:15, 80:11, | new [8] - 3:8, 20:13, | obey [1] - 54:17 |
| | moving [1] - 52:16 | 80:20, 81:16, 81:22, | 31:17, 44:5, 60:11, | obeys [1] - 67:9 |
| Michael [2] - 21:22, 54:20 | MR [141] - 1:18, 1:19, | 82:15, 84:6, 85:13, | 72:11, 79:15, 81:19 | obligation [3] - |
| midday [1] - 26:7 | 1:20, 1:20, 1:21, 2:2, | 86:17, 86:19 | next [9] - 16:16, | 80:13, 81:17, 82:10 |
| • • • | 2:3, 2:6, 2:8, 2:18, | must [1] - 77:9 | 45:4, 48:15, 50:8, | obscene [2] - 54:5, |
| might [4] - 3:1, 56:1, 67:12, 75:18 | 3:3, 5:9, 5:19, 5:20, | myriad [1] - 65:15 | 55:3, 60:20, 77:19, | 65:10 |
| mike [1] - 6:14 | 6:11, 7:3, 7:8, 7:19, | | 84:8, 84:22 | observations [1] - |
| | 7:22, 8:7, 9:1, 9:5, | N | nice [3] - 12:21, | 55:1 |
| Mike [1] - 21:21 | 9:11, 9:14, 9:15, 9:17, | | 52:14, 72:2 | obviously [4] - 7:1, |
| mind [1] - 47:16 | 9:18, 9:20, 10:3, 10:8, | | night [1] - 40:1 | 19:11, 20:9, 58:18 |
| mindset [1] - 50:21 | 10:11, 10:13, 10:19, | name [10] - 3:3, | nightmare [1] - | oddities [1] - 34:19 |
| mine [1] - 51:6 | 11:5, 11:20, 12:11, | 40:16, 40:18, 50:3, | 14:22 | OF [6] - 1:1, 1:2, 1:3, |
| minimum [1] - 3:21 | 12:17, 12:19, 12:22, | 54:20, 57:2, 66:11, | nobody [4] - 55:4, | 1:11, 88:1, 88:2 |
| minute [1] - 25:18 | 13:8, 13:14, 13:18, | 68:21, 72:12, 73:15 | 55:5, 55:10, 73:4 | office [2] - 16:17, |
| minutes [3] - 7:10, | 14:4, 14:10, 15:7, | nannies [6] - 70:14, | nonconforming [3] - | 65:16 |
| 41:10, 74:19 | 15:16, 16:18, 17:4, | 70:18, 70:20, 70:21, | 83:8, 83:12, 83:20 | Office [2] - 1:8, 2:15 |
| mirrors [1] - 34:6 | 17:8, 17:10, 17:17, | 71:13 | none [2] - 38:12, | offs [1] - 13:6 |
| miss [3] - 44:2, 62:1, | 17:20, 18:5, 18:16, | nanny [1] - 71:21 | 67:17 | offsite [1] - 81:8 |
| 74:17 | 18:17, 19:1, 20:17, | Naperville [2] - | nonstart [1] - 33:20 | Ogden [51] - 1:5, |
| MOBERLY [2] - 74:7, | 21:17, 21:21, 21:22, | 28:11, 28:12 | nonstarter [2] - | 2:11, 3:8, 4:13, 4:16, |
| 83:2 | 24:4, 24:20, 25:2, | near [1] - 73:4 | 43:12, 75:3 | 4:18, 5:10, 5:12, 5:13, |
| Moberly [1] - 74:7 | 25:3, 25:10, 25:12, | necessarily [5] - | normal [1] - 29:14 | 11:12, 11:14, 14:2, |
| moms [2] - 15:22, | 26:9, 26:10, 26:17, | 71:14, 71:19, 71:21, | north [8] - 8:14, | 14:22, 15:10, 15:13, |
| 21:5 | 27:6, 27:7, 27:15, | 72:19, 73:8 | 22:17, 23:12, 26:16, | 15:19, 17:12, 18:9, |
| Monday [1] - 9:6 | 28:7, 28:9, 28:19, | necessary [2] - 27:4, | 27:19, 39:18, 60:21, | 18:15, 19:6, 22:21, |
| Monroe [54] - 4:12, | 28:22, 29:22, 30:7, | 42:19 | 74:20 | 22:22, 24:10, 24:14, |
| 4:19, 4:20, 5:11, 5:13, | 30:12, 30:21, 31:4, | need [23] - 2:21, | North [23] - 18:8, | 25:20, 27:20, 29:13, |
| 5:16, 8:14, 15:2, 15:9, | 31:12, 32:6, 32:12, | 6:13, 16:20, 16:21, | 39:17, 40:19, 41:7, | 31:13, 32:21, 33:3, |
| 15:10, 15:13, 16:3, | 33:10, 34:4, 34:13, | 19:14, 29:9, 30:1, | 42:17, 46:20, 46:21, | 38:7, 42:17, 43:11, |
| 16:8, 20:10, 23:1, | 35:7, 35:21, 36:5, | 30:3, 30:10, 34:17, | 47:11, 47:12, 47:17, | 43:16, 43:19, 46:20, |
| 23:5, 23:18, 24:8, | 36:16, 37:16, 38:14, | 35:2, 35:11, 35:22, | 50:10, 50:11, 51:14, | 47:18, 49:6, 49:7, |
| 24:17, 24:19, 25:19, | 38:16, 38:20, 39:3, | 36:6, 50:20, 58:4, | 51:18, 53:1, 54:22, | 49:8, 52:5, 54:3, 57:8, |
| 27:1, 27:3, 35:2, | 39:11, 40:18, 40:22, | 61:15, 61:17, 71:14, | 57:4, 60:17, 62:4, | 61:1, 61:9, 66:19, |
| 37:18, 42:17, 43:19, | 41:12, 41:16, 41:18, | 75:7, 77:8, 78:1, | 62:21, 78:14, 80:7, | 73:17, 74:10, 74:14, |
| 46:16, 46:18, 46:20, | 41:20, 46:12, 46:18, | 82:15 | 80:9 | 77:16, 79:19 |
| 46:22, 47:11, 47:12, | 47:3, 47:10, 48:7, | needed [2] - 4:7, | north-south [1] - | old [1] - 13:12 |
| 47:18, 48:11, 48:22, | 57:2, 61:17, 65:3, | 31:13 | 23:12 | once [3] - 42:14, |
| 51:18, 53:1, 53:9, | 65:6, 66:11, 68:8, | needs [5] - 44:13, | northbound [1] - | 44:21, 45:12 |
| 54:22, 60:7, 60:14, | . , | 51:5, 77:17, 77:22, | | , - |
| | | | | 1 |

KATHLEEN W. BONO, CSR 630-834-7779

Attachment 6 - Transcript^{30 of 35 sheets}

| one [56] - 4:2, 5:10, | otherwise [2] - | 38:6, 39:2, 39:13, | perhaps [2] - 56:1, | plus [1] - 25:17 |
|---|---|---|---|---|
| 6:16, 7:14, 14:18, | 10:14, 43:22 | 39:16, 42:16, 42:20, | 68:4 | point [7] - 26:3, |
| 20:1, 20:19, 21:7, | outfit [1] - 56:2 | 42:22, 43:1, 44:12, | period [3] - 22:9, | 69:20, 71:11, 72:1, |
| 22:11, 22:16, 23:6, | | 45:8, 46:14, 47:2, | 25:14, 60:3 | |
| 23:11, 25:11, 25:18, | outgrown [1] - 81:9 outreaches [1] - | 47:4, 49:15, 49:19, | | 72:18, 73:6, 87:6 pointed [1] - 44:21 |
| 26:2, 27:7, 30:10, | | 50:19, 51:4, 51:5, | periphery [1] - 67:18 | |
| 33:7, 35:6, 37:11, | 27:16 | 53:4, 56:1, 56:11, | permit [1] - 26:22 | points [3] - 5:10, |
| 38:10, 38:17, 42:1, | outside [1] - 71:18 | 56:12, 58:1, 58:6, | permitted [1] - 65:18 | 69:2, 73:9 |
| 43:15, 44:21, 45:12, | overcome [1] - 78:3 | 58:12, 58:13, 58:14, | person [2] - 42:10, | pole [1] - 40:10 |
| 46:10, 47:3, 49:18, | overflow [3] - 13:12, | 58:16, 59:1, 59:6, | 51:13 | police [3] - 43:13, |
| 53:2, 55:2, 55:6, | 13:22, 80:16 | 59:16, 59:18, 60:7, | personal [2] - 31:22, 35:1 | 45:9, 51:14 |
| 55:20, 56:3, 56:4, | overheads [1] - 19:20 | 60:10, 60:14, 60:15, | | pooling [1] - 22:7 |
| 58:15, 60:11, 61:19, | overriding [1] - | 60:17, 64:2, 64:4, | perspective [1] - 18:2 | population [1] - 9:3 Population [1] - 9:7 |
| 64:16, 68:4, 68:8, | 42:11 | 64:7, 64:9, 64:15, | PETERSON [7] - | - |
| 69:4, 70:4, 73:6, 75:4, | own [8] - 35:9, | 64:17, 77:5, 80:13, | 1:20, 10:13, 12:19, | portion [1] - 33:2 |
| 75:17, 75:18, 76:10, | 42:10, 50:10, 51:1, | 80:19, 81:4, 81:9, | 25:2, 83:22, 86:15, | position [1] - 85:3 positions [1] - 58:21 |
| 78:4, 78:6, 80:17, | 51:5, 54:13, 61:14, | 81:13, 81:14, 81:18, | 86:22 | • • • • • |
| 85:7, 85:16 | 75:22 | 82:1, 85:20, 86:5 | petition [1] - 8:12 | possibility [1] - 26:18 |
| ones [4] - 36:3, 58:1, | Owner [1] - 2:6 | part [17] - 37:20, | pick [2] - 21:10, 38:2 | |
| 67:17, 68:5 | owner [3] - 3:4, 45:4, | 42:8, 46:3, 46:4, | picking [1] - 70:15 | possible [4] - 32:16, 34:18, 40:8, 72:13 |
| ongoing [2] - 46:5, | 83:7 | 54:12, 55:18, 56:18, | picking [1] - 70.13 pickup [4] - 9:21, | potential [5] - 50:4, |
| 49:21 | ownership [1] - | 69:8, 69:16, 69:17, | 21:13, 24:21, 69:11 | 69:14, 69:17, 72:22, |
| onsite [1] - 18:12 | 83:15 | 71:1, 76:13, 77:16, | pickup/drop [2] - | 73:8 |
| open [2] - 14:12, | owns [2] - 35:5, | 80:8, 80:22, 81:2, | 38:12, 38:13 | potentially [1] - |
| 70:10 | 75:21 | 82:4 | pickup/drop-off [2] - | 43:18 |
| opened [1] - 85:19 | 10.21 | part-day [2] - 69:16, | 38:12, 38:13 | precedent [1] - 34:11 |
| operation [4] - 9:2, | Р | 69:17 | pickups [1] - 13:6 | predominantly [1] - |
| 9:5, 9:16, 23:3 | • | part-time [1] - 69:8 | pictures [1] - 42:5 | 70:4 |
| opinion [3] - 31:22, | | partially [1] - 33:9 | piece [1] - 67:1 | prefer [1] - 65:9 |
| 35:1, 66:6 | p.m [3] - 1:16, 9:6, | partner [1] - 68:4 | pipe [1] - 18:22 | preliminary [2] - |
| | 87:16 | past [4] - 27:16, | | |
| opportunity [3] - | | | pitched [1] - 18:22 | 10:15.11:20 |
| 18:10, 32:9, 52:16 | packet [5] - 6:17, | 37:10, 46:15, 64:1 | pitched [1] - 18:22 place [5] - 30:20. | 10:15, 11:20 preschool [10] - |
| | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 | • | place [5] - 30:20, | preschool [10] - |
| 18:10, 32:9, 52:16 | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, | | preschool [10] - 21:4, 21:7, 22:5, 30:4, |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 | place [5] - 30:20, 31:6, 34:5, 55:21, | preschool [10] - |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 option [1] - 27:4 | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 paid [1] - 76:1 | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 patients [2] - 80:14, | place [5] - 30:20, 31:6, 34:5, 55:21, 58:18 | preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 option [1] - 27:4 order [2] - 31:14, | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 paid [1] - 76:1 paper [1] - 59:15 | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 patients [2] - 80:14, 81:3 | place [5] - 30:20, 31:6, 34:5, 55:21, 58:18 placement [1] - 46:1 | preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1 |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 option [1] - 27:4 order [2] - 31:14, 82:7 | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 paid [1] - 76:1 paper [1] - 59:15 parcel [1] - 4:2 | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 patients [2] - 80:14, 81:3 patterns [2] - 61:5, | place [5] - 30:20, 31:6, 34:5, 55:21, 58:18 placement [1] - 46:1 places [4] - 13:5, | preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1 preschools [7] - |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 option [1] - 27:4 order [2] - 31:14, 82:7 ordinance [3] - | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 paid [1] - 76:1 paper [1] - 59:15 parcel [1] - 4:2 parcels [1] - 4:2 | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 patients [2] - 80:14, 81:3 patterns [2] - 61:5, 63:21 | place [5] - 30:20, 31:6, 34:5, 55:21, 58:18 placement [1] - 46:1 places [4] - 13:5, 27:14, 42:18, 47:7 | preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1 preschools [7] - 67:15, 68:2, 68:3, |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 option [1] - 27:4 order [2] - 31:14, 82:7 ordinance [3] - 33:14, 39:4, 40:5 | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 paid [1] - 76:1 paper [1] - 59:15 parcel [1] - 4:2 parcels [1] - 4:2 parent [2] - 70:5, | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 patients [2] - 80:14, 81:3 patterns [2] - 61:5, 63:21 pay [2] - 70:17, 70:19 | place [5] - 30:20, 31:6, 34:5, 55:21, 58:18 placement [1] - 46:1 places [4] - 13:5, 27:14, 42:18, 47:7 PLAN [1] - 1:3 | preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1 preschools [7] - 67:15, 68:2, 68:3, 68:9, 68:11, 68:13, |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 option [1] - 27:4 order [2] - 31:14, 82:7 ordinance [3] - 33:14, 39:4, 40:5 organization [1] - | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 paid [1] - 76:1 paper [1] - 59:15 parcel [1] - 4:2 parcels [1] - 4:2 parent [2] - 70:5, 71:9 | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 patients [2] - 80:14, 81:3 patterns [2] - 61:5, 63:21 pay [2] - 70:17, 70:19 peak [5] - 11:12, | place [5] - 30:20, 31:6, 34:5, 55:21, 58:18 placement [1] - 46:1 places [4] - 13:5, 27:14, 42:18, 47:7 PLAN [1] - 1:3 plan [14] - 3:18, | preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1 preschools [7] - 67:15, 68:2, 68:3, 68:9, 68:11, 68:13, 72:7 |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 option [1] - 27:4 order [2] - 31:14, 82:7 ordinance [3] - 33:14, 39:4, 40:5 organization [1] - 66:22 | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 paid [1] - 76:1 paper [1] - 59:15 parcel [1] - 4:2 parcels [1] - 4:2 parent [2] - 70:5, 71:9 parents [12] - 4:21, | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 patients [2] - 80:14, 81:3 patterns [2] - 61:5, 63:21 pay [2] - 70:17, 70:19 peak [5] - 11:12, 25:14, 43:17, 60:2, | place [5] - 30:20, 31:6, 34:5, 55:21, 58:18 placement [1] - 46:1 places [4] - 13:5, 27:14, 42:18, 47:7 PLAN [1] - 1:3 plan [14] - 3:18, 19:10, 19:11, 29:5, | preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1 preschools [7] - 67:15, 68:2, 68:3, 68:9, 68:11, 68:13, 72:7 PRESENT [2] - 1:17, |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 option [1] - 27:4 order [2] - 31:14, 82:7 ordinance [3] - 33:14, 39:4, 40:5 organization [1] - 66:22 oriented [1] - 52:7 | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 paid [1] - 76:1 paper [1] - 59:15 parcel [1] - 4:2 parcels [1] - 4:2 parent [2] - 70:5, 71:9 parents [12] - 4:21, 21:8, 22:19, 25:7, | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 patients [2] - 80:14, 81:3 patterns [2] - 61:5, 63:21 pay [2] - 70:17, 70:19 peak [5] - 11:12, 25:14, 43:17, 60:2, 60:5 | place [5] - 30:20, 31:6, 34:5, 55:21, 58:18 placement [1] - 46:1 places [4] - 13:5, 27:14, 42:18, 47:7 PLAN [1] - 1:3 plan [14] - 3:18, 19:10, 19:11, 29:5, 29:7, 31:8, 31:18, | preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1 preschools [7] - 67:15, 68:2, 68:3, 68:9, 68:11, 68:13, 72:7 PRESENT [2] - 1:17, 2:1 |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 option [1] - 27:4 order [2] - 31:14, 82:7 ordinance [3] - 33:14, 39:4, 40:5 organization [1] - 66:22 oriented [1] - 52:7 original [1] - 83:16 | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 paid [1] - 76:1 paper [1] - 59:15 parcel [1] - 4:2 parcels [1] - 4:2 parent [2] - 70:5, 71:9 parents [12] - 4:21, 21:8, 22:19, 25:7, 25:17, 27:13, 70:9, | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 patients [2] - 80:14, 81:3 patterns [2] - 61:5, 63:21 pay [2] - 70:17, 70:19 peak [5] - 11:12, 25:14, 43:17, 60:2, 60:5 people [32] - 6:14, | place [5] - 30:20, 31:6, 34:5, 55:21, 58:18 placement [1] - 46:1 places [4] - 13:5, 27:14, 42:18, 47:7 PLAN [1] - 1:3 plan [14] - 3:18, 19:10, 19:11, 29:5, 29:7, 31:8, 31:18, 33:1, 34:2, 37:16, | preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1 preschools [7] - 67:15, 68:2, 68:3, 68:9, 68:11, 68:13, 72:7 PRESENT [2] - 1:17, 2:1 presentation [1] - |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 option [1] - 27:4 order [2] - 31:14, 82:7 ordinance [3] - 33:14, 39:4, 40:5 organization [1] - 66:22 oriented [1] - 52:7 original [1] - 83:16 originally [1] - 57:19 | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 paid [1] - 76:1 paper [1] - 59:15 parcel [1] - 4:2 parcels [1] - 4:2 parent [2] - 70:5, 71:9 parents [12] - 4:21, 21:8, 22:19, 25:7, 25:17, 27:13, 70:9, 70:17, 71:8, 74:19 | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 patients [2] - 80:14, 81:3 patterns [2] - 61:5, 63:21 pay [2] - 70:17, 70:19 peak [5] - 11:12, 25:14, 43:17, 60:2, 60:5 people [32] - 6:14, 14:8, 15:8, 15:20, | place [5] - 30:20, 31:6, 34:5, 55:21, 58:18 placement [1] - 46:1 places [4] - 13:5, 27:14, 42:18, 47:7 PLAN [1] - 1:3 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, | preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1 preschools [7] - 67:15, 68:2, 68:3, 68:9, 68:11, 68:13, 72:7 PRESENT [2] - 1:17, 2:1 presentation [1] - 57:6 pressure [1] - 43:21 pretty [12] - 13:7, |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 option [1] - 27:4 order [2] - 31:14, 82:7 ordinance [3] - 33:14, 39:4, 40:5 organization [1] - 66:22 oriented [1] - 52:7 original [1] - 83:16 originally [1] - 57:19 Ortho [2] - 39:12, | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 paid [1] - 76:1 paper [1] - 59:15 parcel [1] - 4:2 parcels [1] - 4:2 parent [2] - 70:5, 71:9 parents [12] - 4:21, 21:8, 22:19, 25:7, 25:17, 27:13, 70:9, 70:17, 71:8, 74:19 park [11] - 8:15, | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 patients [2] - 80:14, 81:3 patterns [2] - 61:5, 63:21 pay [2] - 70:17, 70:19 peak [5] - 11:12, 25:14, 43:17, 60:2, 60:5 people [32] - 6:14, 14:8, 15:8, 15:20, 20:11, 22:11, 48:5, | place [5] - 30:20, 31:6, 34:5, 55:21, 58:18 placement [1] - 46:1 places [4] - 13:5, 27:14, 42:18, 47:7 PLAN [1] - 1:3 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 Plan [3] - 1:13, 7:12, 32:22 | preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1 preschools [7] - 67:15, 68:2, 68:3, 68:9, 68:11, 68:13, 72:7 PRESENT [2] - 1:17, 2:1 presentation [1] - 57:6 pressure [1] - 43:21 |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 option [1] - 27:4 order [2] - 31:14, 82:7 ordinance [3] - 33:14, 39:4, 40:5 organization [1] - 66:22 oriented [1] - 52:7 original [1] - 83:16 originally [1] - 57:19 Ortho [2] - 39:12, 81:1 | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 paid [1] - 76:1 paper [1] - 59:15 parcel [1] - 4:2 parcels [1] - 4:2 parent [2] - 70:5, 71:9 parents [12] - 4:21, 21:8, 22:19, 25:7, 25:17, 27:13, 70:9, 70:17, 71:8, 74:19 park [11] - 8:15, 21:10, 42:13, 46:20, | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 patients [2] - 80:14, 81:3 patterns [2] - 61:5, 63:21 pay [2] - 70:17, 70:19 peak [5] - 11:12, 25:14, 43:17, 60:2, 60:5 people [32] - 6:14, 14:8, 15:8, 15:20, 20:11, 22:11, 48:5, 51:12, 51:15, 51:20, | place [5] - 30:20, 31:6, 34:5, 55:21, 58:18 placement [1] - 46:1 places [4] - 13:5, 27:14, 42:18, 47:7 PLAN [1] - 1:3 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 Plan [3] - 1:13, 7:12, | preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1 preschools [7] - 67:15, 68:2, 68:3, 68:9, 68:11, 68:13, 72:7 PRESENT [2] - 1:17, 2:1 presentation [1] - 57:6 pressure [1] - 43:21 pretty [12] - 13:7, 14:14, 14:16, 19:1, 23:14, 26:12, 28:3, |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 option [1] - 27:4 order [2] - 31:14, 82:7 ordinance [3] - 33:14, 39:4, 40:5 organization [1] - 66:22 oriented [1] - 52:7 original [1] - 83:16 originally [1] - 57:19 Ortho [2] - 39:12, 81:1 Orthopaedic [3] - | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 paid [1] - 76:1 paper [1] - 59:15 parcel [1] - 4:2 parcels [1] - 4:2 parents [1] - 4:2 parents [12] - 4:21, 21:8, 22:19, 25:7, 25:17, 27:13, 70:9, 70:17, 71:8, 74:19 park [11] - 8:15, 21:10, 42:13, 46:20, 47:5, 52:12, 53:7, | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 patients [2] - 80:14, 81:3 patterns [2] - 61:5, 63:21 pay [2] - 70:17, 70:19 peak [5] - 11:12, 25:14, 43:17, 60:2, 60:5 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, | place [5] - 30:20, 31:6, 34:5, 55:21, 58:18 placement [1] - 46:1 places [4] - 13:5, 27:14, 42:18, 47:7 PLAN [1] - 1:3 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 Plan [3] - 1:13, 7:12, 32:22 | preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1 preschools [7] - 67:15, 68:2, 68:3, 68:9, 68:11, 68:13, 72:7 PRESENT [2] - 1:17, 2:1 presentation [1] - 57:6 pressure [1] - 43:21 pretty [12] - 13:7, 14:14, 14:16, 19:1, 23:14, 26:12, 28:3, 72:12, 75:1, 78:9, |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 option [1] - 27:4 order [2] - 31:14, 82:7 ordinance [3] - 33:14, 39:4, 40:5 organization [1] - 66:22 oriented [1] - 52:7 original [1] - 83:16 originally [1] - 57:19 Ortho [2] - 39:12, 81:1 Orthopaedic [3] - 51:3, 85:18, 86:2 | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 paid [1] - 76:1 paper [1] - 59:15 parcel [1] - 4:2 parcels [1] - 4:2 parent [2] - 70:5, 71:9 parents [12] - 4:21, 21:8, 22:19, 25:7, 25:17, 27:13, 70:9, 70:17, 71:8, 74:19 park [11] - 8:15, 21:10, 42:13, 46:20, 47:5, 52:12, 53:7, 58:19, 60:6, 77:3, | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 patients [2] - 80:14, 81:3 patterns [2] - 61:5, 63:21 pay [2] - 70:17, 70:19 peak [5] - 11:12, 25:14, 43:17, 60:2, 60:5 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, | place [5] - 30:20, 31:6, 34:5, 55:21, 58:18 placement [1] - 46:1 places [4] - 13:5, 27:14, 42:18, 47:7 PLAN [1] - 1:3 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 Plan [3] - 1:13, 7:12, 32:22 Planner [1] - 2:2 planning [2] - 58:21, 59:16 | preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1 preschools [7] - 67:15, 68:2, 68:3, 68:9, 68:11, 68:13, 72:7 PRESENT [2] - 1:17, 2:1 presentation [1] - 57:6 pressure [1] - 43:21 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 |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 option [1] - 27:4 order [2] - 31:14, 82:7 ordinance [3] - 33:14, 39:4, 40:5 organization [1] - 66:22 oriented [1] - 52:7 original [1] - 83:16 originally [1] - 57:19 Ortho [2] - 39:12, 81:1 Orthopaedic [3] - 51:3, 85:18, 86:2 Orthopaedics [19] - | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 paid [1] - 76:1 paper [1] - 59:15 parcel [1] - 4:2 parcels [1] - 4:2 parent [2] - 70:5, 71:9 parents [12] - 4:21, 21:8, 22:19, 25:7, 25:17, 27:13, 70:9, 70:17, 71:8, 74:19 park [11] - 8:15, 21:10, 42:13, 46:20, 47:5, 52:12, 53:7, 58:19, 60:6, 77:3, 82:5 | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 patients [2] - 80:14, 81:3 patterns [2] - 61:5, 63:21 pay [2] - 70:17, 70:19 peak [5] - 11:12, 25:14, 43:17, 60:2, 60:5 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, | place [5] - 30:20, 31:6, 34:5, 55:21, 58:18 placement [1] - 46:1 places [4] - 13:5, 27:14, 42:18, 47:7 PLAN [1] - 1:3 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 Plan [3] - 1:13, 7:12, 32:22 Planner [1] - 2:2 planning [2] - 58:21, 59:16 plans [2] - 39:1, 85:6 | preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1 preschools [7] - 67:15, 68:2, 68:3, 68:9, 68:11, 68:13, 72:7 PRESENT [2] - 1:17, 2:1 presentation [1] - 57:6 pressure [1] - 43:21 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 previous [1] - 11:1 |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 option [1] - 27:4 order [2] - 31:14, 82:7 ordinance [3] - 33:14, 39:4, 40:5 organization [1] - 66:22 oriented [1] - 52:7 original [1] - 83:16 originally [1] - 57:19 Ortho [2] - 39:12, 81:1 Orthopaedic [3] - 51:3, 85:18, 86:2 Orthopaedics [19] - 13:1, 13:11, 13:21, | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 paid [1] - 76:1 paper [1] - 59:15 parcel [1] - 4:2 parcels [1] - 4:2 parent [2] - 70:5, 71:9 parents [12] - 4:21, 21:8, 22:19, 25:7, 25:17, 27:13, 70:9, 70:17, 71:8, 74:19 park [11] - 8:15, 21:10, 42:13, 46:20, 47:5, 52:12, 53:7, 58:19, 60:6, 77:3, 82:5 parked [6] - 21:6, | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 patients [2] - 80:14, 81:3 patterns [2] - 61:5, 63:21 pay [2] - 70:17, 70:19 peak [5] - 11:12, 25:14, 43:17, 60:2, 60:5 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, | place [5] - 30:20, 31:6, 34:5, 55:21, 58:18 placement [1] - 46:1 places [4] - 13:5, 27:14, 42:18, 47:7 PLAN [1] - 1:3 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 Plan [3] - 1:13, 7:12, 32:22 Planner [1] - 2:2 planning [2] - 58:21, 59:16 plans [2] - 39:1, 85:6 Plat [4] - 1:6, 2:13, | preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1 preschools [7] - 67:15, 68:2, 68:3, 68:9, 68:11, 68:13, 72:7 PRESENT [2] - 1:17, 2:1 presentation [1] - 57:6 pressure [1] - 43:21 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 previous [1] - 11:1 previously [1] - |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 option [1] - 27:4 order [2] - 31:14, 82:7 ordinance [3] - 33:14, 39:4, 40:5 organization [1] - 66:22 oriented [1] - 52:7 original [1] - 83:16 originally [1] - 57:19 Ortho [2] - 39:12, 81:1 Orthopaedic [3] - 51:3, 85:18, 86:2 Orthopaedics [19] - 13:1, 13:11, 13:21, 14:7, 17:7, 24:13, | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 paid [1] - 76:1 paper [1] - 59:15 parcel [1] - 4:2 parcels [1] - 4:2 parent [2] - 70:5, 71:9 parents [12] - 4:21, 21:8, 22:19, 25:7, 25:17, 27:13, 70:9, 70:17, 71:8, 74:19 park [11] - 8:15, 21:10, 42:13, 46:20, 47:5, 52:12, 53:7, 58:19, 60:6, 77:3, 82:5 parked [6] - 21:6, 31:1, 52:7, 56:12, | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 patients [2] - 80:14, 81:3 patterns [2] - 61:5, 63:21 pay [2] - 70:17, 70:19 peak [5] - 11:12, 25:14, 43:17, 60:2, 60:5 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, | place [5] - 30:20, 31:6, 34:5, 55:21, 58:18 placement [1] - 46:1 places [4] - 13:5, 27:14, 42:18, 47:7 PLAN [1] - 1:3 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 Plan [3] - 1:13, 7:12, 32:22 Planner [1] - 2:2 planning [2] - 58:21, 59:16 plans [2] - 39:1, 85:6 Plat [4] - 1:6, 2:13, 6:20, 28:17 | preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1 preschools [7] - 67:15, 68:2, 68:3, 68:9, 68:11, 68:13, 72:7 PRESENT [2] - 1:17, 2:1 presentation [1] - 57:6 pressure [1] - 43:21 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 previous [1] - 11:1 previously [1] - 30:20 |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 option [1] - 27:4 order [2] - 31:14, 82:7 ordinance [3] - 33:14, 39:4, 40:5 organization [1] - 66:22 oriented [1] - 52:7 original [1] - 83:16 originally [1] - 57:19 Ortho [2] - 39:12, 81:1 Orthopaedic [3] - 51:3, 85:18, 86:2 Orthopaedics [19] - 13:1, 13:11, 13:21, 14:7, 17:7, 24:13, 39:6, 44:13, 53:2, | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 paid [1] - 76:1 paper [1] - 59:15 parcel [1] - 4:2 parcels [1] - 4:2 parent [2] - 70:5, 71:9 parents [12] - 4:21, 21:8, 22:19, 25:7, 25:17, 27:13, 70:9, 70:17, 71:8, 74:19 park [11] - 8:15, 21:10, 42:13, 46:20, 47:5, 52:12, 53:7, 58:19, 60:6, 77:3, 82:5 parked [6] - 21:6, 31:1, 52:7, 56:12, 58:10, 58:17 | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 patients [2] - 80:14, 81:3 patterns [2] - 61:5, 63:21 pay [2] - 70:17, 70:19 peak [5] - 11:12, 25:14, 43:17, 60:2, 60:5 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, | place [5] - 30:20, 31:6, 34:5, 55:21, 58:18 placement [1] - 46:1 places [4] - 13:5, 27:14, 42:18, 47:7 PLAN [1] - 1:3 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 Plan [3] - 1:13, 7:12, 32:22 Planner [1] - 2:2 planning [2] - 58:21, 59:16 plans [2] - 39:1, 85:6 Plat [4] - 1:6, 2:13, 6:20, 28:17 plat [2] - 18:3, 28:18 | preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1 preschools [7] - 67:15, 68:2, 68:3, 68:9, 68:11, 68:13, 72:7 PRESENT [2] - 1:17, 2:1 presentation [1] - 57:6 pressure [1] - 43:21 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 previous [1] - 11:1 previously [1] - 30:20 primarily [2] - 15:18, |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 option [1] - 27:4 order [2] - 31:14, 82:7 ordinance [3] - 33:14, 39:4, 40:5 organization [1] - 66:22 oriented [1] - 52:7 original [1] - 83:16 originally [1] - 57:19 Ortho [2] - 39:12, 81:1 Orthopaedic [3] - 51:3, 85:18, 86:2 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, | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 paid [1] - 76:1 paper [1] - 59:15 parcel [1] - 4:2 parcels [1] - 4:2 parent [2] - 70:5, 71:9 parents [12] - 4:21, 21:8, 22:19, 25:7, 25:17, 27:13, 70:9, 70:17, 71:8, 74:19 park [11] - 8:15, 21:10, 42:13, 46:20, 47:5, 52:12, 53:7, 58:19, 60:6, 77:3, 82:5 parked [6] - 21:6, 31:1, 52:7, 56:12, 58:10, 58:17 parking [74] - 13:3, | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 patients [2] - 80:14, 81:3 patterns [2] - 61:5, 63:21 pay [2] - 70:17, 70:19 peak [5] - 11:12, 25:14, 43:17, 60:2, 60:5 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 | place [5] - 30:20, 31:6, 34:5, 55:21, 58:18 placement [1] - 46:1 places [4] - 13:5, 27:14, 42:18, 47:7 PLAN [1] - 1:3 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 Plan [3] - 1:13, 7:12, 32:22 Planner [1] - 2:2 planning [2] - 58:21, 59:16 plans [2] - 39:1, 85:6 Plat [4] - 1:6, 2:13, 6:20, 28:17 plat [2] - 18:3, 28:18 play [1] - 35:19 | preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1 preschools [7] - 67:15, 68:2, 68:3, 68:9, 68:11, 68:13, 72:7 PRESENT [2] - 1:17, 2:1 presentation [1] - 57:6 pressure [1] - 43:21 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 previous [1] - 11:1 previously [1] - 30:20 primarily [2] - 15:18, 27:9 |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 option [1] - 27:4 order [2] - 31:14, 82:7 ordinance [3] - 33:14, 39:4, 40:5 organization [1] - 66:22 oriented [1] - 52:7 original [1] - 83:16 originally [1] - 57:19 Ortho [2] - 39:12, 81:1 Orthopaedic [3] - 51:3, 85:18, 86:2 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, | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 paid [1] - 76:1 paper [1] - 59:15 parcel [1] - 4:2 parcels [1] - 4:2 parent [2] - 70:5, 71:9 parents [12] - 4:21, 21:8, 22:19, 25:7, 25:17, 27:13, 70:9, 70:17, 71:8, 74:19 park [11] - 8:15, 21:10, 42:13, 46:20, 47:5, 52:12, 53:7, 58:19, 60:6, 77:3, 82:5 parked [6] - 21:6, 31:1, 52:7, 56:12, 58:10, 58:17 parking [74] - 13:3, 13:5, 13:8, 13:15, | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 patients [2] - 80:14, 81:3 patterns [2] - 61:5, 63:21 pay [2] - 70:17, 70:19 peak [5] - 11:12, 25:14, 43:17, 60:2, 60:5 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 people 's [1] - 56:19 | place [5] - 30:20, 31:6, 34:5, 55:21, 58:18 placement [1] - 46:1 places [4] - 13:5, 27:14, 42:18, 47:7 PLAN [1] - 1:3 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 Plan [3] - 1:13, 7:12, 32:22 Planner [1] - 2:2 planning [2] - 58:21, 59:16 plans [2] - 39:1, 85:6 Plat [4] - 1:6, 2:13, 6:20, 28:17 plat [2] - 18:3, 28:18 play [1] - 35:19 playground [1] - | preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1 preschools [7] - 67:15, 68:2, 68:3, 68:9, 68:11, 68:13, 72:7 PRESENT [2] - 1:17, 2:1 presentation [1] - 57:6 pressure [1] - 43:21 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 previous [1] - 11:1 previously [1] - 30:20 primarily [2] - 15:18, 27:9 prime [3] - 50:17, |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 option [1] - 27:4 order [2] - 31:14, 82:7 ordinance [3] - 33:14, 39:4, 40:5 organization [1] - 66:22 oriented [1] - 52:7 original [1] - 83:16 originally [1] - 57:19 Ortho [2] - 39:12, 81:1 Orthopaedic [3] - 51:3, 85:18, 86:2 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, | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 paid [1] - 76:1 paper [1] - 59:15 parcel [1] - 4:2 parcels [1] - 4:2 parent [2] - 70:5, 71:9 parents [12] - 4:21, 21:8, 22:19, 25:7, 25:17, 27:13, 70:9, 70:17, 71:8, 74:19 park [11] - 8:15, 21:10, 42:13, 46:20, 47:5, 52:12, 53:7, 58:19, 60:6, 77:3, 82:5 parked [6] - 21:6, 31:1, 52:7, 56:12, 58:10, 58:17 parking [74] - 13:3, | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 patients [2] - 80:14, 81:3 patterns [2] - 61:5, 63:21 pay [2] - 70:17, 70:19 peak [5] - 11:12, 25:14, 43:17, 60:2, 60:5 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 people's [1] - 56:19 per [1] - 82:11 | place [5] - 30:20, 31:6, 34:5, 55:21, 58:18 placement [1] - 46:1 places [4] - 13:5, 27:14, 42:18, 47:7 PLAN [1] - 1:3 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 Plan [3] - 1:13, 7:12, 32:22 Planner [1] - 2:2 planning [2] - 58:21, 59:16 plans [2] - 39:1, 85:6 Plat [4] - 1:6, 2:13, 6:20, 28:17 plat [2] - 18:3, 28:18 play [1] - 35:19 playground [1] - 18:14 | preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1 preschools [7] - 67:15, 68:2, 68:3, 68:9, 68:11, 68:13, 72:7 PRESENT [2] - 1:17, 2:1 presentation [1] - 57:6 pressure [1] - 43:21 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 previous [1] - 11:1 previously [1] - 30:20 primarily [2] - 15:18, 27:9 prime [3] - 50:17, 50:18, 50:19 |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 option [1] - 27:4 order [2] - 31:14, 82:7 ordinance [3] - 33:14, 39:4, 40:5 organization [1] - 66:22 oriented [1] - 52:7 original [1] - 83:16 originally [1] - 57:19 Ortho [2] - 39:12, 81:1 Orthopaedic [3] - 51:3, 85:18, 86:2 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 | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 paid [1] - 76:1 paper [1] - 59:15 parcel [1] - 4:2 parcels [1] - 4:2 parent [2] - 70:5, 71:9 parents [12] - 4:21, 21:8, 22:19, 25:7, 25:17, 27:13, 70:9, 70:17, 71:8, 74:19 park [11] - 8:15, 21:10, 42:13, 46:20, 47:5, 52:12, 53:7, 58:19, 60:6, 77:3, 82:5 parked [6] - 21:6, 31:1, 52:7, 56:12, 58:10, 58:17 parking [74] - 13:3, 13:5, 13:8, 13:15, 13:17, 18:13, 20:20, | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 patients [2] - 80:14, 81:3 patterns [2] - 61:5, 63:21 pay [2] - 70:17, 70:19 peak [5] - 11:12, 25:14, 43:17, 60:2, 60:5 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 people 's [1] - 56:19 | place $[5] - 30:20$, 31:6, 34:5, 55:21, 58:18 placement $[1] - 46:1$ places $[4] - 13:5$, 27:14, 42:18, 47:7 PLAN $[1] - 1:3$ 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 Plan $[3] - 1:13, 7:12$, 32:22 Planner $[1] - 2:2$ planning $[2] - 58:21$, 59:16 plans $[2] - 39:1, 85:6$ Plat $[4] - 1:6, 2:13$, 6:20, 28:17 plat $[2] - 18:3, 28:18$ play $[1] - 35:19$ playground $[1] - 18:14$ Playhouse $[1] - 72:5$ | preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1 preschools [7] - 67:15, 68:2, 68:3, 68:9, 68:11, 68:13, 72:7 PRESENT [2] - 1:17, 2:1 presentation [1] - 57:6 pressure [1] - 43:21 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 previous [1] - 11:1 previously [1] - 30:20 primarily [2] - 15:18, 27:9 prime [3] - 50:17, 50:18, 50:19 principal [1] - 58:4 |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 option [1] - 27:4 order [2] - 31:14, 82:7 ordinance [3] - 33:14, 39:4, 40:5 organization [1] - 66:22 oriented [1] - 52:7 original [1] - 83:16 originally [1] - 57:19 Ortho [2] - 39:12, 81:1 Orthopaedic [3] - 51:3, 85:18, 86:2 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 Orthopaedics '[5] - | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 paid [1] - 76:1 paper [1] - 59:15 parcel [1] - 4:2 parcels [1] - 4:2 parents [1] - 4:2 parents [12] - 4:21, 21:8, 22:19, 25:7, 25:17, 27:13, 70:9, 70:17, 71:8, 74:19 park [11] - 8:15, 21:10, 42:13, 46:20, 47:5, 52:12, 53:7, 58:19, 60:6, 77:3, 82:5 parked [6] - 21:6, 31:1, 52:7, 56:12, 58:10, 58:17 parking [74] - 13:3, 13:5, 13:8, 13:15, 13:17, 18:13, 20:20, 29:11, 29:15, 29:17, | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 patients [2] - 80:14, 81:3 patterns [2] - 61:5, 63:21 pay [2] - 70:17, 70:19 peak [5] - 11:12, 25:14, 43:17, 60:2, 60:5 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 people 's [1] - 56:19 per [1] - 82:11 percent [2] - 23:19, | place [5] - 30:20, 31:6, 34:5, 55:21, 58:18 placement [1] - 46:1 places [4] - 13:5, 27:14, 42:18, 47:7 PLAN [1] - 1:3 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 Plan [3] - 1:13, 7:12, 32:22 Planner [1] - 2:2 planning [2] - 58:21, 59:16 plans [2] - 39:1, 85:6 Plat [4] - 1:6, 2:13, 6:20, 28:17 plat [2] - 18:3, 28:18 play [1] - 35:19 playground [1] - 18:14 Playhouse [1] - 72:5 pleasant [1] - 64:8 | preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1 preschools [7] - 67:15, 68:2, 68:3, 68:9, 68:11, 68:13, 72:7 PRESENT [2] - 1:17, 2:1 presentation [1] - 57:6 pressure [1] - 43:21 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 previous [1] - 11:1 previously [1] - 30:20 primarily [2] - 15:18, 27:9 prime [3] - 50:17, 50:18, 50:19 principal [1] - 58:4 Principles [1] - 77:15 |
| 18:10, 32:9, 52:16 opposed [2] - 26:19, 29:16 optimal [1] - 50:20 option [1] - 27:4 order [2] - 31:14, 82:7 ordinance [3] - 33:14, 39:4, 40:5 organization [1] - 66:22 oriented [1] - 52:7 original [1] - 83:16 originally [1] - 57:19 Ortho [2] - 39:12, 81:1 Orthopaedic [3] - 51:3, 85:18, 86:2 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 | packet [5] - 6:17, 6:18, 7:17, 84:9, 86:8 PAGE [2] - 1:2, 88:2 pages [1] - 42:6 paid [1] - 76:1 paper [1] - 59:15 parcel [1] - 4:2 parcels [1] - 4:2 parent [2] - 70:5, 71:9 parents [12] - 4:21, 21:8, 22:19, 25:7, 25:17, 27:13, 70:9, 70:17, 71:8, 74:19 park [11] - 8:15, 21:10, 42:13, 46:20, 47:5, 52:12, 53:7, 58:19, 60:6, 77:3, 82:5 parked [6] - 21:6, 31:1, 52:7, 56:12, 58:10, 58:17 parking [74] - 13:3, 13:5, 13:8, 13:15, 13:17, 18:13, 20:20, 29:11, 29:15, 29:17, 31:12, 31:14, 31:16, | 37:10, 46:15, 64:1 path [1] - 35:20 patient [2] - 42:21, 82:12 patients [2] - 80:14, 81:3 patterns [2] - 61:5, 63:21 pay [2] - 70:17, 70:19 peak [5] - 11:12, 25:14, 43:17, 60:2, 60:5 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 people's [1] - 56:19 per [1] - 82:11 percent [2] - 23:19, 70:13 | place $[5] - 30:20$, 31:6, 34:5, 55:21, 58:18 placement $[1] - 46:1$ places $[4] - 13:5$, 27:14, 42:18, 47:7 PLAN $[1] - 1:3$ 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 Plan $[3] - 1:13, 7:12$, 32:22 Planner $[1] - 2:2$ planning $[2] - 58:21$, 59:16 plans $[2] - 39:1, 85:6$ Plat $[4] - 1:6, 2:13$, 6:20, 28:17 plat $[2] - 18:3, 28:18$ play $[1] - 35:19$ playground $[1] - 18:14$ Playhouse $[1] - 72:5$ | preschool [10] - 21:4, 21:7, 22:5, 30:4, 38:14, 38:17, 45:3, 67:21, 69:21, 70:1 preschools [7] - 67:15, 68:2, 68:3, 68:9, 68:11, 68:13, 72:7 PRESENT [2] - 1:17, 2:1 presentation [1] - 57:6 pressure [1] - 43:21 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 previous [1] - 11:1 previously [1] - 30:20 primarily [2] - 15:18, 27:9 prime [3] - 50:17, 50:18, 50:19 principal [1] - 58:4 |

| problem [19] - 10:21, | pu |
|---|-------------------|
| 19:3, 31:18, 38:1, | pu |
| 44:10, 45:10, 48:8, | pu |
| 51:6, 51:7, 55:19, | pu |
| 56:18, 60:9, 60:15, | pu |
| 76:13, 76:14, 81:2, | pu |
| 81:3, 81:10, 86:4 | 40:7 |
| problems [4] - 44:14, | 48:1 |
| 48:1, 51:1, 51:2 | 54:1 |
| PROCEEDINGS [1] - | 78:9 |
| 1:11 | pu |
| professional [1] - | pu |
| 58:7 | 60:1 |
| program [7] - 69:8, | |
| 69:9, 70:5, 70:10, | |
| 70:12, 70:16, 71:3 | |
| programs [4] - 26:8, | |
| 69:15, 69:16, 70:19 | qu |
| project [7] - 34:18, | qu |
| 64:19, 65:10, 76:11, | 5:4, |
| 76:19, 77:3 | 12:1 |
| projecting [1] - | 46:8 |
| 49:16 | 53:1 |
| projects [1] - 65:13 | 84:2 |
| properly [2] - 7:6, | qu |
| 33:16 | qu 26:1 |
| properties [6] - 31:9, | 20.1 qu |
| 36:2, 37:7, 47:15, | qu |
| 47:16, 49:5 | |
| property [31] - 3:13, | |
| 3:16, 4:8, 13:3, 18:11, | |
| 18:12, 20:4, 31:19, 32:1, 32:5, 37:14, | R- |
| 38:4, 40:6, 42:15, | 84:1 |
| 44:7, 48:20, 49:3, | R- |
| 50:21, 57:9, 57:14, | R- |
| 63:1, 63:2, 63:4, 63:7, | 3:20 |
| 65:5, 66:3, 66:14, | 63:3 |
| 73:4, 73:6, 82:6, 83:5 | 83:1 |
| proposal [5] - 44:8, | 84:1 |
| 44:11, 57:7, 57:17, | rac |
| 60:8 | 51:2 |
| proposed [11] - 3:9, | rac |
| 20:5, 29:19, 36:2, | rac 27:1 |
| 43:8, 43:15, 43:16, | rai |
| 44:4, 44:5, 44:16, | rat |
| 65:10 | R |
| proposing [2] - 4:17, | rea |
| 11:1 | 77:1 |
| protect [2] - 35:2, | rea |
| 83:11 | rea |
| provide [4] - 42:3, | 47:1 |
| 44:5, 80:13, 81:18 | rea |
| provides [1] - 23:2 | rea |
| public [6] - 1:12, 6:1, | 12:1 |
| 16:10, 58:3, 61:8, 87:14 | rea |
| pull [1] - 36:14 | 10:2 |
| pulled [1] - 69:4 | 11:1 |
| purchased [1] - 66:1 | 15:1 |
| purchaseu [1] - 00.1 | 21:2 |

| purely [1] - 44:7 | 29. ft 31:3, |
|---|--|
| purpose [1] - 30:12 | 31.3, 32:14 |
| push [1] - 51:1 | 37:9, |
| pushes [1] - 60:15 | 57.9, 55:20 |
| put [14] - 7:18, 19:4, | 76:1, |
| 40:7, 46:2, 47:17, | - |
| 48:19, 48:21, 53:17, | rea |
| 54:11, 64:9, 75:13, | rea |
| 78:9, 81:11 | rea |
| puts [1] - 14:7 | 12:2, |
| putting [3] - 36:8, | 66:1 |
| 60:13, 73:21 | rec |
| | rec |
| Q | rec |
| | rec |
| quarter [1] - 80:1 | rec |
| questions [14] - 5:2, | - 4:1 |
| 5:4, 8:17, 10:10, | rec |
| 12:18, 19:9, 40:13, | 37:14 |
| 46:8, 47:12, 47:16, | rec |
| | rec |
| 53:1, 73:11, 76:9, 84:21 | red |
| - | red |
| quick [1] - 80:11 | red |
| quiet [4] - 14:16, | 3:14 |
| 26:12, 42:7, 50:14 | red |
| quite [2] - 3:11, 48:4 | red |
| | 32:2 |
| R | red |
| | |
| | refe |
| R-2 [3] - 66:15, 68:6. | refe refl |
| R-2 [3] - 66:15, 68:6, 84:18 | |
| 84:18 | refl |
| 84:18 R-3 [1] - 75:21 | refl refr |
| 84:18 R-3 [1] - 75:21 R-4 [13] - 1:8, 2:16, | refl refr refu |
| 84:18 R-3 [1] - 75:21 R-4 [13] - 1:8, 2:16, 3:20, 3:21, 4:3, 4:5, | refl refr refu reg |
| 84:18 R-3 [1] - 75:21 R-4 [13] - 1:8, 2:16, 3:20, 3:21, 4:3, 4:5, 63:3, 75:12, 83:6, | refl refr refu reg 36:2 |
| 84:18 R-3 [1] - 75:21 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, | refl refr refu reg 36:2 reg 13:12 |
| 84:18 R-3 [1] - 75:21 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 | refl refr reg 36:21 reg 13:12 reg |
| 84:18 R-3 [1] - 75:21 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 racing [3] - 51:12, | refl refr refu reg 36:2 reg 13:12 |
| 84:18 R-3 [1] - 75:21 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 racing [3] - 51:12, 51:20, 53:12 | refl refr refu 36:2 ⁻⁷ reg 13:12 reg 46:6, |
| 84:18 R-3 [1] - 75:21 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 racing [3] - 51:12, 51:20, 53:12 radical [1] - 75:10 | refl refr refu 36:22 reg 13:12 reg 46:6, reg |
| 84:18 R-3 [1] - 75:21 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 racing [3] - 51:12, 51:20, 53:12 radical [1] - 75:10 radius [3] - 27:16, | refl refr refu 36:22 reg 13:12 reg 46:6, reg rela |
| 84:18 R-3 [1] - 75:21 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 racing [3] - 51:12, 51:20, 53:12 radical [1] - 75:10 radius [3] - 27:16, 27:17, 28:3 | refl refr reg 36:2 reg 13:12 reg 46:6, reg rela rela |
| 84:18 R-3 [1] - 75:21 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 racing [3] - 51:12, 51:20, 53:12 radical [1] - 75:10 radius [3] - 27:16, 27:17, 28:3 railroad [1] - 53:11 | refl refr reg 36:2° reg 13:12 reg 46:6, reg rela rela |
| 84:18 R-3 [1] - 75:21 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 racing [3] - 51:12, 51:20, 53:12 radical [1] - 75:10 radius [3] - 27:16, 27:17, 28:3 railroad [1] - 53:11 rather [1] - 37:17 | refl refr refu 36:22 reg 13:12 reg 46:6, reg rela rela rela 19:6 |
| 84:18 R-3 [1] - 75:21 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 racing [3] - 51:12, 51:20, 53:12 radical [1] - 75:10 radius [3] - 27:16, 27:17, 28:3 railroad [1] - 53:11 rather [1] - 37:17 RDR [2] - 88:5, 88:15 | refl refr refu 36:2 ⁻¹ reg 13:12 reg 46:6, reg rela rela 19:6 rele rele |
| 84:18 R-3 [1] - 75:21 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 racing [3] - 51:12, 51:20, 53:12 radical [1] - 75:10 radius [3] - 27:16, 27:17, 28:3 railroad [1] - 53:11 rather [1] - 37:17 RDR [2] - 88:5, 88:15 reach [2] - 28:12, | refl refr refu 36:2 ⁻¹ reg 13:12 reg 46:6, reg rela rela 19:6 rele rem rem |
| 84:18 R-3 [1] - 75:21 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 racing [3] - 51:12, 51:20, 53:12 radical [1] - 75:10 radius [3] - 27:16, 27:17, 28:3 railroad [1] - 53:11 rather [1] - 37:17 RDR [2] - 88:5, 88:15 reach [2] - 28:12, 77:1 | refl refr refy 36:22 reg 13:12 reg 46:6, reg rela rela 19:6 rela rela rela 19:6 rela 19:7 |
| 84:18 R-3 [1] - 75:21 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 racing [3] - 51:12, 51:20, 53:12 radical [1] - 75:10 radius [3] - 27:16, 27:17, 28:3 railroad [1] - 53:11 rather [1] - 37:17 RDR [2] - 88:5, 88:15 reach [2] - 28:12, 77:1 read [1] - 41:1 | refl refr refu 36:2 ⁻¹ reg 13:12 reg 46:6, reg rela rela 19:6 rela rela 19:6 rem 11:10 26:3, |
| 84:18 R-3 [1] - 75:21 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 racing [3] - 51:12, 51:20, 53:12 radical [1] - 75:10 radius [3] - 27:16, 27:17, 28:3 railroad [1] - 53:11 rather [1] - 37:17 RDR [2] - 88:5, 88:15 reach [2] - 28:12, 77:1 read [1] - 41:1 read [1] - 41:1 read [3] - 21:14, | refl refr refy 36:2 ⁻¹ reg 13:12 reg 46:6, reg rela rela rela 19:6 rela rela 19:6 rela 20:3, rem |
| 84:18 R-3 [1] - 75:21 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 racing [3] - 51:12, 51:20, 53:12 radical [1] - 75:10 radius [3] - 27:16, 27:17, 28:3 railroad [1] - 53:11 rather [1] - 37:17 RDR [2] - 88:5, 88:15 reach [2] - 28:12, 77:1 read [1] - 41:1 read [1] - 41:1 read [1] - 21:14, 47:14, 49:13 | refl refr refu 36:21 reg 13:12 reg 46:6, reg rela rela 19:6 rela 19:6 rela 26:3, rem 11:16 |
| 84:18 R-3 [1] - 75:21 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 racing [3] - 51:12, 51:20, 53:12 radical [1] - 75:10 radius [3] - 27:16, 27:17, 28:3 railroad [1] - 53:11 rather [1] - 37:17 RDR [2] - 88:5, 88:15 reach [2] - 28:12, 77:1 read [1] - 41:1 read [1] - 41:1 read [3] - 21:14, 47:14, 49:13 reality [1] - 81:14 | refl refr refu 36:22 reg 13:12 reg 46:6, reg rela rela 19:6 rela 19:6 rela 26:3, rem 76:12 |
| 84:18 R-3 [1] - 75:21 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 racing [3] - 51:12, 51:20, 53:12 radical [1] - 75:10 radius [3] - 27:16, 27:17, 28:3 railroad [1] - 53:11 rather [1] - 37:17 RDR [2] - 88:5, 88:15 reach [2] - 28:12, 77:1 read [1] - 41:1 read [1] - 41:1 read [3] - 21:14, 47:14, 49:13 reality [1] - 81:14 realized [2] - 11:11, | refl refl reg 36:22 reg 13:12 reg 46:6, rela rela 19:6 rela 19:6 rela 26:3, rem 76:12 |
| 84:18 R-3 [1] - 75:21 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 racing [3] - 51:12, 51:20, 53:12 radical [1] - 75:10 radius [3] - 27:16, 27:17, 28:3 railroad [1] - 53:11 rather [1] - 37:17 RDR [2] - 88:5, 88:15 reach [2] - 28:12, 77:1 read [1] - 41:1 read [3] - 21:14, 47:14, 49:13 reality [1] - 81:14 realized [2] - 11:11, 12:1 | refl refr refu 36:22 reg 13:12 reg 46:6, reg rela rela 19:6 rela 19:6 rela 26:3, rem 76:12 rem |
| 84:18 R-3 [1] - 75:21 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 racing [3] - 51:12, 51:20, 53:12 radical [1] - 75:10 radius [3] - 27:16, 27:17, 28:3 railroad [1] - 53:11 rather [1] - 37:17 RDR [2] - 88:5, 88:15 reach [2] - 28:12, 77:1 read [1] - 41:1 read [3] - 21:14, 47:14, 49:13 reality [1] - 81:14 realized [2] - 11:11, 12:1 really [34] - 6:5, | refle refl reg 36:22 reg 13:12 reg 46:6, reg rela rela 19:6 rela rela 19:6 rela rela 26:3, rem 76:12 rem 10:1 |
| 84:18 R-3 [1] - 75:21 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 racing [3] - 51:12, 51:20, 53:12 radical [1] - 75:10 radius [3] - 27:16, 27:17, 28:3 railroad [1] - 53:11 rather [1] - 37:17 RDR [2] - 88:5, 88:15 reach [2] - 28:12, 77:1 read [1] - 41:1 read [1] - 41:1 read [3] - 21:14, 47:14, 49:13 reality [1] - 81:14 realized [2] - 11:11, 12:1 really [34] - 6:5, 10:21, 11:7, 11:9, | refle refl reg 36:22 reg 13:12 reg 46:6, reg rela rela 19:6 rela rela 19:6 rela rela 26:3, rem 76:12 rem 10:1 rep 10:1 rep |
| 84:18 R-3 [1] - 75:21 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 racing [3] - 51:12, 51:20, 53:12 radical [1] - 75:10 radius [3] - 27:16, 27:17, 28:3 railroad [1] - 53:11 rather [1] - 37:17 RDR [2] - 88:5, 88:15 reach [2] - 28:12, 77:1 read [1] - 41:1 read [1] - 41:1 read [1] - 81:14, 47:14, 49:13 reality [1] - 81:14 realized [2] - 11:11, 12:1 really [34] - 6:5, 10:21, 11:7, 11:9, 11:19, 14:15, 15:2, | reflired refr refu reg 36:2 ⁻¹ reg 13:12 reg 46:6, reg rela rela rela 19:6 rela rela 19:6 rela rela 26:3, rem 76:1 ⁻¹ rep 10:1 rep 20:16 |
| 84:18 R-3 [1] - 75:21 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 racing [3] - 51:12, 51:20, 53:12 radical [1] - 75:10 radius [3] - 27:16, 27:17, 28:3 railroad [1] - 53:11 rather [1] - 37:17 RDR [2] - 88:5, 88:15 reach [2] - 28:12, 77:1 read [1] - 41:1 real [3] - 21:14, 47:14, 49:13 reality [1] - 81:14 reality [1] - 81:14 reality [2] - 81:14 reality [34] - 6:5, 10:21, 11:7, 11:9, 11:19, 14:15, 15:2, 15:16, 16:14, 18:2, | refle refr refu reg 36:2 ² reg 13:12 reg 46:6, rela rela rela 19:6 rela 26:3, rem 76:1 ² rem 76:1 ² rem 76:1 ² rep 10:1 rep 20:16 REI |
| 84:18 R-3 [1] - 75:21 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 racing [3] - 51:12, 51:20, 53:12 radical [1] - 75:10 radius [3] - 27:16, 27:17, 28:3 railroad [1] - 53:11 rather [1] - 37:17 RDR [2] - 88:5, 88:15 reach [2] - 28:12, 77:1 read [1] - 41:1 read [1] - 41:1 read [1] - 81:14, 47:14, 49:13 reality [1] - 81:14 realized [2] - 11:11, 12:1 really [34] - 6:5, 10:21, 11:7, 11:9, 11:19, 14:15, 15:2, | reflired refr refu reg 36:2 ⁻¹ reg 13:12 reg 46:6, reg rela rela rela 19:6 rela rela 19:6 rela rela 26:3, rem 76:1 ⁻¹ rep 10:1 rep 20:16 |

purchaser [1] - 3:16

purely [1] - 44:7

26:6, 26:10, 28:4, 29:10, 29:16, 30:19, 31:17, 32:4, 4, 33:12, 35:17, 51:22, 55:15, 0, 72:2, 72:21, 85:15 **r** [1] - 35:18 son [1] - 48:10 sons [5] - 3:10, 22:16, 44:5, ap [1] - 5:1 ently [1] - 72:3 ognize [1] - 59:21 ognized [1] - 61:7 ommendation [1] 5 onstructed [1] -4 ord [1] - 2:20 orded [1] - 6:15 lesign [1] - 29:15 evelop [1] - 18:10 evelopment [1] luce [1] - 24:18 luced [2] - 24:9, luces [1] - 22:8 erred [1] - 25:11 ect [1] - 62:12 resh [1] - 10:16 use [1] - 36:22 arding [2] - 4:14, 1 ardless [1] ards [3] - 43:5, 58:6 ular [1] - 22:5 ated [2] - 9:1, 12:9 ative [1] - 18:6 ease [2] - 18:14, evant [1] - 76:2 naining [1] - 4:7 nember [5] -6, 12:14, 14:11, 28:4 ninding [1] -1 ninds [1] - 79:13 t [2] - 56:1, 65:1 eat [3] - 5:5, 5:8, ort [2] - 12:6, 6 PORT [1] - 1:11 orted [1] - 88:8

reporter [1] - 88:6 represented [1] -8:13 request [2] - 84:17, 86:5 require [2] - 45:13, 85.22 required [2] - 7:6, 28:17 requirement [1] -32:2 requirements [4] -4:1, 6:21, 29:11, 29:17 research [1] - 67:14 reserved [1] - 59:17 resident [2] - 66:13, 72:20 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 residentially [1] -82:20 residents [4] - 8:13, 15:5, 42:1, 62:14 respectfully [1] -71:17 **response** [1] - 43:14 rest [2] - 49:2, 49:3 restaurant [1] -75:14 restrict [1] - 78:22 restricted [3] - 47:1, 47:4, 78:7 restricting [1] -79:19 restriction [1] -78:18 restrictions [8] -42:17, 43:2, 46:14, 60:7, 60:14, 80:3, 80:5 restrictive [3] -45:14, 45:19, 53:18 retail [4] - 75:3, 75:5, 75:7, 75:9 retention [1] - 18:17 revenue [1] - 72:22 revert [1] - 57:18 reverted [1] - 83:15 review [2] - 7:7, 17:21 rezone [2] - 1:7, 2:14 rezoning [1] - 16:17 rid [1] - 45:21 risk [2] - 73:8, 73:21

road [3] - 72:16, 79:6, 79:8 roads [2] - 23:6, 79:4 roadway [1] - 22:15 robb [1] - 79:1 **Robb** [3] - 29:2, 37:10,77:1 **ROBERT** [1] - 2:3 role [1] - 53:3 room [1] - 57:6 rough [1] - 35:10 roughly [1] - 9:8 round [1] - 48:4 route [1] - 79:8 Route [2] - 72:3, 72:17 routes [1] - 23:12 routinely [1] - 53:14 run [4] - 37:17, 37:18, 38:3, 69:15 **running** [4] - 37:18, 37:21, 61:16, 61:18 runs [1] - 37:11 rush [2] - 54:4, 63:20

Road [1] - 55:22

S

S-a-d-l-o-w-s-k-i [1] -57:3 S-k-a-r-e-d-o-f-f [1] -54:21 **sac** [4] - 4:4, 20:13, 48:19, 48:21 SADLOWSKI [2] -57:2, 61:17 Sadlowski [1] - 57:3 safer [1] - 67:20 **safety** [4] - 50:18, 58:3, 60:20, 61:8 sat [1] - 69:20 **Saturday** [1] - 14:18 save [1] - 12:20 saw [7] - 8:10, 8:12, 59:7, 59:15, 70:2, 70:8, 70:12 School [8] - 1:6, 2:7, 2:12, 3:5, 3:7, 3:19, 4:10, 25:4 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 schools [5] - 15:18, 20:17, 27:10, 38:12, 38:16 scott [1] - 83:21

KATHLEEN W. BONO, CSR 630-834-7779

Attachment 6 - Transcript^{32 of 35 sheets}

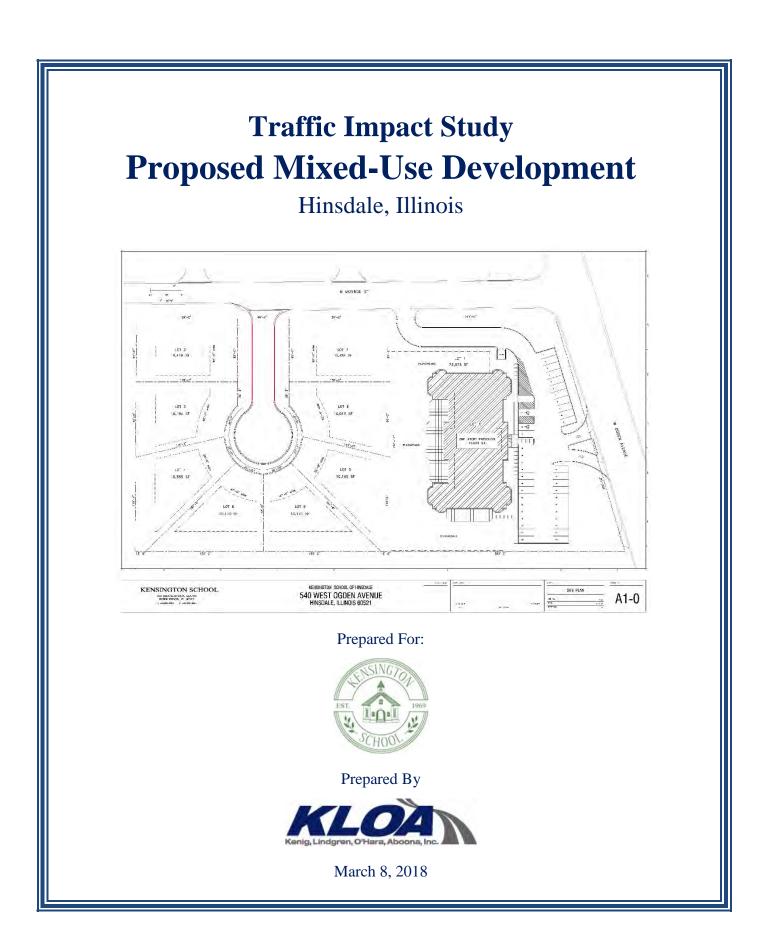
| | 1 | 1 | 1 | 1 |
|--|-----------------------------------|---|---------------------------------|-------------------------|
| SCOTT [1] - 1:20 | sheds [1] - 35:19 | 86:6 | 65:18, 82:22 | stoplight [1] - 74:1 |
| Scott [2] - 10:12, | shift [1] - 71:5 | sites [2] - 4:4, 32:11 | specific [3] - 19:9, | storage [1] - 18:13 |
| 12:16 | shifted [1] - 44:14 | sitting [1] - 57:5 | 36:21, 46:8 | store [4] - 21:19, |
| screened [2] - 31:9, | ship [1] - 81:7 | situation [3] - 58:5, | specifically [1] - | 38:5, 56:7, 56:14 |
| 32:3 | short [3] - 33:19, | 62:8, 68:19 | 44:12 | stormwater [5] - |
| screening [2] - 37:1, | 40:22, 61:20 | six [2] - 11:6, 66:20 | speed [1] - 48:12 | 17:16, 17:22, 18:2, |
| | | | | |
| 37:2 | shortage [1] - 68:3 | size [2] - 9:10, 30:10 | speeding [1] - 48:16 | 18:7, 18:11 |
| SE-8 [1] - 33:1 | shorthand [2] - 88:8, | SKAREDOFF [3] - | spelled [2] - 30:10, | Stormwater [1] - |
| second [6] - 27:4, | 88:10 | 54:20, 56:10, 56:22 | 30:14 | 36:12 |
| 48:18, 53:9, 63:12, | show [2] - 23:13, | Skaredoff [1] - 54:21 | spells [1] - 85:2 | straight [1] - 47:6 |
| 72:1, 86:15 | 24:1 | slow [2] - 19:5, 21:3 | spend [1] - 85:9 | strangers [1] - 52:11 |
| security [1] - 40:7 | showed [2] - 8:11, | slowly [2] - 18:14, | spot [1] - 49:19 | street [31] - 3:8, |
| see [35] - 6:15, 8:4, | 25:13 | 21:2 | spots [3] - 47:20, | 5:18, 11:7, 17:11, |
| 10:21, 12:6, 12:10, | shown [1] - 30:2 | small [2] - 51:19, | 49:15, 82:11 | 29:18, 29:22, 30:22, |
| 12:14, 15:16, 18:2, | shows [1] - 86:3 | 74:4 | spread [2] - 22:8, | 31:1, 35:15, 39:5, |
| 20:15, 25:13, 29:6, | shuttle [1] - 56:3 | smart [2] - 63:15, | 22:11 | 43:5, 48:17, 49:3, |
| 29:9, 29:14, 34:1, | shuttling [1] - 77:16 | 85:15 | Spring [1] - 55:22 | 51:12, 54:3, 55:9, |
| 34:11, 35:17, 36:9, | siblings [2] - 9:9, | sold [2] - 75:17, 82:6 | Springs [4] - 15:19, | 56:20, 58:11, 59:8, |
| 36:11, 37:8, 37:9, | 10:5 | solid [2] - 36:1, | 27:21, 28:9, 28:10 | 60:7, 60:22, 61:2, |
| 39:1, 41:8, 42:5, | side [9] - 45:9, 47:3, | 66:20 | square [3] - 3:21, | 61:13, 62:22, 63:9, |
| 45:16, 45:17, 45:19, | 47:4, 51:16, 56:14, | solution [6] - 19:2, | 20:21, 49:17 | 63:16, 65:1, 67:13, |
| 50:6, 53:15, 55:2, | 63:9, 66:18, 74:9, | 45:6, 55:16, 73:7, | Square [1] - 56:8 | 67:22, 74:11 |
| 56:6, 63:19, 71:13, | 79:9 | 77:17, 84:4 | ss [1] - 88:1 | Street [16] - 8:14, |
| 77:5, 77:7, 84:3 | sign [5] - 21:12, | solutions [1] - 52:6 | SS [1] - 1:1 | 15:14, 20:10, 38:1, |
| seeing [4] - 18:9, | 51:15, 55:4, 55:6, | solve [6] - 43:2, | staff [10] - 10:8, 18:6, | 40:19, 50:10, 50:11, |
| 76:7, 77:10, 77:20 | 74:1 | 50:22, 51:6, 51:7, | 35:7, 39:6, 42:12, | 57:4, 60:14, 60:17, |
| seek [1] - 44:5 | signage [6] - 45:11, | 55:19, 60:8 | 53:7, 56:3, 59:17, | 60:21, 61:19, 62:4, |
| seeking [2] - 5:12, | 45:14, 45:19, 46:5, | someone [4] - 8:13, | 72:10, 81:10 | 62:5, 66:12, 66:19 |
| 11:13 | 53:16, 53:18 | 15:2, 54:6, 82:17 | staffing [2] - 10:7, | streets [10] - 23:22, |
| seem [1] - 6:17 | signal [1] - 54:11 | sometimes [2] - | 35:14 | 42:8, 49:5, 49:7, |
| sell [1] - 13:15 | signaling [1] - 54:7 | 44:1, 74:15 | stage [1] - 28:5 | 67:19, 67:20, 78:10, |
| sellers ' [1] - 44:9 | signalized [1] - 50:4 | somewhere [1] - | staggered [2] - 45:2, | 80:10, 80:16 |
| selling [1] - 47:15 | signals [3] - 53:14, | 53:6 | 59:22 | structural [1] - 70:12 |
| send [2] - 70:22, | 54:5, 54:17 | sorry [6] - 5:6, 38:11, | standpoint [1] - | structurally [1] - |
| 71:21 | signatures [1] - 41:5 | 55:15, 72:14, 84:14, | 26:13 | 71:2 |
| sense [2] - 33:12, | significant [1] - 26:1 | 84:16 | start [8] - 22:6, | structure [3] - 69:7, |
| 60:12 | signs [1] - 46:1 | sort [2] - 33:9, 81:11 | 24:21, 33:20, 34:14, | 72:13, 77:5 |
| sensitive [1] - 49:12 | similar [7] - 20:18, | sounds [1] - 51:11 | 37:4, 51:16, 61:16, | structures [1] - |
| sentiments [1] - | 25:4, 25:11, 28:2, | South [2] - 66:12, | 61:18 | 35:20 |
| 50:14 | 57:22, 69:6, 72:13 | 73:16 | State [1] - 88:7 | students [5] - 9:8, |
| series [1] - 6:21 | similarly [2] - 16:6, | south [9] - 23:1, | STATE [2] - 1:1, 88:1 | 10:2, 10:3, 20:22, |
| seriously [1] - 85:4 | 43:1 | 23:7, 23:10, 23:12, | state [2] - 40:16, | 25:6 |
| serve [3] - 30:13, | simply [1] - 42:3 | 27:3, 36:3, 61:1, | 69:11 | studied [1] - 33:2 |
| 71:16, 71:18 | single [8] - 49:16, | 66:17, 74:10 | statement [1] - 41:1 | studies [1] - 84:20 |
| serves [2] - 16:4, | 63:5, 64:14, 66:2, | southbound [1] - | stay [7] - 51:10, | study [19] - 7:16, |
| 23:7 | 66:15, 67:3, 67:4, | 15:15 | 66:10, 70:4, 71:8, | 7:17, 7:20, 8:6, 11:22, |
| service [3] - 16:11, | 75:15 | southeast [1] - 79:16 | 71:9, 71:20, 87:3 | 12:1, 17:14, 22:1, |
| 23:15, 52:1 | Single [2] - 1:9, 2:16 | southwest [2] - | stay-at-home [2] - | 22:2, 23:13, 24:1, |
| serving [1] - 15:17 | single -family [8] - | 47:11, 66:18 | 71:8, 71:9 | 25:1, 25:13, 29:9, |
| set [1] - 76:15 | 49:16, 63:5, 64:14, | space [5] - 18:3, | steady [1] - 21:3 | 32:17, 37:22, 46:8, |
| setback [5] - 29:14, | | 42:20, 49:19, 56:2, | • • • • | 50:2, 84:3 |
| 31:12, 31:16, 33:22, | 66:2, 66:15, 67:3, 67:4, 75:15 | 42.20, 49.19, 50.2, 58:16 | STEPHEN [1] - 1:18 | subdivide [5] - 1:7, |
| 37:6 | 67:4, 75:15 | | still [3] - 3:17, 68:18, | 1:8, 2:13, 2:15, 4:1 |
| | sit [3] - 44:1, 61:21, | spaces [8] - 20:20, 29:18, 30:16, 37:4, | 75:6 | Subdivision [4] - 1:7 |
| setbacks [2] - 29:8, 37:7 | 62:1 | | stipulations [1] - | 2:13, 6:20, 28:17 |
| settlement [1] - 82:4 | site [20] - 3:9, 3:20, | 58:13, 59:17, 59:18, 86:3 | 64:13 | subject [2] - 3:14, |
| | 4:15, 4:17, 11:1, 11:2, | | Stonegate [1] - 79:7 | 20:3 |
| several [3] - 43:6, | 11:3, 13:9, 19:5, | speaking [2] - 27:12, | stood [1] - 3:5 | submission [1] - 8:5 |
| 69:3, 83:10 | 19:10, 22:16, 22:17, | 45:7 | stop [5] - 51:14, | submit [1] - 26:21 |
| shape [1] - 35:11 share [1] - 60:19 | 29:5, 29:7, 30:22, | special [6] - 4:9, 16:19, 17:2, 17:4, | 51:15, 51:18, 55:14, | submitted [2] - 7:21, |
| Share [1] - 00.13 | 31:8, 33:3, 76:19, | 10.13, 11.2, 11.4, | 78:20 | |

KATHLEEN W. BONO, CSR 630-834-7779

| 8:1 | throw [1] - 47:13 | transcript [1] - 88:10 | 27:19, 27:20, 31:14, | w |
|--------------------------|--|---|--------------------------|------------------------|
| substance [1] - 83:9 | tie [2] - 37:20, 38:3 | trees [2] - 64:9, | 35:3, 36:18, 37:17, | VV |
| successful [3] - | tight [1] - 28:3 | 64:10 | 37:18, 38:2, 40:15, | |
| 34:18, 69:14, 86:6 | timed [1] - 47:22 | tricky [1] - 77:15 | 43:17, 45:15, 48:11, | wait [4] - 5:22, 43:22 |
| | tinker's [1] - 55:5 | - | 48:16, 51:12, 52:17, | 74:18, 84:2 |
| suffering [1] - 70:17 | | true [2] - 34:8, 88:10 | 53:3, 53:12, 53:13, | waiting [2] - 51:17, |
| suggest [1] - 7:11 | today [6] - 3:17, | trumps [1] - 33:15 | 54:3, 55:18, 57:11, | 58:18 |
| suggestion [1] - | 4:17, 57:22, 59:4, | trustees [1] - 75:4 | | waivers [2] - 44:5, |
| 75:11 | 80:2, 85:22 | try [6] - 26:21, 37:22, | 57:13, 58:14, 58:18, | 44:19 |
| summer [2] - 41:4, | toe [1] - 36:8 | 45:18, 50:20, 81:12, | 59:1, 60:17, 61:18, | walk [4] - 21:10, |
| 41:21 | together [1] - 7:18 | 83:8 | 61:22, 62:5, 62:6, | |
| Sunday [1] - 14:18 | tonight [4] - 12:5, | trying [8] - 49:10, | 68:22, 69:4, 70:15, | 56:15, 59:8, 59:9 |
| Sunshine [1] - 72:4 | 42:2, 43:10, 57:11 | 52:6, 52:14, 74:15, | 72:19, 74:15, 75:6, | walked [5] - 58:9, |
| supportive [1] - 12:1 | took [4] - 11:6, | 79:20, 81:11, 83:10, | 76:15, 83:4 | 58:10, 58:11, 58:13, |
| supposed [1] - 64:8 | 56:11, 75:19, 76:21 | 84:11 | updated [1] - 24:5 | 58:14 |
| supposedly [1] - | top [1] - 27:17 | turn [21] - 4:8, 11:19, | uphold [1] - 76:4 | walking [1] - 59:7 |
| 73:5 | topography [1] - | 22:22, 24:10, 26:16, | uses [2] - 43:20, | wants [4] - 6:11, |
| surprised [1] - 39:22 | 3:10 | 43:10, 48:2, 48:5, | 65:16 | 24:14, 63:17, 73:4 |
| surrounding [3] - | torn [1] - 64:3 | 54:2, 54:8, 54:10, | utilities [2] - 18:11, | Warren [1] - 74:8 |
| 16:12, 44:4, 68:2 | total [4] - 4:3, 10:3, | 55:8, 55:9, 55:14, | 37:6 | water [2] - 19:6, 36:8 |
| surveyed [1] - 25:3 | 33:4, 51:22 | 61:10, 61:12, 74:2, | utility [1] - 37:10 | website [1] - 69:11 |
| Susan [1] - 73:15 | totally [4] - 6:7, 31:9, | 78:8, 78:9, 78:10, | | Wedgewood [1] - |
| suspect [1] - 52:3 | 45:6, 52:18 | 79:10 | V | 38:3 |
| • • • • | tough [3] - 54:13, | turned [2] - 42:22, | - | weekends [3] - 9:7, |
| sworn [2] - 3:1, 3:2 | | 61:11 | | 14:12, 26:5 |
| system [1] - 22:15 | 75:16, 85:7 | turning [5] - 39:9, | vacant [1] - 75:5 | weeks [2] - 24:6, |
| | towards [1] - 79:10 | 53:15, 64:14, 73:19, | values [1] - 66:3 | 24:7 |
| Т | towing [1] - 81:5 | | variability [1] - 24:20 | well-screened [1] - |
| | town [5] - 5:20, | 80:3 | variance [3] - 34:3, | 32:3 |
| tall [5] - 40:10, 40:11, | 34:19, 42:1, 52:15, | turns [3] - 55:4, | 34:22, 44:22 | |
| | 80:8 | 78:22, 79:19 | variances [2] - 4:6, | Werthmann [3] - |
| 64:10, 64:12 | towns [1] - 68:2 | two [16] - 4:2, 5:10, | 31:19 | 7:19, 21:21, 21:22 |
| tavern [1] - 75:14 | tracks [1] - 53:11 | 23:6, 35:19, 42:6, | varies [1] - 28:12 | WERTHMANN [8] - |
| taxpayer [1] - 51:2 | traffic [89] - 3:10, | 43:9, 43:16, 47:21, | variety [1] - 27:13 | 2:8, 7:22, 21:22, 24:4 |
| teachers [2] - 21:1, | 4:11, 5:7, 5:8, 5:9, | 53:1, 60:1, 64:3, | various [1] - 3:10 | 25:3, 25:12, 26:10, |
| 21:6 | 5:17, 6:6, 7:16, 7:17, | 64:22, 71:11, 74:9, | | 26:17 |
| technically [1] - | 7:20, 8:6, 8:16, 9:2, | 80:10, 84:21 | vault [1] - 18:13 | west [8] - 24:14, |
| 81:22 | 10:13, 10:22, 11:3, | two-income [1] - | vaults [1] - 38:5 | 27:22, 37:12, 63:9, |
| tentative [4] - 1:6, | 11:5, 11:12, 11:22, | 71:11 | vehicles [4] - 25:15, | 63:17, 78:14, 79:9, |
| 2:13, 6:20, 28:18 | 12:5, 12:9, 12:12, | type [1] - 77:17 | 25:16, 53:13 | 80:9 |
| Terrace [1] - 74:8 | 13:2, 13:11, 14:13, | typical [2] - 10:6, | versus [2] - 29:14, | West [5] - 2:11, |
| testimony [2] - 1:11, | 14:17, 14:21, 15:4, | 49:19 | 86:3 | 40:19, 50:10, 50:11, |
| 88:8 | 15:8, 15:12, 17:14, | | via [1] - 52:5 | 57:4 |
| text [2] - 16:20, | 17:17, 20:4, 20:8, | U | vicinity [2] - 20:5, | westbound [4] - |
| 16:22 | | U | 59:15 | 26:15, 43:11, 78:8, |
| THE [1] - 1:3 | 20:14, 21:1, 22:8, 23:5, 23:6, 23:11, | | Village [15] - 2:2, | 78:22 |
| themselves [1] - | | UCECP [1] - 69:21 | 7:10, 32:5, 39:3, | Western [3] - 15:19, |
| 70:21 | 23:13, 23:17, 23:20, | ugly [1] - 64:17 | 47:20, 61:7, 63:3, | 27:21, 28:10 |
| | 23:21, 24:1, 24:8, | under [4] - 18:13, | 64:1, 64:12, 67:17, | western [1] - 28:9 |
| they've [1] - 63:15 | 24:13, 24:14, 24:17, | 19:13, 38:5, 38:7 | 67:18, 78:18, 79:18, | |
| thinking [4] - 11:21, | 25:22, 26:4, 26:5, | underground [4] - | 81:17, 82:16 | Westmont [3] - |
| 18:1, 63:2, 66:2 | 26:6, 26:13, 29:9, | 18:16, 18:17, 19:5, | VILLAGE [1] - 1:3 | 15:21, 27:22, 52:4 |
| thinks [1] - 2:22 | 32:16, 32:17, 33:18, | 36:13 | | whatnot [1] - 11:4 |
| thorough [1] - 41:2 | 43:6, 43:7, 43:17, | | Village 's [1] - 18:9 | Wheaton [1] - 28:1 |
| thoroughfare [1] - | 46:6, 48:22, 50:6, | underlying [1] - | violating [2] - 73:18, | whereas [1] - 14:14 |
| 78:12 | 50:18, 51:9, 53:14, | 83:11 | 73:22 | whole [4] - 15:20, |
| thoughts [1] - 77:9 | 54:16, 58:2, 58:7, | underwater [2] - | visiting [2] - 15:1, | 44:2, 54:3, 65:17 |
| three [5] - 42:18, | 61:5, 62:3, 63:17, | 19:1, 19:4 | 81:6 | wide [1] - 27:13 |
| 43:7, 64:10, 64:11, | 63:19, 63:21, 67:6, | Union [1] - 69:21 | visitor 's [1] - 81:5 | wife [3] - 54:22, |
| 69:22 | 67:8, 67:9, 69:18, | unique [1] - 34:21 | visitors [1] - 59:19 | 55:10, 74:15 |
| thriving [1] - 70:5 | 73:22, 77:18, 78:2, | up [49] - 8:11, 9:9, | visual [1] - 19:21 | WILLOBEE [12] - |
| throughout [2] - | 79:16, 79:18, 80:6, | 16:2, 16:7, 20:9, | voted [1] - 78:18 | 1:21, 17:17, 17:20, |
| • | 81:11, 84:3, 84:20 | 20:12, 21:10, 23:1, | | 18:16, 24:20, 27:7, |
| 9:18, 25:21 | 01.11, 04.3, 04.20 | , | 1 | 10.10, 24.20, 21.1, |
| , | | | | |

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Attachment 6 - Transcript^{34 of 35 sheets}



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 singlefamily 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 fullmovement 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:

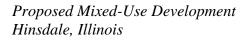
- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning and weekday evening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



Attachment 7

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

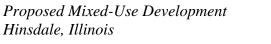


3



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.

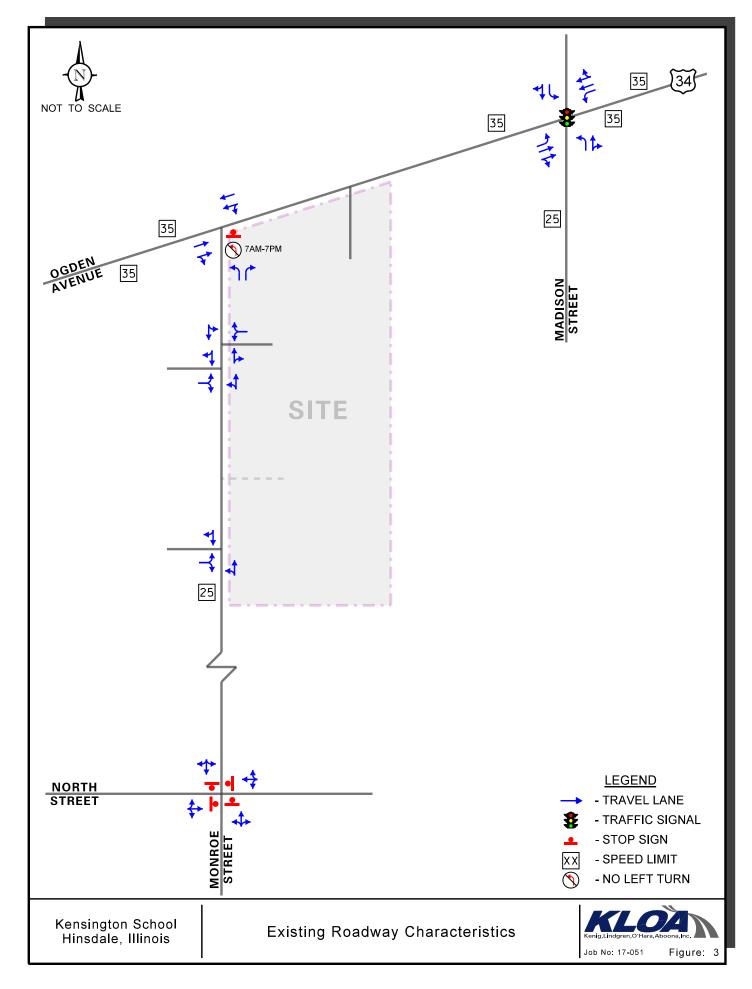
Existing Roadway System Characteristics

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 and a shared left-turn/through lane and an exclusive through lane on the southwest-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.





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 allway 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.



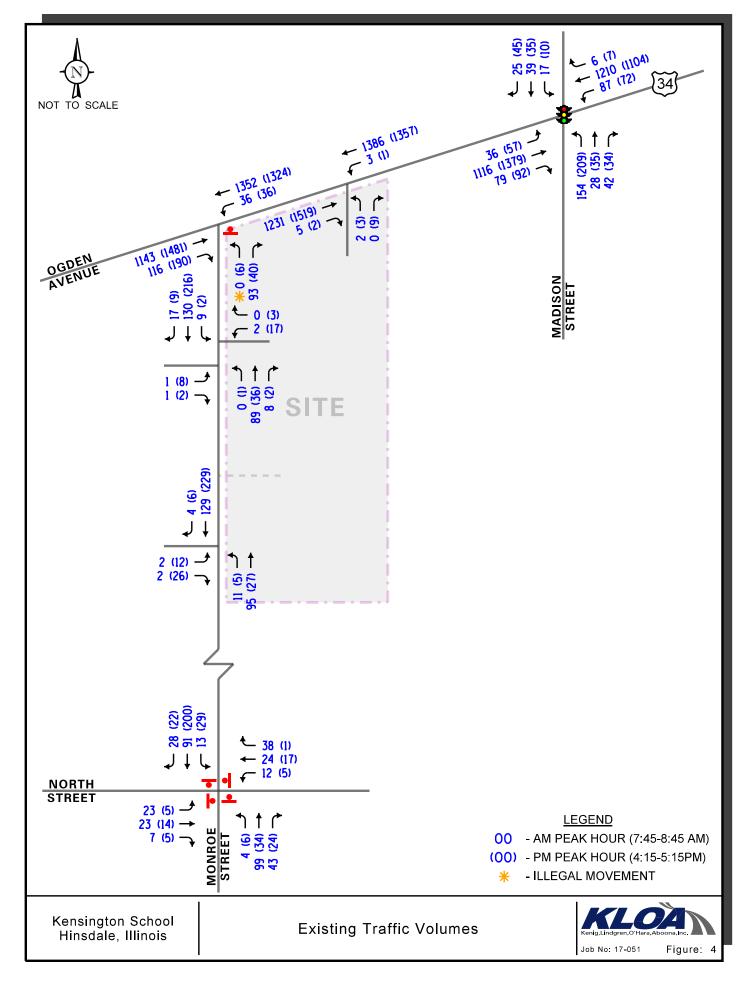


Table 1 GAP STUDY RESULTS – OGDEN AVENUE AT PROPOSED ACCESS DRIVE

| | Number of Available Gaps to Perform Critical Movement | | | | |
|-------------------------------------|---|-------------------------------|--|--|--|
| Time Periods | 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.



| | Type of Accident Frequency | | | | | | | |
|--------------|----------------------------|--------|-----------------|-----------|---------|-------|-------|--|
| Year | Angle | Object | Rear End | Sideswipe | Turning | Other | Total | |
| 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 2OGDEN AVENUE WITH MADISON STREET- CRASH DATA

Table 3

OGDEN AVENUE WITH MONROE STREET- CRASH DATA

| | Type of Accident Frequency | | | | | | |
|--------------|----------------------------|--------|-----------------|-----------|---------|-------|-------|
| Year | Angle | Object | Rear End | Sideswipe | Turning | Other | Total |
| 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.

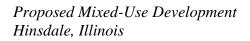


Directional Distribution

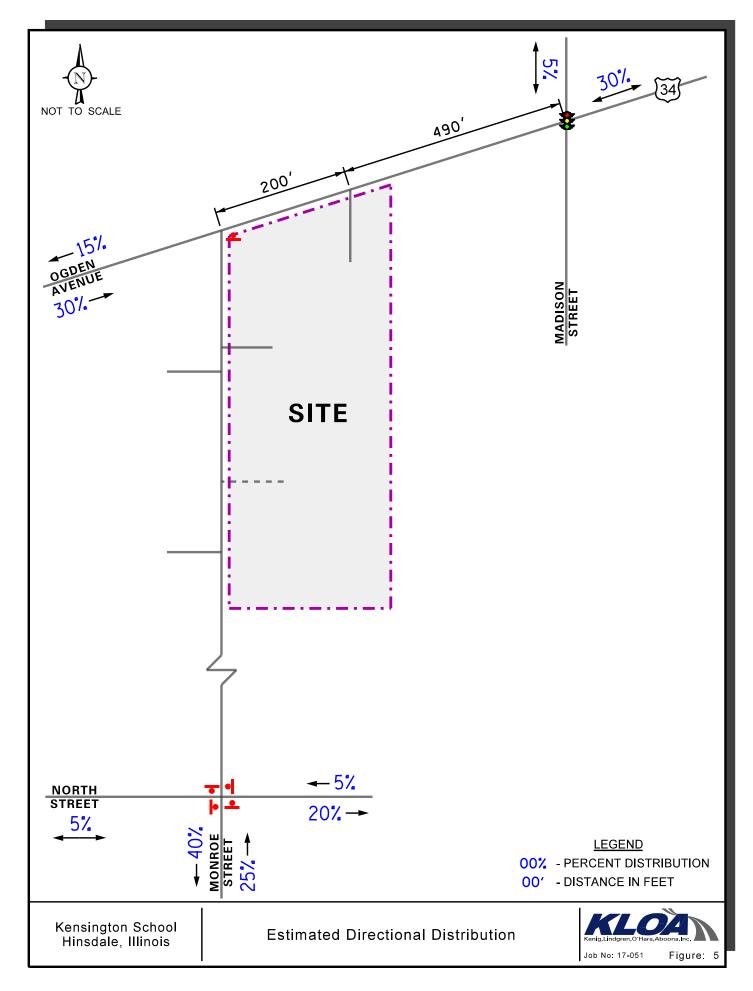
The directions from which the development traffic will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. Given the left-turn restrictions from Monroe Street to Ogden Avenue and the access drive to Ogden Avenue, the following provides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







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.

| | Weekday Morning Peak Hour | | | | | | | ekday Ev Peak Hou | U |
|----------------------------|------------------------------|-----------|------------|-----------|-----------|------------|--|----------------------|---|
| Type/Size | 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 | | | |

Table 4 ESTIMATED DEVELOPMENT-GENERATED TRAFFIC VOLUMES

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**.

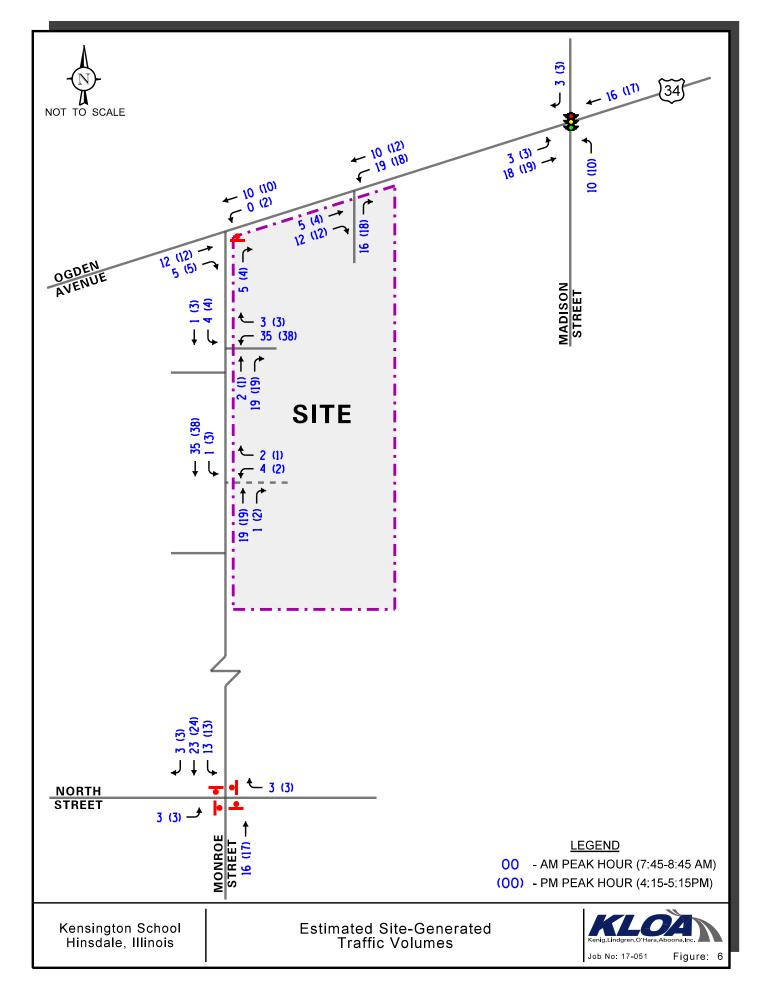
Background Traffic Conditions

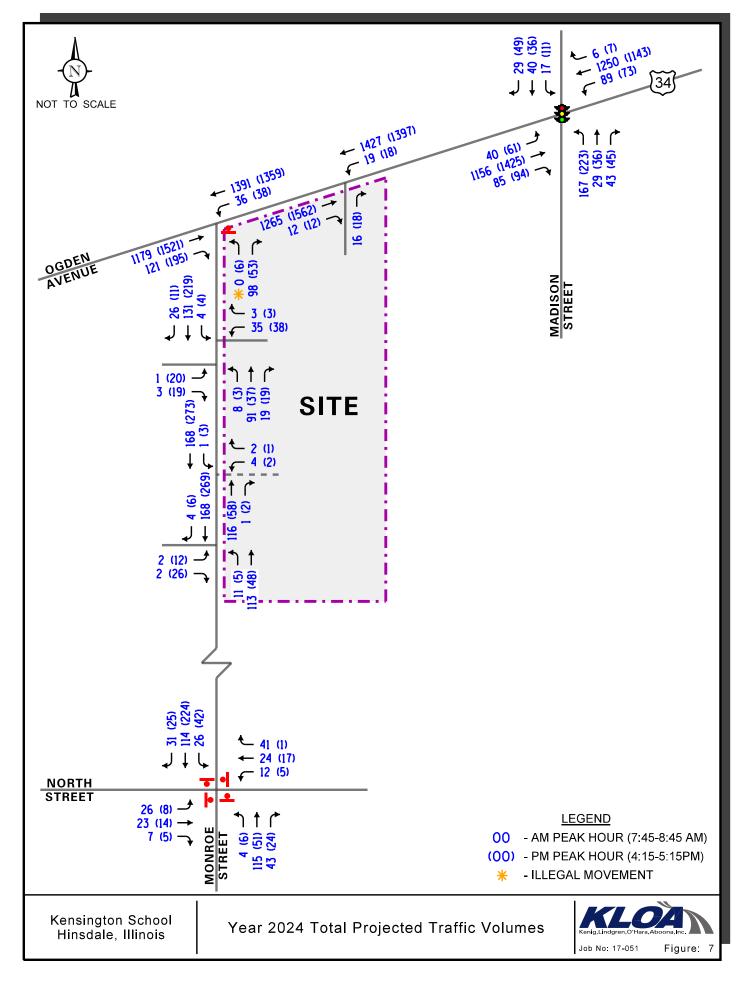
The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on ADT projections provided by the Chicago Metropolitan Agency 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**.







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.

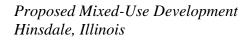
Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and Year 2024 total projected conditions are presented in **Tables 5** through **10**. A discussion of the intersections follows. Summary sheets for the capacity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



 Table 5

 CAPACITY ANALYSIS RESULTS – OGDEN AVENUE WITH MADISON STREET – SIGNALIZED

| | Peak Hour | Eastbound | | W | Westbound | | Northbound | | Southbound | | Overall | | | |
|--------------------------------------|---------------------------------|-----------|-----------|-----------|-----------|----------|------------|-------------------|------------|---|-----------|-----------|---------------|----------|
| | Peak nour | L | Т | R | L | Т | R | L | Т | R | L | Т | R | Overall |
| | Weekday Morning Peak Hour | A 6.6 | A 4.1 | A 5.0 | A 6.8 | A 3.6 | A 3.7 | Е 59.6 | D 47 | | D 49.1 | D 46.6 | 5 | A – 9.5 |
| ting itions | | | A – 4.6 | | | A – 3.9 | | | E – 55.7 | | | D – 47.1 | | 11 7.5 |
| Existing Conditions | Weekday Evening Peak Hour | A 9.8 | A 9.1 | В 10.5 | B 12.1 | A 6.7 | A 6.8 | Е 62.3 | D 43 | | D 45.2 | D 44.(|) | B – 14.1 |
| | | | A – 9.8 | | | A – 7.1 | | E – 57.6 D – 44.1 | | | 2 1 111 | | | |
| | Weekday Morning | A 7.4 | A 5.0 | A 6.0 | A 7.7 | A 4.4 | A 4.5 | Е 59.2 | С 45 | | D 47.7 | D 45.3 | 3 | B – 10.3 |
| 2024 cted itions | Peak Hour | | A – 5.6 | | | A-4.7 | | | E – 55.1 | | D-45.8 | | D 10.5 | |
| Year 2024 Projected Conditions | Weekday Evening Peak Hour | В 10.9 | B 11.0 | B 12.5 | B 14.0 | A 8.0 | A 8.1 | E 62.5 | D 42 | | D 44.9 | D 42.6 | 5 | B – 15.7 |
| | | | B – 11.7 | , | | A – 8.4 | | | E – 57.2 | | | D – 42.9 | | D 10.7 |
| Delay is m | Delay is measured in seconds. | | | | | | | | | | | | | |



Attachment 7

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

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

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

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



Table 8 CAPACITY ANALYSIS RESULTS

OGDEN AVENUE WITH PROPOSED ACCESS DRIVE - UNSIGNALIZED

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

Table 9

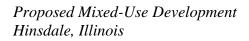
CAPACITY ANALYSIS RESULTS MONROE STREET WITH HINSDALE ORTHOPAEDICS ACCESS DRIVE AND NORTH EXISTING/PROPOSED ACCESS DRIVE

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



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

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





Attachment 7

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

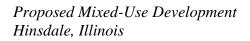
The results of the capacity analysis indicate that overall this intersection currently operates at Level of Service (LOS) A during the weekday morning peak hour and at LOS B during the weekday evening peak hour. It should be noted that the northbound approach currently operates at LOS E during the morning 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.





Attachment 7

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, leftturn 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

| | Two-Way Traffic Volumes | | | |
|-------------------------------------|-------------------------|----------------------|----------------------|--|
| Roadway | 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

| | Peak Hour Two-Way Traffic Volumes | | | | |
|-------------------------------------|-----------------------------------|--------------------------|--|--|--|
| Roadway | 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 Hisndale 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.

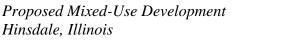
As such, it can be seen that the net increase in traffic on the local roads will be limited, that the roads have more than sufficient capacity to accommodate the additional traffic, and that various measures have been installed on the local roads to enhance pedestrian circulation and calm traffic.



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, leftturn 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.





Attachment 7

Appendix

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

Traffic Count Summary Sheets



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

| Description Letwork Part Part Part | | | | Ogden | Avenue | | | | | Ogden | | in ig i | 10101 | | Juliu | Madiso | n Street | | | | | Madiso | n Street | | | |
|---|--------------------|--------|------|-------|--------|------|---------------|--------|------|-------|-------|---------|---------------|--------|-------|--------|----------|------|---------------|--------|------|--------|----------|------|---------------|------------|
| Drun Left Thu Right Price Right Pri | | | | East | oound | | | | | West | bound | | | | | North | bound | | | 1 | | South | bound | | | |
| 10 0 7 284 11 0 302 0 0 37 3 0 0 40 0 5 12 5 0 22 68 730 AM 0 11 284 20 0 28 28 1 0 30 0 47 12 0 68 0 4 11 50 0 20 78 Bouly Tail 0 34 1 10 0 78 06 0 11 10 11 10 0 78 10 0 10 0 10 13 10 0 10 0 10 11 0 20 10 < | Start Time | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | Int. Total |
| no. no. <td>7:00 AM</td> <td>0</td> <td>5</td> <td>219</td> <td>14</td> <td>0</td> <td>238</td> <td>0</td> <td>8</td> <td>233</td> <td>0</td> <td>0</td> <td>241</td> <td>0</td> <td>20</td> <td>4</td> <td>10</td> <td>0</td> <td>34</td> <td>0</td> <td>4</td> <td>2</td> <td>3</td> <td>0</td> <td>9</td> <td>522</td> | 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 |
| PAOM 0 11 28 0 29 29 1 0 200 0 47 9 9 0 0 6 0 5 9 6 0 20 7 290 10 11 10 137 19 10 10 13 12 0 65 0 13 14 0 13 14 0 13 14 0 13 14 0 13 14 0 13 14 0 13 14 0 13 14 0 13 14 0 13 14 0 13 14 0 13 14 0 13 14 0 14 4 0 15 0 11 0 226 0 11 0 226 0 14 4 0 15 0 11 0 226 11 0 226 0 14 4 0 127 0 11 0 226 11 0 126 11 0 1 | 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 |
| Horizona 0 34 104 71 1 1 10 72 19 14 0 0 13 34 19 0 77 277 B00.MI 0 3 250 16 0 289 0 16 289 0 37 13 12 0 20 0 3 7 9 0 19 643 830.MI 0 15 246 19 0 285 1 0 285 0 41 4 4 0 40 5 5 110 211 652 Hung/Toal 0 38 1001 62 78 101 6 111 1 21 652 1< | 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 |
| Boo AM 0 7 280 20 0 10 275 0 37 13 12 0 62 0 3 7 9 0 19 644 815AM 0 15 240 19 0 280 10 285 10 39 8 15 0 26 11 11 11 0 280 10 285 10 397 0 44 0 49 0 5 7 9 0 21 645 Houry Total 0 39 101 82 0 11 27 5 0 230 10 13 22 0 18 20 10 13 20 11 0 12 0 16 0 13 20 10 13 20 11 20 10 13 20 11 20 14 34 10 237 14 13 <td>7:45 AM</td> <td>0</td> <td>11</td> <td>261</td> <td>26</td> <td>1</td> <td>298</td> <td>0</td> <td>26</td> <td>293</td> <td>1</td> <td>0</td> <td>320</td> <td>0</td> <td>47</td> <td>9</td> <td>12</td> <td>0</td> <td>68</td> <td>0</td> <td>5</td> <td>9</td> <td>6</td> <td>0</td> <td>20</td> <td>706</td> | 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 |
| 815 AM 0 3 20 1 0 278 0 38 8 15 0 62 0 61 11 1 0 28 637 835 AM 0 15 246 19 0 280 0 275 0 18 285 1 0 241 4 0 44 0 44 0 5 7 9 0 1 652 Houry Train 0 38 1001 82 0 172 0 78 111 6 0 1164 33 35 0 222 0 19 30 40 0 89 2262 415 PM 0 73 22 0 381 0 15 240 4 0 283 0 46 6 6 0 78 11 0 27 739 1 734 734 17 734 734 734 734 734 734 734 734 734 734 734 73< | 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 |
| B30 AM 0 15 246 19 0 286 1 0 286 0 47 8 4 0 90 5 7 9 0 211 645 845 AM 0 14 236 25 0 172 0 18 200 164 33 36 0 232 0 19 30 40 0 21 645 Month Total 0 161 237 0 112 0 78 110 6 0 164 33 36 0 40 6 1 0 1 0 0 1 0 1 0 1 0 0 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 < | 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 |
| BAM 0 14 26 25 0 275 4 0 90 4 4 0 40 0 5 5 11 0 21 652 Hauty Tale 0 39 100 82 0 118 0 164 33 35 0 232 0 19 30 40 0 89 2828 ""BREAK" - <th< td=""><td>8:15 AM</td><td>0</td><td>3</td><td>250</td><td>16</td><td>0</td><td>269</td><td>0</td><td>16</td><td>261</td><td>1</td><td>0</td><td>278</td><td>0</td><td>39</td><td>8</td><td>15</td><td>0</td><td>62</td><td>0</td><td>6</td><td>11</td><td>11</td><td>0</td><td>28</td><td>637</td></th<> | 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 |
| Houry Trail 0 39 1001 82 0 778 1101 6 0 1164 33 35 0 222 0 19 30 40 0 89 2628 *** BREAK *** - | 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 |
| *** BREAK*** . | 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 |
| 400 PM 0 18 221 0 381 0 13 275 5 0 283 0 46 6 6 6 58 0 6 12 0 0 77 739 413 PM 0 7 322 21 0 300 0 26 280 2 0 388 12 12 0 62 0 4 6 14 0 24 774 435 PM 0 13 338 28 0 379 0 18 284 0 57 0 1 7 13 0 21 753 Houry Total 0 55 1335 87 1 1477 0 162 12 0 163 149 9 7 0 65 0 21 17 13 0 21 753 55 0 14 34 46 0 181 34 36 0 11 71 30 21 17 739 739 | 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 |
| 4:15 PM 0 7 322 21 0 308 12 12 0 62 0 4 6 14 0 24 774 4:45 PM 0 17 324 16 1 357 0 15 240 4 0 257 11 6 0 74 0 3 9 11 0 23 771 4:45 PM 0 13 38 22 0 376 0 16 240 16 0 57 0 1 7 13 0 23 773 Houry Total 0 55 133 87 1 1477 0 72 1082 2 0 181 34 36 0 251 0 14 34 47 0 62 809 5:00 PM 0 16 366 0 24 13 0 24 13 0 17 713 0 21 71 5:45 PM 0 16 230 < | *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 430 PM 0 17 324 16 1 357 0 15 240 4 0 259 0 57 11 6 0 74 0 3 9 11 0 233 713 Hour/Total 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 Hour/Total 0 17 384 20 0 401 0 17 280 0 297 0 63 10 9 0 82 0 4 9 16 0 29 809 5:30 PM 0 16 348 28 380 0 22 297 2 0 431 0 287 0 65 0 2 10 17 783 0< | 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 |
| 446 PM 0 13 338 28 0 379 0 18 287 1 0 306 0 40 5 12 0 57 0 1 7 13 0 21 783 Houry Total 0 55 1335 87 1 1477 0 72 108 12 0 166 0 181 34 36 0 251 0 14 34 47 0 520PM 5:00 M 0 17 348 28 0 386 0 22 297 2 0 321 0 14 7 13 0 21 770 5:45 PM 0 16 308 16 340 0 28 23 29 0 340 28 29 2 10 42 12 14 0 66 0 2 43 0 33 10 | 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 |
| Houry Total 0 55 1335 87 1 1477 0 72 1082 12 0 1481 34 36 0 251 0 14 34 47 0 95 2989 5:00 PM 0 17 364 20 0 401 0 17 280 0 237 0 65 10 9 0 82 0 4 9 16 0 29 809 5:15 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 18 283 29 0 30 16 287 133 0 224 14 0 68 0 24 3 0 31 11155 Houry 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 |
| 5.00 PM 0 17 364 20 0 401 0 17 280 0 297 0 63 10 9 0 62 0 4 9 16 0 29 809 5:15 PM 0 16 308 16 0 340 0 22 297 2 0 321 0 49 9 7 0 65 0 2 10 5 0 17 789 5:30 PM 0 18 293 29 0 340 0 22 235 3 0 266 0 42 12 14 0 68 0 2 4 3 0 9 688 Houry Total 0 61 1313 93 0 1467 0 87 10 423 12 14 0 688 0 214 30 37 30 2 111 | 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 |
| 5:15 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 1 7 13 0 21 701 5:45 PM 0 18 233 29 0 30 0 1467 0 87 1040 8 0 1135 0 200 46 43 0 289 0 9 30 37 0 76 2967 Grand Total 0 16 429 32 0 468 0 282 16 0 621 132 136 152 - 0 0 7126 131 | 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 |
| 5:0 PM 0 16 308 16 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 0 688 0 2 4 3 0 9 668 Hourly Total 0 189 4697 333 2 5219 0 316 4289 32 0 4637 0 682 132 154 0 988 0 60 138 138.7 432.8 - - - 0.0 18.1 38.7 432.8 - - - 0.0 7.1 13 0 2.1 7.11 13 0 2.1 7.11 13 0 2.1 7.11 13 | 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 |
| 5:45 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 2987 Grand Total 0 189 4697 333 2 5219 0 316 4289 32 0 4637 0 682 132 144 0 680 60 111 133 0 1453 0 668 92.5 0.7 - 0.0 682 132 146 0 661 132 14 - 8.7 0.0 111 1.3 0 1.1 1.3 0 <td>5:15 PM</td> <td>0</td> <td>10</td> <td>348</td> <td>28</td> <td>0</td> <td>386</td> <td>0</td> <td>22</td> <td>297</td> <td>2</td> <td>0</td> <td>321</td> <td>0</td> <td>49</td> <td>9</td> <td>7</td> <td>0</td> <td>65</td> <td>0</td> <td>2</td> <td>10</td> <td>5</td> <td>0</td> <td>17</td> <td>789</td> | 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 |
| Hourly Total 0 61 1313 93 0 1467 0 87 1040 8 0 1136 0 200 46 433 0 289 0 9 30 37 0 76 2967 Grand Total 0 189 4697 333 2 5719 0 316 4289 32 0 4637 0 682 132 154 0 968 0 60 128 143 0 331 11155 Aproach % 0.0 3.6 90.0 6.4 - 0 6.6 92.5 0.7 - 0.0 705 13.6 15.9 - - 0.0 1.1 1.3 3.0 3.0 - 1.1 1.2 1.4 - 8.7 0.0 5.7 126 131 - 314 10945 Wights - 93.7 98.3 97.7 96.1 2 9.6 | 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 |
| Grad 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 - - - - 0.0 70.5 13.6 15.9 - - 0.0 18.1 38.7 43.2 - - - - 0.0 70.5 13.6 15.9 - - 0.0 1.1 13.3 2.3.0 3.0 - 14.1 0.0 4.1 1094 0.6 1.1 13.3 2.3.0 3.1 1105 Uights 0 2 19 2 2.3 0 <td>5:45 PM</td> <td>0</td> <td>18</td> <td>293</td> <td>29</td> <td>0</td> <td>340</td> <td>0</td> <td>20</td> <td>228</td> <td>3</td> <td>0</td> <td>251</td> <td>0</td> <td>42</td> <td>12</td> <td>14</td> <td>0</td> <td>68</td> <td>0</td> <td>2</td> <td>4</td> <td>3</td> <td>0</td> <td>9</td> <td>668</td> | 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 |
| 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 - - - - 0.0 18.1 38.7 43.2 - - - - 0.0 18.1 38.7 43.2 - - - - 0.0 18.1 38.7 43.2 - - - - - 0.0 18.1 14.3 - 3.0 - - 14.6 0.0 6.1 1.2 1.4 - 8.7 0.0 0.5 1.1 1.3 - 3.0 - 13.6 12.9 14.8 94.8 0.0 5.7 12.6 13.1 - 3.0 - 3.0 - 3.0 - 3.0 - 13.6 13.7 - 5.7 12.6 13.1 - 3.0 0.0 </td <td>Hourly Total</td> <td>0</td> <td>61</td> <td>1313</td> <td>93</td> <td>0</td> <td>1467</td> <td>0</td> <td>87</td> <td>1040</td> <td>8</td> <td>0</td> <td>1135</td> <td>0</td> <td>200</td> <td>46</td> <td>43</td> <td>0</td> <td>289</td> <td>0</td> <td>9</td> <td>30</td> <td>37</td> <td>0</td> <td>76</td> <td>2967</td> | 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 |
| 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 - 98.4 93.8 98.4 97.7 96.1 - 97.9 - 95.0 98.4 91.6 - 94.9 98.1 Buses 0 2 1 - 0.3 7 0 - 10 0.4 2 2 - 88 0 2 1 - 5.0 98.1 Buses - 1.1 0.4 0.4 | 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 |
| Lights 0 177 4618 327 - 5122 0 310 421 30 - 4561 0 671 129 148 - 948 0 57 126 131 - 314 10945 % Lights - 93.7 98.3 98.2 - 98.1 - 98.4 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 1 - 5 46 % Buses - 1.1 0.4 0.6 - 0.2 - 0.2 - 0.6 1.5 1.3 - 0.8 0.0 1 0 0 1 1 0.0 1 | 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 | - | | - |
| % Lights - 98.7 98.3 98.2 - 98.1 98.4 93.8 - 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 - 11 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 47 0 3 43 0 - 46 0 6 0 4 - 10 0 0 0 0 1 10 0 -< | 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 | - |
| 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 - 0.6 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 0 1 0 0 1 10 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | Lights | 0 | 177 | 4618 | 327 | - | 5122 | 0 | 310 | 4221 | 30 | - | 4561 | 0 | 671 | 129 | 148 | - | 948 | 0 | 57 | 126 | 131 | - | 314 | 10945 |
| % Buses - 1.1 0.4 0.6 - 0.4 - 0.9 0.2 0.0 - 0.6 1.5 1.3 - 0.8 - 3.3 1.6 0.7 - 1.5 0.4 Single-Unit Trucks 0 1 4.7 0 3 4.3 0 - 4.6 0 6 0 4 - 10 0 1 0 0 - 10 % Single-Unit Trucks 0.5 0.9 1.2 - 0.9 0.0 - 4.6 0.9 0.0 2.6 - 1.0 0 1.7 0.0 0.0 - 1.5 0.3 1.5 1.3 - 0.0 1.5 0.4 0.0 1.0 0.0 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 0.0 0.0 0.0 0.0 0.0 0.0 | % 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 |
| Single-Unit Trucks 0 1 42 4 - 47 0 3 43 0 - 46 0 6 0 4 - 10 0 1 0 0 - 10 % Single-Unit Trucks - 0.5 0.9 1.2 - 0.9 0.9 1.0 0.0 - 10 - 0.0 2.6 - 1.0 - 1.0 - 1.0 - 1.0 - 1.0 - 1.0 - 1.0 - 1.0 - 1.0 0 - 1.0 0.0 - 1.0 0.0 | Buses | 0 | 2 | 19 | 2 | - | 23 | 0 | 3 | 7 | 0 | - | 10 | 0 | 4 | 2 | 2 | - | 8 | 0 | 2 | 2 | 1 | - | 5 | 46 |
| % Single-Unit Trucks - 0.5 0.9 1.2 - 0.9 1.0 0.9 1.0 0.9 0.0 2.6 - 1.0 - 1.7 0.0 0.0 0.9 0.9 Articulated Trucks 0 9 17 0 2 0 0 1 1 0 - 2 0 0 11 0 11 0 0 0.0 0.0 11 59 Articulated Trucks 0 9 17 0 0.5 2 0.0 18 2 - 20 0 1 1 0 - 2 0 0 11 0 11 59 % Articulated Trucks 0.4 0.3 0.4 0.4 0.4 0.1 0.8 0.0 0.2 0.0 0.0 0.7 1.3 0.3 0.3 0.5 Bicycles on Road 0 0.0 0.0 0.0 0.0 0.0 | % 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 |
| Trücks - 0.3 | Single-Unit Trucks | 0 | 1 | 42 | 4 | - | 47 | 0 | 3 | 43 | 0 | - | 46 | 0 | 6 | 0 | 4 | - | 10 | 0 | 1 | 0 | 0 | - | 1 | 104 |
| % Articulated Trucks - 4.8 0.4 0.0 - 0.5 - 0.0 0.4 6.3 - 0.4 - 0.1 0.8 0.0 - 0.0 0.0 7.7 - 3.3 0.5 Bicycles on Road 0 0 1 0 - 1 0 0 0 - 0.0 0.2 - 0.0 0.0 7.7 - 3.3 0.5 Bicycles on Road 0 | | - | 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 |
| Trucks - 4.8 0.4 0.0 - 0.0 0.4 0.3 - 0.4 - 0.1 0.8 0.0 - 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 | Articulated Trucks | 0 | 9 | 17 | 0 | - | 26 | 0 | 0 | 18 | 2 | - | 20 | 0 | 1 | 1 | 0 | - | 2 | 0 | 0 | 0 | 11 | - | 11 | 59 |
| * Bicycles on Road - 0.0 0.0 0.0 - 0.0 0.0 - 0.0 0.0 0.0 - 0.0 0.0 - 0.0 0.0 - 0.0 0.0 - 0.0 0.0 - 0.0 0.0 - 0.0 0.0 - 0.0 0.0 - 0.0 0.0 - 0.0 0.0 0.0 - 0.0 < | | - | 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 |
| Road - 0.0 0.0 0.0 - 0.0 - 0.0 0.0 - 0.0 - 0.0 0.0 | Bicycles on Road | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 1 |
| Pedestrians 0 0 0 0 0 0 0 0 | | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 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 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
|---------------|---|---|---|---|-------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|



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)

| | | | | | | | | | | | | ••••• | | | (···• | ,, | | | | | | | | | |
|-------------------------|--------|-------|-------|--------|-------|---------------|--------|-------|-------|--------|------|---------------|--------|-------|-------|-----------|------|---------------|--------|-------|--------|-------|------|---------------|------------|
| | | | • | Avenue | | | | | 0 | Avenue | | | | | | on Street | | | | | Madiso | | | | |
| | | | East | bound | | | | | West | bound | | | | | North | bound | | | | | South | bound | | | |
| Start Time | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | Int. Total |
| 7:15 AM | 0 | 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 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | | | | | | | | | | | | | | | | | | | | | | | | |



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)

| | | | | | | | | | | | | 00 | | - 4104 | (| • •••• | | | | | | | | | |
|-------------------------|--------|-------|-------|--------|-------|---------------|--------|-------|-------|--------|------|---------------|--------|--------|--------|----------|------|---------------|--------|-------|--------|----------|------|---------------|------------|
| | | | Ogden | Avenue | | | | | Ogden | Avenue | | | | | Madiso | n Street | | | | | Madiso | n Street | | | |
| | | | East | bound | | | | | West | bound | | | | | North | bound | | | | | South | bound | | | |
| Start Time | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | Int. Total |
| 4:30 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 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | | | | | | | | | | | | | | | | | | | | | | | | |



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

| | 1 | | Ogden Avenue | | | | | Ogden Avenue | | | | | Monroe Street | | | |
|----------------------|--------|------|--------------|------|------------|--------|------|--------------|------|------------|--------|-------|---------------|------|------------|------------|
| | | | Eastbound | | | | | Westbound | | | | | Northbound | | | |
| Start Time | U-Turn | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Peds | App. Total | U-Turn | Left | Right | Peds | App. Total | Int. 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 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



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)

| | | | Ogden Avenue Eastbound | | | | | Ogden Avenue Westbound | • | | | | Monroe Street Northbound | | | |
|----------------------|--------|-------|---------------------------|------|------------|--------|-------|---------------------------|------|------------|--------|-------|-----------------------------|------|------------|------------|
| Start Time | U-Turn | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Peds | App. Total | U-Turn | Left | Right | Peds | App. Total | Int. 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 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



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)

| | | | | | | | | | · · · | | | | | | | |
|----------------------|--------|-------|--------------|------|------------|--------|-------|--------------|-------|------------|--------|-------|---------------|------|------------|------------|
| | | | Ogden Avenue | | | | | Ogden Avenue | | | | | Monroe Street | | | |
| Start Time | | | Eastbound | | | | | Westbound | | | | | Northbound | | | |
| Start Time | U-Turn | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Peds | App. Total | U-Turn | Left | Right | Peds | App. Total | Int. 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 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



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

| | 1 | | | | | 1 011 | in ig mo | | Juliu | | | | | | | 1 |
|----------------------|--------|------|--------------|------|------------|--------|----------|--------------|-------|------------|--------|------|--------------|------|------------|------------|
| | | | Ogden Avenue | | | | | Ogden Avenue | | | | | Access Drive | | | |
| | | | Eastbound | | | | | Westbound | | | | | Northbound | | | |
| Start Time | U-Turn | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Peds | App. Total | U-Turn | Left | Right | Peds | App. Total | Int. 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 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



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 | | | |
|----------------------|--------|-------|---------------------------|------|------------|--------|-------|---------------------------|------|------------|--------|-------|----------------------------|------|------------|------------|
| Start Time | U-Turn | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Peds | App. Total | U-Turn | Left | Right | Peds | App. Total | Int. 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 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



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 | | | |
|----------------------|--------|-------|---------------------------|------|------------|--------|-------|---------------------------|------|------------|--------|-------|----------------------------|------|------------|------------|
| Start Time | U-Turn | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Peds | App. Total | U-Turn | Left | Right | Peds | App. Total | Int. 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 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



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

| 0. IT | | | North Eastt | | | | | | North Westl | Street | | | | Jaia | | e Street bound | | | | | | e Street bound | | | |
|-------------------------|--------|------|----------------|-------|------|---------------|--------|-------|----------------|--------|------|---------------|--------|-------|------|-------------------|------|---------------|--------|------|------|-------------------|------|---------------|------------|
| Start Time | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | Int. Total |
| 7:00 AM | 0 | 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 | - | - |
|---------------|---|---|---|---|-------|---|---|---|---|---|-------|---|---|---|---|---|-------|---|---|---|---|---|-------|---|---|
|---------------|---|---|---|---|-------|---|---|---|---|---|-------|---|---|---|---|---|-------|---|---|---|---|---|-------|---|---|



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)

| | | | | | | | | | | | | Jan | 10011 | | (1.10 | | | | | | | | | | 1 |
|-------------------------|--------|-------|-------|--------|-------|---------------|--------|-------|-------|--------|------|---------------|--------|-------|-------|----------|-------|---------------|--------|-------|--------|----------|-------|---------------|------------|
| | | | North | Street | | | | | North | Street | | | | | Monro | e Street | | | | | Monroe | e Street | | | |
| | | | East | bound | | | | | West | bound | | | | | North | bound | | | | | South | bound | | | |
| Start Time | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | Int. Total |
| 7:45 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 | - | - |
| | | | | | | | | | | | | | | | | | | | | | | | | | |



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)

| | | | | | | | | | | | 00 | | | (· · · • | • •••• | | | | | | | | | |
|--------|--|--|--|---|--|--|--|--|---|--|--|---|--|--|--|---|---|---|--|--|---|---|---|---|
| | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Eastb | bound | | | | | West | bound | | | | | North | bound | | | | | South | bound | | | |
| U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | Int. Total |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 | - | - | - |
| 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 | - |
| 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 |
| 0 | 5 | 14 | 5 | - | 24 | 0 | 5 | 17 | 1 | - | 23 | 0 | 6 | 32 | 24 | - | 62 | 0 | 29 | 183 | 22 | - | 234 | 343 |
| - | 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 |
| 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 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 | - | 2 | 0 | 0 | 1 | 0 | - | 1 | 3 |
| - | 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 |
| 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| | 0 0 0 0 0 0 0 0 0 0 0 0 - 0 0 - 0 0 - 0 0 - | 0 1 0 0 0 1 0 3 0 5 0.0 20.8 0.0 1.4 0.000 0.417 0 5 - 100.0 0 0 - 0.0 0 0 - 0.0 0 0 - 0.0 0 0 - 0.0 - 0.0 0 0 - 0.0 0 0 - 0.0 | U-Turn Left Thru 0 1 4 0 0 2 0 1 6 0 1 6 0 3 2 0 5 14 0.0 20.8 58.3 0.0 1.4 4.0 0.0 0.417 0.583 0.0 0.417 0.583 0.0 0.417 0.583 0.0 0.10 0.0 0 0.0 0 0 0.0 0 0 0.0 0 0 0.0 0 0 0.0 0 0 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 4 1 0 0 2 2 0 1 6 0 0 3 2 2 0 5 14 5 0 5 14 5 0.0 1.4 4.0 1.4 0.00 0.417 0.583 0.625 0 5 14 5 - 100.0 100.0 100.0 0 0 0 0 - 100.0 100.0 100.0 0 0 0 0 0 - 0.00 0.0 0 0 - 0.00 0.0 0.0 0 - 0.0 0.0 0 0 - 0.0 0.0 0 0 - 0.0 0.0 0 0 - 0.0 0.0 0 0 - | U-Turn Left Thru Right Peds 0 1 4 1 0 0 1 4 1 0 0 0 2 2 0 0 1 6 0 0 0 1 6 0 0 0 1 6 0 0 0 1 6 0 0 0 3 2 2 0 0 5 14 5 0 0.0 2.08 58.3 20.8 - 0.0 1.4 4.0 1.4 - 0.00 0.417 0.583 0.625 - 0 0.14 5 - - 0 100.0 100.0 100.0 - 1 0.00 0 0 - 0 0 0 0 - 0 | Left Thru Right Peds App. Total 0 1 4 1 0 6 0 1 4 1 0 6 0 0 2 2 0 4 0 1 6 0 0 7 0 3 2 2 0 7 0 3 2 2 0 7 0 3 2 2 0 7 0 3 2 2 0 7 0 3 2 2 0 7 0 3 2 2 0 7 0 3 2 2 0 7 0 14 5 0 24 7 0.0 100.0 100.0 100.0 100.0 100.0 1 0.0 0 0 0 0.0 < | EastburdApp. TotalU-TurnU-TurnLeftThruRightPeds $App.TotalU-Turn014106000220400160070032207003220700514502400.0514502400.01.44.01.4-6.90.000.01.45-2400.000.145-2400.01100.0100.0-0.00-0000-000000-000000-00000-00-0000-00000-00-0000-00000-00000-00000-00000-00000-00000-00$ | LasterEasterApp. TotalU-TurnLeftU-TurnLeftThruRightPeds $App.TotalU-TurnLeft01410600002204000160070303220703032207030322070305145024050.020.858.320.8-0.690.01.40.001.44.01.4-6.90.000.4170.000.4170.5830.625-0.8570.0000.4170.000.4170.5830.625-0.8570.000.4170.01100.0100.0100.0-0.000000-0.0000000-0.0000000-0.0000000-0.0000100.00.00-0.000000-0.0000000-0.00000$ | Left Thru Right Peds $\frac{App}{Total}$ U-Turn Left Thru 0 1 4 1 0 6 0 0 4 0 1 4 1 0 6 0 0 4 0 0 2 2 0 4 0 0 6 0 1 6 0 0 7 0 3 2 0 3 2 2 0 7 0 3 2 0 3 2 2 0 7 0 3 2 0 3 2 2 0 7 0 3 2 0 3 2 2 0 7 0 3 2 5 0 5 14 5 0 6.9 0.0 1.14 4.9 0.00 10.00 100.0 10.0 </td <td>U-TurnLeftThruRightPedsApp_t TotalU-TurnLeftThruRight01410600400141060040016004006001600703200322070320032207032003220703200322070320032207032003220703200322070320032207032005145024051710144.01.4-6.90.01.44.90.25001.45-24051711100.0100.0-0.00000000-0.000000<</td> <td>L-TurnLeftThruRightPeds$\stackrel{App}{Total}$U-TurnLeftThruRightPeds0141060040001410600400016040060000160703200032207032000322070320003220703200032207032000322070320003220703200032207032000322070320001440145021713140.01.44.90.31.4141110.010.0100.0100.0100.01.4100.0100.01110.010.010.010.010.010.010.</td> <td>U-TurnLeftThruRightPeds$\stackrel{App.}{Total}$U-TurnLeftThruRightPeds$\stackrel{App.}{Total}$01410604004002204006004016070320660160070320503220702510805145024051710230.05145024051710230.01.44.01.4-6.90.001.44.90.30.01.44.01.4-6.90.001.44.90.3-0.7190.01.44.01.4-6.90.000.144.90.3230.01.44.01.4-6.90.000.144.90.3-0.7190.01.45-240.01.44.90.3-0.7190.1100.0100.0-0.0000-0.00-0.7190.1100.0100.0-<td>LintLeftThruRightPedsApp TotalUtrunLeftThruRightPedsApp TotalUtrun014106040040014106004004001410600400400141060040060016007025105005145024051102300.051450240517102300.01.44.01.4-6.90.001.44.90.3-0.000.01.44.01.4-6.90.001.44.90.3-6.600.01.44.01.4-6.90.001.44.90.3-6.600.001.44.01.41.401.41.41.401.4<td>Let Thru Right Peds App. Total I-Turn Left Thru Right Peds App. Total I-Turn Left Thru Right Peds App. Total I-Turn Left 0 1 4 1 0 6 0 0 4 0 3 0 1 6 0 0 4 0 0 4 0 3 0 1 6 0 0 7 0 3 2 0 5 1 0 5 0 1 1 0 1 1 0 1 1 0 1<</td><td>Leture Leture Number Right Peeds App. Total U-Turn Left Thru 0 1 4 0 6 0 0 6 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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

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|---|-------------------------|--------|-------|-------|------------------|------|---------------|--------|-------|-------|------------------|------|---------------|--------|-------|------|--------------------|------|---------------|--------|-------|------|-------------------|------|---------------|------------|
| nis AM 0 <td>Start Time</td> <td>U-Turn</td> <td>Left</td> <td>Thru</td> <td>Right</td> <td>Peds</td> <td>App. Total</td> <td>Int. Total</td> | Start Time | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | Int. Total |
| rsp.AM 0 <td>7:00 AM</td> <td>0</td> <td>2</td> <td>0</td> <td>0</td> <td>0</td> <td>2</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>24</td> <td>1</td> <td>0</td> <td>25</td> <td>0</td> <td>0</td> <td>18</td> <td>1</td> <td>1</td> <td>19</td> <td>46</td> | 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 |
| AsAM 0 0 0 0 0 2 1 5 0 2 4 4 2 4 7 1 7 1 1 0 2 0 0 3 8 8 0 6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 0 0 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 1 0 0 1 0 0 1 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 | 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 |
| Hondy Total 0 2 0 0 0 0 0 0 0 3 84 8 0 95 0 10 10 7 125 22 5 1 28 7 1 28 7 1 10 | 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 |
| BOOM 0 1 0 1 0 1 0 0 1 0 | 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 |
| stisAM 0 1 0 1 0 0 1 <td>Hourly Total</td> <td>0</td> <td>2</td> <td>0</td> <td>0</td> <td>1</td> <td>2</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>2</td> <td>0</td> <td>0</td> <td>3</td> <td>84</td> <td>8</td> <td>0</td> <td>95</td> <td>0</td> <td>6</td> <td>108</td> <td>11</td> <td>7</td> <td>125</td> <td>222</td> | 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 |
| B B O | 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 |
| eta SAM 0 0 1 1 1 1 1 1 1 0 1 0 1 22 9 0 32 6 Houry Total 0 1 0 1 1 0 1 1 0 1 2 0 1 2 0 31 0 1 2 0 1 2 0 1 2 0 1 1 0 0 1 2 0 1 15 0 15 0 42 5 0 47 6 430 PM 0 3 0 2 0 5 0 4 0 0 4 0 0 1 1 0 1 0 1 0 1 0 0 1 0 0 1 0 0 1 0 1 0 1 0 0 1 1 0 | 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 |
| Houry Total 0 1 0 1 2 0 1 96 5 0 102 0 8 109 22 5 139 24 "** F - | 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 |
| Image Ret Ministry Image R | 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 |
| 4:00 PM 0 3 0 1 3 0 1 0 0 1 15 0 0 16 0 0 42 5 0 47 6 4:15 PM 0 0 0 0 0 1 0 1 12 0 0 13 0 1 48 5 0 47 6 4:45 PM 0 3 1 0 0 4 0 7 0 1 0 5 2 0 7 0 42 2 4 442 6 Houry Total 0 9 1 0 4 0 7 0 1 0 6 0 10 0 45 0 1 70 1 7 72 8 6 1 1 1 0 1 | 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 |
| 4:15 PM 0 0 0 1 0 1 0 2 0 1 12 0 0 13 0 1 48 5 0 54 9 4:30 PM 0 3 0 2 0 5 0 44 0 0 5 2 0 7 0 0 66 1 0 57 7 44.5 PM 0 3 1 0 4 0 0 2 0 1 18 0 0 0 1 18 13 4 202 2 44 44 6 Houry Teal 0 1 0 1 0 2 0 1 0 0 0 1 188 13 4 202 2 44 56 0 1 188 1 30 1 18 13 4 202 2 2 4 61 33 20 1 0 1 11 148 5 0 50 | *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 4:30 PM 0 3 0 2 0 5 0 4 0 0 6 2 0 7 0 0 56 1 0 57 77 4:45 PM 0 3 1 0 0 7 0 0 5 2 0 7 0 0 58 1 0 57 77 4:45 PM 0 1 0 0 1 0 1 0 1 0 1 0 8 0 0 9 0 0 4 6 6 6 6 6 6 6 <t< td=""><td>4:00 PM</td><td>0</td><td>3</td><td>0</td><td>0</td><td>1</td><td>3</td><td>0</td><td>1</td><td>0</td><td>0</td><td>0</td><td>1</td><td>0</td><td>1</td><td>15</td><td>0</td><td>0</td><td>16</td><td>0</td><td>0</td><td>42</td><td>5</td><td>0</td><td>47</td><td>67</td></t<> | 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 |
| 445 PM 0 3 1 0 4 0 7 0 1 0 8 0 0 9 0 0 42 2 4 44 6 Hourly Total 0 9 1 2 1 12 13 0 2 0 15 0 2 41 2 0 45 0 1 188 13 4 202 2 500 PM 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0 0 1 | 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 |
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| 5:15 PM 0 1 0 1 0 0 8 0 8 0 1 44 5 1 50 6 5:30 PM 0 3 0 1 1 4 0 2 0 0 7 0 0 7 1 1 4 9 1 1 52 6 5:45 PM 0 0 3 0 3 0 0 3 0 0 1 1 1 0 58 2 2 60 7 Hourh Total 0 1 7 10 25 0 25 1 3 3 29 0 6 256 16 1 28 27 700 10 Grand Total 0 17 1 7 24 00 25 1 3 29 0 6 252 16 274 1 18 | 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 |
| Stop PM 0 3 0 1 4 0 2 0 0 2 0 0 7 1 1 49 1 1 52 6 5:45 PM 0 0 3 0 3 0 3 0 0 0 3 0 1 1 1 1 1 49 1 1 52 6 5:45 PM 0 5 0 4 7 9 0 1 0 1 1 1 1 36 1 3 21 2 0 0 35 1 1 36 1 33 21 0 0 35 1 1 36 1 32 21 5.8 1 1 36 1 33 22 0 6 256 16 1 27.8 1 1 24 25 6 7.7 70 10 1 | 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 |
| 545 PM 0 0 3 0 3 0 3 0 0 1 1 1 1 1 0 0 58 2 2 60 7 Houry Total 0 5 0 4 7 9 0 1 0 12 0 0 35 1 1 36 1 3 221 9 11 234 22 Grand Total 0 17 1 7 10 25 0 25 1 3 3 9 0 6 256 16 1 278 1 18 626 55 27 70 10 Approach % 0.0 1.6 0.1 0.7 - 2.4 0.0 2.4 0.1 0.3 - 2.8 0.0 0.6 2.48 1.6 - 2.69 0.1 1.7 60.7 5.3 - 690 100 </td <td>5:15 PM</td> <td>0</td> <td>1</td> <td>0</td> <td>0</td> <td>2</td> <td>1</td> <td>0</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>1</td> <td>0</td> <td>0</td> <td>8</td> <td>0</td> <td>0</td> <td>8</td> <td>0</td> <td>1</td> <td>44</td> <td>5</td> <td>1</td> <td>50</td> <td>60</td> | 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 |
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| 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 10 Approach% 0.0 68.0 4.0 28.0 - - 0.0 2.2 92.1 5.8 - 0.1 2.6 89.4 7.9 - - - - 0.0 2.2 92.1 5.8 - 0.1 2.6 89.4 7.9 - - - - 67.8 - - 0.1 1.7 60.7 5.3 - 67.8 - - 10.0 10.0 100. | 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 |
| Approach % 0.0 68.0 4.0 28.0 - - 0.0 8.2 3.4 10.3 - - 0.0 2.2 92.1 5.8 - - 0.1 2.6 89.4 7.9 - - - - 0.1 2.6 89.4 7.9 - - - 0.1 2.6 89.4 7.9 - - - - 0.1 2.6 89.4 7.9 - - - - 0.1 2.6 89.4 7.9 - - 67.8 Lights 0 17 1 7 - 25 0 25 1 3 - 29 0 6 252 16 - 274 1 18 617 54 - 68.0 98.2 - 98.6 98.2 - 98.6 98.2 - 98.6 98.2 0 0 0 0 0 0 0 | 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 |
| 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 10 % Lights - 100.0 100.0 - 100.0 100.0 100.0 - 100.0 98.4 100.0 - 98.6 100.0 100.0 98.4 100.0 - 98.6 98.2 - 98.6 98.2 - 98.6 98.2 - 0.4 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 </td <td>Grand Total</td> <td>0</td> <td>17</td> <td>1</td> <td>7</td> <td>10</td> <td>25</td> <td>0</td> <td>25</td> <td>1</td> <td>3</td> <td>3</td> <td>29</td> <td>0</td> <td>6</td> <td>256</td> <td>16</td> <td>1</td> <td>278</td> <td>1</td> <td>18</td> <td>626</td> <td>55</td> <td>27</td> <td>700</td> <td>1032</td> | 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 |
| Lights 0 17 1 7 - 25 0 25 1 3 - 29 0 6 252 16 - 274 1 18 617 54 - 690 10 % 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 98.2 - 98.6 98.2 - 98.6 98.2 - 98.6 98.2 - 98.6 98.2 - 98.6 98.2 - 98.6 98.2 - 98.6 98.2 - 98.6 98.2 - 98.6 98.2 - 98.6 98.2 - 98.6 98.2 - 98.6 98.2 - 98.6 98.2 - 98.6 98.2 - 98.6 98.2 - 98.6 98 | 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 | - | - | - |
| % Lights - 100.0 100.0 100.0 - 100.0 100.0 - 100.0 - 100.0 98.4 100.0 - 98.6 100.0 100.0 100.0 98.4 100.0 - 98.6 100.0 100.0 100.0 100.0 - 100.0 - 100.0 98.4 100.0 - 98.6 100.0 100.0 100.0 100.0 100.0 98.4 100.0 - 98.6 100.0 100.0 98.6 100.0 100.0 98.6 100.0 | 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 | - |
| Buses 0 0 0 0 0 0 0 0 0 0 0 2 0 - 2 0 0 3 0 - 3 5 % Buses - 0.0 <td>Lights</td> <td>0</td> <td>17</td> <td>1</td> <td>7</td> <td>-</td> <td>25</td> <td>0</td> <td>25</td> <td>1</td> <td>3</td> <td>-</td> <td>29</td> <td>0</td> <td>6</td> <td>252</td> <td>16</td> <td>-</td> <td>274</td> <td>1</td> <td>18</td> <td>617</td> <td>54</td> <td>-</td> <td>690</td> <td>1018</td> | Lights | 0 | 17 | 1 | 7 | - | 25 | 0 | 25 | 1 | 3 | - | 29 | 0 | 6 | 252 | 16 | - | 274 | 1 | 18 | 617 | 54 | - | 690 | 1018 |
| % Buses - 0.0 0.0 0.0 - 0.0 0.0 0.0 - 0.0 | % 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 |
| Single-Unit Trucks 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 2 0 - 2 0 0 6 1 - 7 5 % Single-Unit Trucks - 0.0 0.0 - 0.0 0.0 - 0.0 | Buses | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 2 | 0 | - | 2 | 0 | 0 | 3 | 0 | - | 3 | 5 |
| % Single-Unit Trucks - 0.0 0.0 - 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 1.8 - 1.0 0.0 Articulated Trucks 0 <td>% Buses</td> <td>-</td> <td>0.0</td> <td>0.0</td> <td>0.0</td> <td>-</td> <td>0.0</td> <td>-</td> <td>0.0</td> <td>0.0</td> <td>0.0</td> <td>-</td> <td>0.0</td> <td>-</td> <td>0.0</td> <td>0.8</td> <td>0.0</td> <td>-</td> <td>0.7</td> <td>0.0</td> <td>0.0</td> <td>0.5</td> <td>0.0</td> <td>-</td> <td>0.4</td> <td>0.5</td> | % 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 |
| Trucks 0 0.0 | Single-Unit Trucks | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 2 | 0 | - | 2 | 0 | 0 | 6 | 1 | - | 7 | 9 |
| % Articulated Trucks - 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 | 0.8 | 0.0 | - | 0.7 | 0.0 | 0.0 | 1.0 | 1.8 | - | 1.0 | 0.9 |
| Trucks - 0.0 0.0 - 0.0 <th0.0< th=""> 0.0</th0.0<> | Articulated Trucks | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on 0000 00 | | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 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 |
| | | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 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 - 1 27 - | Pedestrians | - | - | - | - | 10 | - | - | - | - | - | 3 | - | - | - | - | - | 1 | - | - | - | - | - | 27 | - | - |

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



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)

| | | | | | | | | | | | our. | | - 414 | (| ,, | | | | | | | | | |
|--------|---|--|--|---|---|---|---|--|---|---|--|---|---|---|--|--|---|--|---|---|--|--|--|--|
| | | Acces | s Drive | | | | | Acces | s Drive | | | | | Monro | e Street | | | | | Monroe | Street | | | |
| | | East | bound | | | | | West | bound | | | | | North | bound | | | | | South | bound | | | |
| U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | Int. Total |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 | - | - | - |
| 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 | - |
| 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 |
| 0 | 1 | 0 | 0 | - | 1 | 0 | 1 | 1 | 0 | - | 2 | 0 | 0 | 87 | 8 | - | 95 | 0 | 9 | 126 | 17 | - | 152 | 250 |
| - | 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 |
| 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 1 | 0 | - | 1 | 2 |
| - | 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 |
| 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 3 | 0 | - | 3 | 4 |
| - | 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 |
| 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| - | 0.0 | - | - | - | 0.0 | - | 0.0 | 0.0 | - | - | 0.0 | - | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| - | 0.0 | - | - | - | 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 | - | - | - | - | - | 2 | - | - | - | - | - | 0 | - | - | - | - | - | 7 | - | - |
| - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - |
| | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 0 0 1 0 0 0 1 0.0 1 0.0 10.0 0.0 0.4 0.00 0.4 0.00 0.4 0.00 0.4 0.00 0.4 0 0 0 10.0 0 0 0 0 0 0 0 0 - 0.00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | Left Thru 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 1 0 100.0 0.0 0.4 0.0 0.4 0.00 0.250 0.00 0.250 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 0 0 0 0 0 0 0 0 0 0 0 0.0 0 0 | 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0 0 0 100.0 0.0 0.0 0.0 0.4 0.0 0.0 0.00 0.4 0.0 0.0 0.00 0.4 0.0 0.0 0.01 10.0 0 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 0 0 <td< td=""><td>Left Thru Right Peds 0 0 0 1 0 1 0 0 1 0 1 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0 0 1 0.0 10.0 0.0 0 1 0.0 10.0 0.0 0 1 0.0 0.4 0.0 0.0 1 0.00 0.250 0.00 0.00 - 0 1 0 0 - - 0 1 0 0 - - 0 0 0 0 - - 0 0 0 0 - - <td< td=""><td>Left Thru Right Peds App. Total 0 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 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 1 0 0 1 1 0 0 1 0 0 - - 0.4 0.00 0.0 0.0 0 - 0.250 0.00 - 0.250 0 1 0 0 - 10.25 0.00 0 0.250 0.00 0 0 0.250 0.00 0 0 0.25 0.00 0.1</td><td>Left Thru Right Peds App. Total U-Turn 0 0 0 0 1 0 0 0 1 0 0 1 0 0 0 1 0 0 0 1 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 1 0 0 1 1 0</td><td>Access Drive Eastbound U-Turn Left Thru Right Peds App. Total U-Turn Left 0 0 0 1 0 0 0 0 1 0 0 1 0 0 0 1 0 0 1 0 1 0 0 0 0 0 1 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 0 100.0 0.0 0 - 0.0 0 0 0.00 0.4 0.00 0.0 - 0.00 0.250 0.00 0.250 0.01 1 0 0 - 100.0 1 100.0 1 1</td><td>Access Drive Eastbound Access West U-Turn Left Thru Right Peds App. Total U-Turn Left Thru 0 0 0 1 0 0 0 0 0 1 0 0 1 0 0 0 0 1 0 0 0 1 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 0 0 0 1 0 0 1 1 0 1 0 100.0 0.0 0 - 0.4 0.0 0.4 0.4 0.00 0.00 - 0.4 0.0 0.250 0.250 0.250 0 1 0 <td< td=""><td>Access Drive Eastbound Access Drive Westbound U-Turn Left Thru Right Peds $\begin{array}{c} App. \\ Total U-Turn Left Thru Right 0 0 0 0 1 0 0 0 0 0 1 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0$</td><td>Access Drive Eastburd Access Drive U-Turn Access Drive Eastburd U-Turn Left Thru Right Peds App. Total U-Turn Left Thru Right Peds 0 0 0 0 1 0 0 0 2 0 1 0 0 0 0 0 2 0 1 0 0 0 0 0 0 2 0 1 0</td><td>Access Drive Eastbound Access Drive U-Turn Left Thru Right Peds App. Total U-Turn Left Thru Right Peds App. Total U-Turn Left Thru Right Peds App. Total 0 0 0 0 1 0 0 0 0 2 0 0 1 0</td><td>Access Drive Eastbount Access Drive U-Turn Access Drive U-Turn Access Drive U-Turn Access Drive U-Turn Access Drive U-Turn Access Drive U-Turn Vestbound U-Turn Left Thru Right Peds App- Total U-Turn Left Thru Right Peds App- Total U-Turn 0 0 0 0 1 0 1 0 0 0 0 0 0 1 0 0 0 1 0 0<</td><td>Access Drive Eastburt Access Drive U-Turn 0 0 0 1 0</td><td>Access Drive Eastbount Access Drive Eastbount Verture Access Drive Westbount Norme U-Turn Left Thu Right Peds App_{Total} Total U-Turn Left Thru Right Peds App_{Total} U-Turn Left Thru Right Peds Ap_{Total} U-Turn Left Thru 0 0 0 0 1 0 1 0 0 1 0 0 1 0 <</td><td>Let Thu Right Peds App. Total U-Turn Let Thru Right 0 0 0 0 1 0</td><td>Access Drive Eastord Access Drive Eastord Vacuess Drive Vestord Vacuess Drive Vestord Monroe Street Northbourd U-Turn Left Thru Right Peds Ârdal U-Turn Left Thru Right Peds 0</td><td>Access Drive Eastsurd Access Drive U-Turn Let U-Tur Access Drive Westsurd Vertur Vertur<td>Access Drive Access Drive Monore Street Nonvo Estreet 0</td><td>Access Drive Name Street Name Street Name Street Name Street Litter Name Street Name Street Name Street Litter Name Street Name Street Name Street Name Street UTUM Rel Park Name Street Name Street Name Street Name Street Name Street Name Street Name Street <th< td=""><td>Access Dive Eestend Access Dive Eestend Access Dive Weistend Access Dive Weistend Access Dive Weistend Access Dive Weistend Monroe Street Northeore Northeore N</td><td>Access Diversion Access Diversion View Diversion Manage of the second s</td><td>Image: series 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0.00 0.250 0.01 1 0 0 - 100.0 1 100.0 1 1</td><td>Access Drive Eastbound Access West U-Turn Left Thru Right Peds App. Total U-Turn Left Thru 0 0 0 1 0 0 0 0 0 1 0 0 1 0 0 0 0 1 0 0 0 1 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 0 0 0 1 0 0 1 1 0 1 0 100.0 0.0 0 - 0.4 0.0 0.4 0.4 0.00 0.00 - 0.4 0.0 0.250 0.250 0.250 0 1 0 <td< td=""><td>Access Drive Eastbound Access Drive Westbound U-Turn Left Thru Right Peds $\begin{array}{c} App. \\ Total U-Turn Left Thru Right 0 0 0 0 1 0 0 0 0 0 1 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0$</td><td>Access Drive Eastburd Access Drive U-Turn Access Drive Eastburd U-Turn Left Thru Right Peds App. Total U-Turn Left Thru Right Peds 0 0 0 0 1 0 0 0 2 0 1 0 0 0 0 0 2 0 1 0 0 0 0 0 0 2 0 1 0</td><td>Access Drive Eastbound Access Drive U-Turn Left Thru Right Peds App. Total U-Turn Left Thru Right Peds App. Total U-Turn Left Thru Right Peds App. Total 0 0 0 0 1 0 0 0 0 2 0 0 1 0</td><td>Access Drive Eastbount Access Drive U-Turn Access Drive U-Turn 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Access Drive Eastbound U-Turn Left Thru Right Peds App. Total U-Turn Left 0 0 0 1 0 0 0 0 1 0 0 1 0 0 0 1 0 0 1 0 1 0 0 0 0 0 1 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 0 100.0 0.0 0 - 0.0 0 0 0.00 0.4 0.00 0.0 - 0.00 0.250 0.00 0.250 0.01 1 0 0 - 100.0 1 100.0 1 1 | Access Drive Eastbound Access West U-Turn Left Thru Right Peds App. Total U-Turn Left Thru 0 0 0 1 0 0 0 0 0 1 0 0 1 0 0 0 0 1 0 0 0 1 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 0 0 0 1 0 0 1 1 0 1 0 100.0 0.0 0 - 0.4 0.0 0.4 0.4 0.00 0.00 - 0.4 0.0 0.250 0.250 0.250 0 1 0 <td< td=""><td>Access Drive Eastbound Access Drive Westbound U-Turn Left Thru Right Peds $\begin{array}{c} App. \\ Total U-Turn Left Thru Right 0 0 0 0 1 0 0 0 0 0 1 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0$</td><td>Access Drive Eastburd Access Drive U-Turn Access Drive Eastburd U-Turn Left Thru Right Peds App. Total U-Turn Left Thru Right Peds 0 0 0 0 1 0 0 0 2 0 1 0 0 0 0 0 2 0 1 0 0 0 0 0 0 2 0 1 0</td><td>Access Drive Eastbound Access Drive U-Turn Left Thru Right Peds App. Total U-Turn Left Thru Right Peds App. Total U-Turn Left Thru Right Peds App. Total 0 0 0 0 1 0 0 0 0 2 0 0 1 0</td><td>Access Drive Eastbount Access Drive U-Turn Access Drive U-Turn Access Drive U-Turn Access Drive U-Turn Access Drive U-Turn Access Drive U-Turn Vestbound U-Turn Left Thru Right Peds App- Total U-Turn Left Thru Right Peds App- Total U-Turn 0 0 0 0 1 0 1 0 0 0 0 0 0 1 0 0 0 1 0 0<</td><td>Access Drive Eastburt Access Drive U-Turn 0 0 0 1 0</td><td>Access Drive Eastbount Access Drive Eastbount Verture Access Drive Westbount Norme U-Turn Left Thu Right Peds App_{Total} Total U-Turn Left Thru Right Peds App_{Total} U-Turn Left Thru Right Peds Ap_{Total} U-Turn Left Thru 0 0 0 0 1 0 1 0 0 1 0 0 1 0 <</td><td>Let Thu Right Peds App. Total U-Turn Let Thru Right 0 0 0 0 1 0</td><td>Access Drive Eastord Access Drive Eastord Vacuess Drive Vestord Vacuess Drive Vestord Monroe Street Northbourd U-Turn Left Thru Right Peds Ârdal U-Turn Left Thru Right Peds 0</td><td>Access Drive Eastsurd Access Drive U-Turn Let U-Tur Access Drive Westsurd Vertur Vertur<td>Access Drive Access Drive Monore Street Nonvo Estreet 0</td><td>Access Drive Name Street Name Street Name Street Name Street Litter Name Street Name Street Name Street Litter Name Street Name Street Name Street Name Street UTUM Rel Park Name Street Name Street Name Street Name Street Name Street Name Street Name Street <th< td=""><td>Access Dive Eestend Access Dive Eestend Access Dive Weistend Access Dive Weistend Access Dive Weistend Access Dive Weistend Monroe Street Northeore Northeore N</td><td>Access Diversion Access Diversion View Diversion Manage of the second s</td><td>Image: series in the series in the</td><td>Image: series in the series in the</td></th<></td></td></td<> | Access Drive Eastbound Access Drive Westbound U-Turn Left Thru Right Peds $\begin{array}{c} App. \\ Total U-Turn Left Thru Right 0 0 0 0 1 0 0 0 0 0 1 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0$ | Access Drive Eastburd Access Drive U-Turn Access Drive Eastburd U-Turn Left Thru Right Peds App. Total U-Turn Left Thru Right Peds 0 0 0 0 1 0 0 0 2 0 1 0 0 0 0 0 2 0 1 0 0 0 0 0 0 2 0 1 0 | Access Drive Eastbound Access Drive U-Turn Left Thru Right Peds App. Total U-Turn Left Thru Right Peds App. Total U-Turn Left Thru Right Peds App. Total 0 0 0 0 1 0 0 0 0 2 0 0 1 0 | Access Drive Eastbount Access Drive U-Turn Access Drive U-Turn Access Drive U-Turn Access Drive U-Turn Access Drive U-Turn Access Drive U-Turn Vestbound U-Turn Left Thru Right Peds App- Total U-Turn Left Thru Right Peds App- Total U-Turn 0 0 0 0 1 0 1 0 0 0 0 0 0 1 0 0 0 1 0 0< | Access Drive Eastburt Access Drive U-Turn 0 0 0 1 0 | Access Drive Eastbount Access Drive Eastbount Verture Access Drive Westbount Norme U-Turn Left Thu Right Peds App_{Total} Total U-Turn Left Thru Right Peds App_{Total} U-Turn Left Thru Right Peds Ap_{Total} U-Turn Left Thru 0 0 0 0 1 0 1 0 0 1 0 0 1 0 < | Let Thu Right Peds App. Total U-Turn Let Thru Right 0 0 0 0 1 0 | Access Drive Eastord Access Drive Eastord Vacuess Drive Vestord Vacuess Drive Vestord Monroe Street Northbourd U-Turn Left Thru Right Peds Ârdal U-Turn Left Thru Right Peds 0 | Access Drive Eastsurd Access Drive U-Turn Let U-Tur Access Drive Westsurd Vertur Vertur <td>Access Drive Access Drive Monore Street Nonvo Estreet 0</td> <td>Access Drive Name Street Name Street Name Street Name Street Litter Name Street Name Street Name Street Litter Name Street Name Street Name Street Name Street UTUM Rel Park Name Street Name Street Name Street Name Street Name Street Name Street Name Street <th< td=""><td>Access Dive Eestend Access Dive Eestend Access Dive Weistend Access Dive Weistend Access Dive Weistend Access Dive Weistend Monroe Street Northeore Northeore N</td><td>Access Diversion Access Diversion View Diversion Manage of the second s</td><td>Image: series in the series in the</td><td>Image: series in the series in the</td></th<></td> | Access Drive Access Drive Monore Street Nonvo Estreet 0 | Access Drive Name Street Name Street Name Street Name Street Litter Name Street Name Street Name Street Litter Name Street Name Street Name Street Name Street UTUM Rel Park Name Street Name Street Name Street Name Street Name Street Name Street Name Street <th< td=""><td>Access Dive Eestend Access Dive Eestend Access Dive Weistend Access Dive Weistend Access Dive Weistend Access Dive Weistend Monroe Street Northeore Northeore N</td><td>Access Diversion Access Diversion View Diversion Manage of the second s</td><td>Image: series in the series in the</td><td>Image: series in the series in the</td></th<> | Access Dive Eestend Access Dive Eestend Access Dive Weistend Access Dive Weistend Access Dive Weistend Access Dive Weistend Monroe Street Northeore Northeore N | Access Diversion Access Diversion View Diversion Manage of the second s | Image: series in the | Image: series in the |

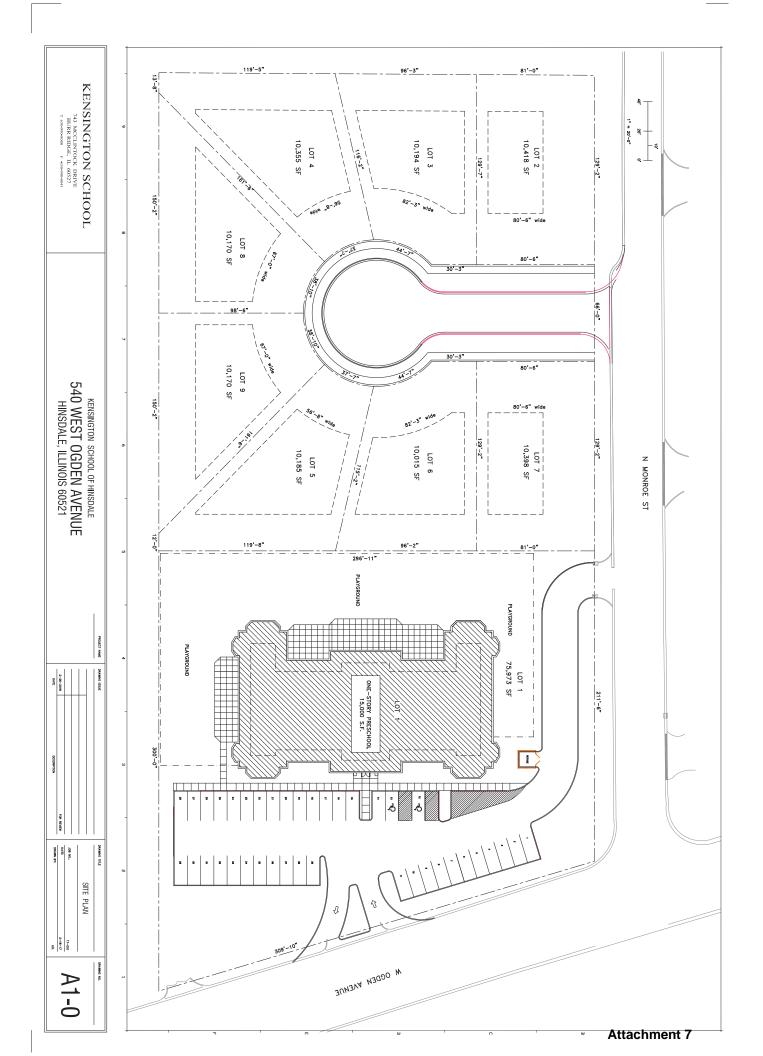


Rosemont, Illinois, United States 60018 (847)518-9990 Count Name: Monroe Street with Access Drives Site Code: Start Date: 01/23/2018 Page No: 4

Turning Movement Peak Hour Data (4:15 PM)

| | 1 | | | | | | | | | | | | | | ····• | • •••• | | | | | | | | | 1 |
|-------------------------|--------|-------|-------|---------|-------|---------------|--------|-------|-------|---------|------|---------------|--------|-------|--------|----------|------|---------------|--------|-------|--------|----------|-------|---------------|------------|
| | | | Acces | s Drive | | | | | Acces | s Drive | | | | | Monroe | e Street | | | | | Monroe | e Street | | | |
| | | | East | bound | | | | | West | bound | | | | | North | bound | | | | | South | bound | | | |
| Start Time | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | Int. Total |
| 4:15 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



CMAP Projection Letter



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 withou stopping. | le ≤10 |
| В | Good progression, with more vehicles stopping than for Level of Service A. | or >10 - 20 |
| С | Individual cycle failures (i.e., one or more queued vehicle are not able to depart as a result of insufficient capacit during the cycle) may begin to appear. Number of vehicle stopping is significant, although many vehicles still pass through the intersection without stopping. | y s |
| D | The volume-to-capacity ratio is high and either progressio is ineffective or the cycle length is too long. Many vehicle stop and individual cycle failures are noticeable. | |
| Ε | Progression is unfavorable. The volume-to-capacity rati is high and the cycle length is long. Individual cycl failures are frequent. | |
| F | The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail t clear the queue. | |
| | Unsignalized Intersections | |
| | Level of Service Average Total I | Delay (SEC/VEH) |
| | Α | 0 - 10 |
| | B > 1 | 0 - 15 |
| | C >1 | 5 - 25 |
| | D > 2 | 5 - 35 |
| | E > 3 | 5 - 50 |
| | F > | 50 |
| Source: Highw | ay Capacity Manual, 2010. | |

Capacity Analysis Summary Sheets

Capacity Analysis Summary Sheets Existing Morning Peak Hour Conditions

HCS7 Signalized Intersection Input Data

| General Information Agency Analyst Jurisdiction | KLOA, Inc. | | | | | | | | | | | | | |
|--|--|--------|---------|----------|-----------|---------|------|----------------------------|----------|---------|----------|-----------------------------|-------------|--|
| Analyst | | | | | | | | Intersec | tion Inf | ormatic | on | P | 4741 | h la |
| Analyst | | | | | | | | Duration | . h | 0.25 | | | 46 | |
| - | BSM | | Analys | sis Date | Feb 7 | 2018 | | Area Typ | | Other | | 1 | | |
| | IDOT | | Time F | | | eak Hou | | PHF | | 0.97 | | \rightarrow \rightarrow | ₩ ₩ + | ↔ <u> </u> <u> </u> |
| Urban Street | Ogden Avenue | | | sis Year | _ | | | Analysis | Period | 1> 7:0 | 00 | 4 4 | | <u>به</u> |
| Intersection | Ogden Avenue with | n Mad… | File Na | | | | | · · · · · · , · · · | | | | | 5.1 | |
| Project Description | AM Existing Peak I | | | | | | | | | | | ň | 41491 | 2 1 |
| , , | 3 | | | | | | | | | | | | | |
| Demand Information | | | | EB | | | W | В | | NB | | | SB | |
| Approach Movement | | | L | Т | R | L | Т | R | L | Т | R | L | Т | R |
| Demand (v), veh/h | | | 36 | 1116 | 79 | 87 | 12 | 10 6 | 154 | 28 | 42 | 17 | 39 | 25 |
| | | _ | | 1 | | _ | | | | _ | | | | |
| Signal Information | F = | | | 1 | _ 4 | | 21 | 20 | | | - | | | |
| Cycle, s 130.0 | | 2 | | F * | 2 | 3 | - F | 12 | | | 1 | | 3 | 4 |
| Offset, s 0 | Reference Point | Begin | Green | | 1.2 | 87.3 | 23. | | 0.0 | | | 5 | | |
| Uncoordinated No | Simult. Gap E/W | On | Yellow | - | 0.0 | 4.5 | 4.5 | | 0.0 | | | Y | | I |
| Force Mode Fixed | Simult. Gap N/S | On | Red | 0.0 | 0.0 | 1.5 | 1.5 | 0.0 | 0.0 | | 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 | | 154 | 28 | 42 | 17 | 39 | 25 |
| Initial Queue (Qb), veh | /b | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 0 |
| Base Saturation Flow | | | 1900 | 1900 | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Parking (<i>N</i> _m), man/h | | | 1900 | None | 1900 | 1900 | None | | 1900 | None | 1900 | 1900 | None | 1900 |
| Heavy Vehicles (<i>P</i> _{HV}), | 0/ | | 6 | 2 | | 3 | 2 | - | 1 | 4 | | 12 | 5 | \vdash |
| Ped / Bike / RTOR, /h | 70 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Buses (<i>N</i> _b), buses/h | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Arrival Type (<i>AT</i>) | | | 3 | 4 | 3 | 3 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Upstream Filtering (/) | | | 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 (<i>W</i>), 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 (<i>Pg</i>), % | | | | 0 | | | 0 | | | 0 | | | 0 | |
| Speed Limit, mi/h | | | 35 | 35 | 35 | 35 | 35 | 35 | 25 | 25 | 25 | 25 | 25 | 25 |
| | | | | _ | EDT | | - | MOT | | | | 0.01 | | ODT |
| Phase Information | | | EBL | | EBT | WBI | _ | WBT | NBL | | NBT | SBL | _ | SBT |
| Maximum Green (<i>Gmax</i> | / | | 13.0 | | 78.0 | 13.0 | | 78.0 | | | 39.0 | | | 39.0 |
| Yellow Change Interva Red Clearance Interva | | | 3.5 | | 4.5 | 3.5 | | 4.5 | | | 4.5 | | _ | 4.5 |
| Minimum Green (Gmin | | | 0.0 | | 1.5 15 | 0.0 | | 1.5 15 | 3 | | 1.5 8 | 3 | _ | 1.5 8 |
| Start-Up Lost Time (It | | | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 8 | 2.0 | | 8 |
| Extension of Effective | , | | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 |
| Passage (<i>PT</i>), 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 (<i>Walk</i>), s | | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | _ | 0.0 |
| Pedestrian Clearance | Time (<i>PC</i>), s | | 0.0 | | 0.0 | 0.0 | _ | 0.0 | 0.0 | | 0.0 | 0.0 | _ | 0.0 |
| Multimodal Informati | on | | | EB | | | WB | | | NB | | | SB | |
| 85th % Speed / Rest in | | ius | 0 | No | 25 | 0 | No | 25 | 0 | No | 25 | 0 | No | 25 |
| Walkway / Crosswalk | | | 9.0 | 12 | 0 | 9.0 | 12 | 0 | 9.0 | 12 | 0 | 9.0 | 12 | 0 |
| Street Width / Island / | | | 0 | 0 | No | 0 | 0 | No | 0 | 0 | No | 0 | 0 | No |
| Width Outside / Bike L | ane / Shoulder, ft | | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 |
| | n Outside / Bike Lane / Shoulder, ft strian Signal / Occupied Parking | | | | 0.50 | No | | 0.50 | No | | 0.50 | No | | 0.50 |

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HCS7[™] Streets Version 7.2.1

Generated: 2/7/2018 10:33:43 AM

HCS7 Signalized Intersection Results Summary

| | | HCS | 7 Sig | nalize | ed Int | ersec | tion F | Resu | ts Sur | nmar | у | | | | |
|-------------------|---|-------------------------------------|--------|-----------------|----------|----------|-------------|------------|----------|-------------|------------|------|---------------------------|----------|----------|
| | | | | | | | | | | 4' e u luif | | | | 4.3.44.1 | |
| General Inform | nation | | | | | | | | Intersec | | | on | - 1 | 44 | |
| Agency | | KLOA, Inc. | | | | | | | Duration | | 0.25 | | 1 | | - |
| Analyst | | BSM | | - · | | e Feb 7 | | | Area Typ | e | Other | | * • • | | ۵۵ ۲ |
| Jurisdiction | | IDOT | | Time F | | | eak Hou | | PHF | | 0.97 | | $\Rightarrow \rightarrow$ | w‡e o | + |
| Urban Street | | Ogden Avenue | | | | r 2018 | | | Analysis | Period | 1> 7:(| 00 | * | | * * |
| Intersection | | Ogden Avenue with | n Mad… | File Na | ame | | | | | | | | | 11 | |
| Project Descrip | otion | AM Existing Peak I | Hour | | | | | | | | | | 1 | 14144 | * (* |
| Demand Infor | mation | | | | EB | | | WE | 3 | | NB | | | SB | |
| Approach Move | | | | L | Т | R | | Т | , R | L | T | R | L | T | R |
| Demand (v), v | | | | 36 | 1116 | _ | 87 | 121 | _ | 154 | 28 | 42 | 17 | 39 | 25 |
| Demand (V), V | /en/n | | | - 30 | THO | 19 | 07 | 121 | 0 0 | 134 | 20 | 42 | 17 | 39 | 25 |
| Signal Informa | ation | | _ | | 1.1 | 5 | | | a l | | - 200 | | | | |
| Cycle, s | 130.0 | Reference Phase | 2 | 1 1 | - × | - 12 | - 🗳 🕯 | | 12 | | 1 | _ | 4 | | |
| Offset, s | 0 | Reference Point | Begin | 0 | 0.0 | 1.0 | 27.0 | 00 | | 0.0 | | 1 | 2 | 3 | 4 |
| Uncoordinated | No | Simult. Gap E/W | On | Green Yellow | | 1.2 | 87.3 4.5 | 23. 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 | | 5 | 6 | 7 | |
| | | | | | | | | | | | | | | | |
| Timer Results | | | | EBI | _ | EBT | WB | L | WBT | NBI | - | NBT | SBI | - | SBT |
| Assigned Phas | e | | | 5 | | 2 | 1 | | 6 | | | 8 | | | 4 |
| Case Number | | | | 1.1 | | 4.0 | 1.1 | | 4.0 | | | 6.0 | | | 6.0 |
| Phase Duration | | | | 6.5 | | 93.3 | 7.7 | | 94.5 | | | 29.0 | | | 29.0 |
| Change Period | | • | | 3.5 | _ | 6.0 | 3.5 | | 6.0 | | | 6.0 | | | 6.0 |
| Max Allow Hea | | , . | | 4.0 | _ | 0.0 | 4.0 | | 0.0 | | | 6.3 | | | 6.3 |
| Queue Clearan | | , = , | | 2.9 | | | 4.1 | | | | | 21.1 | | | 8.4 |
| Green Extensio | | (ge), s | | 0.1 | _ | 0.0 | 0.2 | | 0.0 | | | 1.8 | L | | 2.6 |
| Phase Call Pro | | | | 1.00 | | | 1.00 | | | | | 1.00 | | | 1.00 |
| Max Out Proba | ability | | | 0.00 |) | | 0.00 |) | | | | 0.21 | | | 0.01 |
| Movement Gro | oup Res | sults | | | EB | | | WB | | | NB | | | SB | |
| Approach Move | - | | | L | Т | R | L | Т | R | L | Т | R | L | Т | R |
| | ned Movement | | | | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| • | ned Movement ted Flow Rate (<i>v</i>), veh/h | | | | 623 | 609 | 90 | 627 | 626 | 159 | 72 | | 18 | 66 | |
| - | | ow Rate (<i>s</i>), veh/h/ | In | 37 1725 | 1870 | 1826 | 1767 | 1870 | | 1346 | 1661 | | 1223 | 1706 | <u> </u> |
| Queue Service | | | | 0.9 | 8.2 | 10.3 | 2.1 | 7.3 | 7.4 | 14.9 | 4.9 | | 1.6 | 4.3 | <u> </u> |
| | | e Time (<i>g</i> _c), s | | 0.9 | 8.2 | 10.3 | 2.1 | 7.3 | 7.4 | 19.1 | 4.9 | | 6.4 | 4.3 | <u> </u> |
| Green Ratio (g | | | | 0.69 | 0.67 | 0.67 | 0.70 | 0.68 | 0.68 | 0.18 | 0.18 | | 0.18 | 0.18 | <u> </u> |
| Capacity (c), v | . , | | | 356 | 1255 | 1226 | 378 | 1273 | _ | 249 | 294 | | 227 | 302 | |
| Volume-to-Cap | | atio (X) | | 0.104 | | | 0.237 | 0.493 | | 0.636 | | | 0.077 | 0.219 | <u> </u> |
| • | | /In (95 th percentile |) | 14.7 | 111.6 | 136.5 | 34.4 | 99.2 | 99.6 | 234.6 | 98.3 | | 25.9 | 90 | |
| | . , | eh/In (95 th percent | | 0.6 | 4.4 | 5.5 | 1.3 | 3.9 | 4.0 | 9.3 | 3.8 | | 0.9 | 3.5 | 1 |
| | . , | RQ) (95 th percen | | 0.09 | 0.00 | 0.00 | 0.18 | 0.00 | 0.00 | 3.35 | 0.00 | | 0.37 | 0.00 | <u> </u> |
| Uniform Delay | | ,, | | 6.5 | 2.7 | 3.6 | 6.5 | 2.3 | 2.3 | 54.0 | 46.0 | | 48.8 | 45.8 | 1 |
| Incremental De | | | | 0.0 | 1.4 | 1.4 | 0.3 | 1.4 | 1.4 | 5.6 | 0.9 | | 0.3 | 0.8 | <u> </u> |
| Initial Queue D | • • | , | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 1 |
| Control Delay (| • • | | | 6.6 | 4.1 | 5.0 | 6.8 | 3.6 | 3.7 | 59.6 | 47.0 | | 49.1 | 46.6 | <u> </u> |
| Level of Service | | | | 0.0 A | 4.1 A | 3.0 A | 0.0 A | 3.0 A | A | E | -47.0 D | | -+9.1 D | -40.0 | |
| Approach Dela | . , | | | 4.6 | L | A | 3.9 | | A | 55.7 | | E | 47.1 | | D |
| Intersection De | | | | +.0 | | | .5 | | ~~~~ | - 00.1 | | | 47. A | | |
| | nay, 3/VE | | | | | 9 | | | | | | | | | |
| Multimodal Re | sults | | | | EB | | | WB | | | NB | | | SB | |
| Pedestrian LOS | | / LOS | | 2.2 | | В | 2.2 | _ | В | 2.9 | | С | 2.9 | | С |
| Bicycle LOS So | core / LC | DS | | 1.5 | | В | 1.6 | | В | 0.9 | | А | 0.6 | | А |
| - | | | _ | | | | | | | | | | | | |

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Generated: 2/7/2018 10:33:43 AM

HCS7 Signalized Intersection Intermediate Values

| | | HCS7 | Sign | ali | zed I | Inters | ectio | n Int | ierr | nedia | ite Val | lues | _ | | | | |
|-----------------------------|---|--|------------|------------|--------|--------|----------|-------|---------------|-------------|------------|--------|--------|-----|------------|---------|----------|
| General Inform | ation | | | | | | | | | Intor | section | Inform | ation | | | 1 4 7 4 | 144 |
| | ation | | | | | | | | | | tion, h | 17 | 25 | | - 1 | 4 | |
| Agency | | KLOA, Inc. BSM | | ۸ | | Data | | 040 | | | | | | | | | |
| Analyst Jurisdiction | | | | | - | | Feb 7, 2 | | | Area PHF | туре | | ther | | | | <u>*</u> |
| | | IDOT | | | ne Pe | | AM Peal | | r | | unia Dania | | .97 | | | | · · |
| Urban Street | | Ogden Avenue | | | alysis | | 2018 | | | Analy | sis Perio | | > 7:00 | | - A | | |
| Intersection | | Ogden Avenue with I | | FI | e Nam | ie | | | | | | | | | _ | ٦ | 4 |
| Project Descrip | tion | AM Existing Peak Ho | our | | | | | | | | | | | | | ነዳነቀ | T F L |
| Demand Inform | nation | | | | | EB | | | V | VB | | | NB | | | SE | 3 |
| Approach Move | ement | | | | L | Т | R | L | | Т | R | L | Т | R | L | Т | R |
| Demand (v), v | eh/h | | | 3 | 86 | 1116 | 79 | 87 | 12 | 210 | 6 1 | 54 | 28 | 42 | 17 | 39 | 25 |
| | <u> </u> | | _ | | | _ | | | | 16 | | | | | | | |
| Signal Informa | _ | Deference Dhees | 2 | | - | x | A. | | E V | 1 is | | | 1 | - | | | |
| Cycle, s Offset, s | 130.0 0 | Reference Phase Reference Point | 2 Rogin | | | . e | 2 | 3 | × • | 5 | | | | 1 | Y 2 | | 3 4 |
| , | - | | Begin | | een 3 | | | 87.3 | | | |).0 | _ | | 5 | | |
| Uncoordinated | No | Simult. Gap E/W | On | | llow 3 | | | 4.5 | | | |).0 | | | Y | | - |
| Force Mode | Fixed | Simult. Gap N/S | On | Re | | 0.0 | 0.0 | 1.5 | 1. | .5 (| 0.0 0 | 0.0 | | 5 | 6 | | 7 |
| Saturation Flor | w / Dela | ay | L | | Т | R | L | Т | | R | L | Т | F | R | L | Т | R |
| Lane Width Adj | | - | 1.0 | 00 | 1.000 | 1.000 | 1.000 | 1.00 | 0 0 | 1.000 | 1.000 | 1.00 | 0 1.0 | 000 | 1.000 | 1.00 | 0 1.000 |
| , | | ade Factor (fHVg) | 0.9 | | 0.984 | | | | - | 1.000 | 0.992 | 0.96 | _ | 000 | 0.906 | 0.96 | _ |
| Parking Activity | | , | 1.0 | | 1.000 | | - | | 20 | 1.000 | 1.000 | 1.00 | | 000 | 1.000 | 1.00 | _ |
| Bus Blockage A | | | 1.0 | | 1.000 | 1.000 | | | _ | 1.000 | 1.000 | 1.00 | | 000 | 1.000 | 1.00 | |
| Area Type Adju | | · · · | 1.0 | | 1.000 | 1.000 | | _ | | 1.000 | 1.000 | 1.00 | _ | 000 | 1.000 | 1.00 | _ |
| | | nent Factor (<i>f</i> LU) | 1.0 | | 1.000 | 1.000 | | _ | _ | 1.000 | 1.000 | 1.00 | | 000 | 1.000 | 1.00 | |
| Left-Turn Adjust | | . , | 0.9 | | 0.000 | | 0.952 | _ | _ | | 0.708 | 0.00 | _ | | 0.644 | 0.00 | _ |
| Right-Turn Adju | | . , | 0.0 | _ | 0.977 | 0.977 | 0.002 | 0.99 | - | 0.998 | 0.100 | 0.90 | _ | 903 | 0.011 | 0.93 | |
| | | djustment Factor (<i>fLpb</i>) | 1.0 | | 0.011 | 0.011 | 1.000 | _ | - | 0.000 | 1.000 | 0.00 | 0.0 | | 1.000 | 0.00 | 1 0.001 |
| | | djustment Factor (<i>f_{Rpb}</i> | | | | 1.000 | | | \rightarrow | 1.000 | 1.000 | | 10 | 000 | 1.000 | | 1.000 |
| Work Zone Adju | | | 1.0 | 20 | 1.000 | 1.000 | | 1.00 | | 1.000 | 1.000 | 1.00 | | 000 | 1.000 | 1.00 | |
| DDI Factor (fool | | | 1.0 | | 1.000 | 1.000 | | | | 1.000 | 1.000 | 1.00 | _ | 000 | 1.000 | 1.00 | |
| ` | , | low Rate (<i>s</i>), veh/h | 172 | | 3453 | 244 | 1767 | 371 | | 18 | 1346 | 665 | _ | 97 | 1223 | 1040 | _ |
| | ortion of Vehicles Arriving on Green (F mental Delay Factor (k) | | | | 0.89 | 0.67 | 0.03 | 0.9 | | 0.68 | 0.18 | 0.18 | | 18 | 0.18 | 0.18 | |
| - | | - , , | 0.0 | | 0.50 | 0.50 | 0.03 | 0.5 | _ | 0.50 | 0.10 | 0.10 | | | 0.10 | 0.10 | |
| | ay ruo | | 0.1 | | 0.00 | 0.00 | 0.11 | 0.0 | | 0.00 | 0.20 | 0.20 | | | 0.20 | 0.20 | , I |
| Signal Timing | / Mover | nent Groups | E | EBL | E | EBT/R | WE | 3L | W | /BT/R | NB | L | NBT/ | ′R | SBL | - | SBT/R |
| Lost Time (t _L) | | | | 3.5 | | 6.0 | 3.5 | 5 | (| 6.0 | | | 6.0 | | | | 6.0 |
| Green Ratio (g/ | (C) | | C | .69 | | 0.67 | 0.7 | 0 | 0 | 0.68 | | | 0.18 | } | | | 0.18 |
| | | ow Rate (<i>s</i> _p), veh/h/lr | 1 4 | 129 | | 0 | 44 | 9 | | 0 | | | 1346 | 3 | | | 1223 |
| Shared Saturat | ion Flow | v Rate (<i>ssh</i>), veh/h/ln | | | | | | | | | | | | | | | |
| Permitted Effec | tive Gre | en Time (<i>g</i> ₂), s | 8 | 7.3 | | 0.0 | 87. | 3 | (| 0.0 | | | 23.0 |) | | | 23.0 |
| Permitted Servi | ce Time | e (g _u), s | 7 | 8.9 | | 0.0 | 76. | 9 | (| 0.0 | | | 18.7 | , | | | 18.2 |
| Permitted Queu | ie Servi | ce Time (<i>g</i> _{ps}), s | | 0.8 | | | 2.6 | 3 | | | | | 14.9 |) | | | 1.6 |
| Time to First Blo | ockage | (<i>g</i> _f), s | | 0.0 | | 0.0 | 0.0 |) | (| 0.0 | | | 0.0 | | | | 0.0 |
| Queue Service | Time Be | efore Blockage (<i>g</i> /s), s | | | | | | | | | | | | | | | |
| Protected Right | Satura | tion Flow (<i>s</i> _R), veh/h/l | n | | | | | | | | | | | | | | |
| Protected Right | Effectiv | /e Green Time (<i>g</i> _R), s | | | | | | | | | | | | | | | |
| Multimodal | | | | | EB | | | W | 'B | | | NB | | | | SB | |
| Pedestrian Fw/ | Fv | | 1 | 557 | | 0.00 | 1.55 | 57 | 0 | 0.00 | 2.10 | 7 | 0.00 |) | 2.10 | 7 | 0.00 |
| Pedestrian <i>F</i> s / | Fdelay | | 0. | .000 | (| 0.078 | 0.00 | 00 | 0. | .076 | 0.00 | 0 | 0.152 | 2 | 0.00 | 5 | 0.152 |
| Pedestrian Mcor | | , | | | | | | | | | | | | | | | |
| | | | 13 | 42.7 | 2 | 7.02 | 1361 | .91 | 6 | 6.62 | 353.4 | 47 | 44.05 | 5 | 353.4 | 7 | 44.05 |
| Bicycle cb / db | cle cb / db cle Fw / Fv | | | _ | | | - | | | 1.11 | | | 0.38 | | -3.64 | | |

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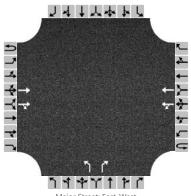
HCS7 Signalized Intersection Results Graphical Summary

| | Agency Analyst | KLOA, Inc. | | | | | | Ir | ntersect | ion Info | rmatic | 'n | 4 | 42441 | ba L |
|--|---------------------------|--------------------|-------------------------|---------|---------|--------|------------|------|-----------|--|--------|---------|----------|-------|----------|
| Agency KLOA, Inc. Duration D.25 Jurisdiction IDOT Time Period AM Peak Hour PHF 0.97 Jurisdiction IDOT Time Period AM Peak Hour PHF 0.97 Urban Street Ogden Avenue with Mad File Name Phrieto Description AM Existing Peak Hour Analysis Year 2018 Analysis Period 1> 7:00 Demand Information EB WB NB SB Approach Movement L T R L </th <th>Analyst</th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th>matic</th> <th><u></u></th> <th></th> <th></th> <th></th> | Analyst | | | | | | | | | | matic | <u></u> | | | |
| 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 File Name I 7.00 Demand Information L T R R L T R L T R L T R L T R L T <td></td> <td>BSM</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>D</td> <td>Juration,</td> <td>h</td> <td>0.25</td> <td></td> <td></td> <td>44</td> <td>-</td> | | BSM | | | | | | D | Juration, | h | 0.25 | | | 44 | - |
| Urban Street Ogden Avenue Analysis Year 2018 Analysis Period 1>7:00 Intersection Ogden Avenue with Mad File Name Image: Street Avenue with Mad File Name Image: Street Avenue With Mad File Name Demand Information AM Existing Peak Hour Image: Street Avenue With Mad File Name NB SB Approach Movement L T R L <td>Jurisdiction</td> <td>DOW</td> <td></td> <td>Analys</td> <td>is Date</td> <td>Feb 7,</td> <td>2018</td> <td>A</td> <td>rea Typ</td> <td>е</td> <td>Other</td> <td></td> <td>4</td> <td></td> <td></td> | Jurisdiction | DOW | | Analys | is Date | Feb 7, | 2018 | A | rea Typ | е | Other | | 4 | | |
| Intersection Ogden Avenue with Mad File Name Image: Construction of the percentile AM Existing Peak Hour Demand Information AM Existing Peak Hour EB WB NB SB Approach Movement L T R </td <td></td> <td>IDOT</td> <td></td> <td>Time P</td> <td>eriod</td> <td>AM Pe</td> <td>eak Hou</td> <td>ır P</td> <td>PHF</td> <td></td> <td>0.97</td> <td></td> <td>*</td> <td>W = E</td> <td>+</td> | | IDOT | | Time P | eriod | AM Pe | eak Hou | ır P | PHF | | 0.97 | | * | W = E | + |
| Project Description AM Existing Peak Hour EB WB NB SB Demand Information L T R | Jrban Street | Ogden Avenue | | Analys | is Year | 2018 | | A | nalysis | Period | 1> 7:0 | 0 | 1 | | |
| Demand Information EB WB NB SB Approach Movement L T R L T | Intersection | Ogden Avenue with | n Mad… | File Na | ime | | | | | | | | | 5 \$ | - |
| Approach Movement L T R | Project Description | | | | | | | | | | | | ħ | 414Y | <u>۴</u> |
| Approach Movement 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 7 30 1.2 87.3 23.0 0.0 <t< td=""><td>Demand Informatio</td><td>on</td><td></td><td></td><td>EB</td><td></td><td></td><td>WB</td><td></td><td></td><td>NB</td><td></td><td></td><td></td><td>0</td></t<> | Demand Informatio | on | | | EB | | | WB | | | NB | | | | 0 |
| Signal Information Cycle, s 130.0 Reference Phase 2 Green 3.0 1.2 87.3 23.0 0.0 0.0 Uncoordinated No Simult. Gap E/W On Yellow 3.5 0.0 <td>Approach Movemen</td> <td>t</td> <td></td> <td>L</td> <td>Т</td> <td>R</td> <td>L</td> <td>Т</td> <td>R</td> <td>L</td> <td>Т</td> <td>R</td> <td>L</td> <td>Т</td> <td>R</td> | Approach Movemen | t | | L | Т | R | L | Т | R | L | Т | R | L | Т | R |
| 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 S S S S <td>Demand(<i>v</i>), veh/h</td> <td></td> <td></td> <td>36</td> <td>1116</td> <td>79</td> <td>87</td> <td>1210</td> <td>) 6</td> <td>154</td> <td>28</td> <td>42</td> <td>17</td> <td>39</td> <td>25</td> | Demand(<i>v</i>), veh/h | | | 36 | 1116 | 79 | 87 | 1210 |) 6 | 154 | 28 | 42 | 17 | 39 | 25 |
| 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 S S S S <td></td> <td></td> <td></td> <td>1</td> <td>-</td> <td></td> <td>_</td> <td></td> <td>1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> | | | | 1 | - | | _ | | 1 | | | | | | |
| Offset, s 0 Reference Point Begin Gree 3.0 1.2 87.3 23.0 0.0 0.0 1 2 3 Uncoordinated No Simult. Gap E/W On Red 0.0 1.5 1.5 0.0 | - | 17 | | 1 | 1 - | 4 | | 2013 | 001 | | | - | - | | |
| Uncoordinated No Simult. Gap E/W On Net State On Approach No Simult. Gap N/S On Red 0.0 4.5 4.5 0.0 | - | | | | - 6 | 6 | R • | 100 | 2 | | | | €₂ | 3 | |
| Force Mode Fixed Simult. Gap N/S On Red 0.0 0.0 1.5 1.5 0.0 0.0 6 7 Movement Group Results EB WB NB SB Approach Movement L T R L D< | | | | Green | 3.0 | 1.2 | 87.3 | 23.0 | 0.0 | 0.0 | | | <u>-</u> | | |
| Movement Group Results EB WB NB SB Approach Movement L T R L S | | · | | Yellow | 3.5 | 0.0 | 4.5 | 4.5 | 0.0 | 0.0 | | ~ | 7 | | |
| Approach Movement L T R L C D | Force Mode Fixe | ed Simult. Gap N/S | On | Red | 0.0 | 0.0 | 1.5 | 1.5 | 0.0 | 0.0 | | 5 | 6 | 7 | |
| Approach Movement L T R L D D | | | | | | | | | | | | | | | |
| 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 3.05 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 E D D D D Approach Delay, s/veh / LOS 4.6 A A 3.9 A 55.7 E 47.1 D Intersection Delay, s/veh / LOS 9.5 9.5 V | _ | | | | | | | | | | | | | | |
| 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 0.00 Queue Storage Ratio (RQ) (95 th percentile) 0.09 0.00 0.18 0.00 0.00 3.35 0.00 0.37 0.00 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 E D D D D Approach Delay, s/veh / LOS 4.6 A A 3.9 A 55.7 E 47.1 D Intersection Delay, s/veh / LOS 9.5 9.5 V | | | | | | | | | | | | R | | | R |
| Queue Storage Ratio (RQ) (95 th percentile) 0.09 0.00 0.18 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 E D 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 55.7 E 47.1 D | , , | | | | | | | | | | | | | | |
| 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 E D 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 55.7 E 47.1 D 3.5 3.5 3.5 3.5 3.5 A 55.7 E 47.1 D | | · · | - | | | | | | | | | | | | |
| Level of Service (LOS) A A A A A A A A A E D D D A 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 | - | | tile) | | 0.00 | | | | | | | | | | |
| 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 | - , , | | | | | | | | | | | | | | |
| Intersection Delay, s/veh / LOS 9.5 A | | , | | A | Α | Α | | | A | | | | D | D | |
| 3.5 | Approach Delay, s/v | eh / LOS | | 4.6 | | А | 3.9 | | А | 55.7 | | E | 47.1 | | D |
| | | | | | | 3.5 | 0.9 | | | | | _ | | | |
| | | | | I : | | 9.6 | | 6.8 | 1.3 | | | - | | | |
| 5.5 5.0 6.8 1.3 | | | LOS B LOS C LOS D | | | 3.8 | | | Queue | Di D | elay | | | | |

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| HCS7 Two-Way Stop-Control Report | | | | | | | | | | | |
|----------------------------------|-----------------------|----------------------------|--------------------------|--|--|--|--|--|--|--|--|
| General Information | | Site 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



Major Street: East-West

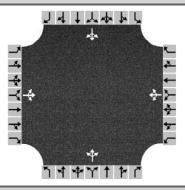
| Vehicle Volumes and Ad | justme | ents | | | | | | | | | | | | | | | | |
|---|---------|---------|--------|-----|----|------|-------|---|----|-------|-------|------|------------|----|----|----|--|--|
| Approach | | Eastb | ound | | | West | oound | | | North | bound | | Southbound | | | | | |
| Movement | U | L | Т | R | U | L | Т | R | U | L | Т | R | U | L | Т | 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 | | | Т | TR | | LT | Т | | | 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 | | | | Ν | lo | | No | | | | No | | | | | |
| Median Type/Storage | | Undivid | | | | | ed | | | | | | | | | | | |
| Critical and Follow-up H | leadwa | iys | | | | | | | | | | | | | | | | |
| Base Critical Headway (sec) | | | | | | | | | | | | | | | | | | |
| Critical Headway (sec) | | | | | | | | | | | | | | | | | | |
| Base Follow-Up Headway (sec) | | | | | | | | | | | | | | | | | | |
| Follow-Up Headway (sec) | | | | | | | | | | | | | | | | | | |
| Delay, Queue Length, ar | nd Leve | el of S | ervice | è | | | | | | | | | | | | | | |
| 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 | | | | | | В | | | | F | | С | | | | | | |
| Approach Delay (s/veh) | | | | | | 2 | .2 | | | 16 | 6.5 | | | | | | | |
| Approach LOS | | | | | | | | | | (| С | | | | | | | |

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HCS7TM TWSC Version 7.2.1 Ogden with Monroe - AMEX - 2-7-18.xtw Generated: 2/7/2018 11:03:52 AM

| General Information | | |
|-----------------------|--|--|
| ANB | Intersection | Monroe and North |
| KLOA, Inc. | Jurisdiction | IDOT |
| 2/23/2018 | East/West Street | North Street |
| 2018 | North/South Street | Monroe Street |
| 0.25 | Peak Hour Factor | 0.93 |
| Existing Morning Peak | | |
| Kensington School | | |
| | KLOA, Inc. 2/23/2018 2018 0.25 Existing Morning Peak | KLOA, Inc. Jurisdiction 2/23/2018 East/West Street 2018 North/South Street 0.25 Peak Hour Factor Existing Morning Peak |

Lanes

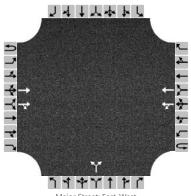


Vehicle Volume and Adjustments

| venicie volume and Adjust | ments | | | | | | | | | | | | |
|---|-----------|-----------|----|-------|-----------|----|-------|-----------|----|------------|----|----|--|
| Approach | | Eastbound | | | Westbound | k | 1 | Northboun | d | Southbound | | | |
| Movement | L | Т | R | L | Т | R | L | Т | R | L | Т | 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 Se | | | | | | | | | | | | | |
| 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 o | of Servic | e | | | | | | | | | | | |
| 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 | | | А | | | А | | | А | | | |
| Approach Delay (s/veh) | | 8.1 | | 7.8 | | | | 8.2 | | 8.3 | | | |
| Approach LOS | | А | | | А | | | А | | | А | | |
| Intersection Delay, s/veh LOS | | | 8 | .1 | | | | | , | 4 | | | |

| HCS7 Two-Way Stop-Control Report | | | | | | | | | | | |
|----------------------------------|-----------------------|----------------------------|--------------------------|--|--|--|--|--|--|--|--|
| General Information | | Site 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



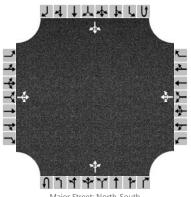
Major Street: East-West

| Approach | T | Fasth | ound | | | West | oound | | | North | bound | | | South | bound | |
|---|----------|-----------|--------|----|-----|------|-------|---|----|-------|-------|---|----|-------|-------|----|
| | <u> </u> | | | | | | | - | | | | - | | 1 | - | |
| Movement | U | L | Т | R | U | L | Т | R | U | L | Т | R | U | L | Т | R |
| Priority | 10 | 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 | | | Т | TR | | LT | Т | | | | LR | | | | | |
| Volume, V (veh/h) | | | 1231 | 5 | | 3 | 1386 | | | 2 | | 0 | | | | |
| Percent Heavy Vehicles (%) | | | | | | 0 | | | | 50 | | 0 | | | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | 1 | | | | | | | 0 | | | | | | | | |
| Right Turn Channelized | | No | | | | Ν | lo | | | N | lo | | No | | | |
| Median Type/Storage | | Undivided | | | | | | | | | | | | | | |
| Critical and Follow-up H | eadwa | ys | | | | | | | | | | | | | | |
| Base Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Base Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |
| Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |
| Delay, Queue Length, an | d Leve | el of S | ervice | 5 | | | | | | | | | | | | |
| 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 | | | | | | В | | | Ì | | F | | | | | |
| Approach Delay (s/veh) | | | | | 0.2 | | | | 13 | 9.8 | | | | | | |
| Approach LOS | | | | | | | | | | | F | | | | | |

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HCS7TM TWSC Version 7.2.1 Ogden with Access - AMEX - 2-7-18.xtw Generated: 2/7/2018 10:52:46 AM

| | HCS7 Two-Way | Stop-Control Report | |
|--------------------------|-----------------------|----------------------------|------------------------|
| General Information | | Site Information | |
| Analyst | ANB | Intersection | Monroe and West Access |
| Agency/Co. | KLOA, Inc. | Jurisdiction | IDOT |
| Date Performed | 2/7/2018 | East/West Street | West Access Drive |
| Analysis Year | 2018 | North/South Street | Monroe Street |
| Time Analyzed | AM Existing Peak Hour | Peak Hour Factor | 0.85 |
| Intersection Orientation | North-South | Analysis Time Period (hrs) | 0.25 |
| Project Description | 17-051 | | |



Major Street: North-South

| Vehicle Volumes and Ad | justme | ents | | | | | | | | | | | | | | | | | | |
|---|--------|---------|--------|------|-------|------|-------|---|----|-------|-------|---|----|-------|-------|----|--|--|--|--|
| Approach | | Eastb | ound | | | West | bound | | | North | bound | | | South | bound | | | | | |
| Movement | U | L | Т | R | U | L | Т | R | U | L | Т | R | U | L | Т | 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 | | Ν | 10 | | | Ν | 10 | | | N | о | | | Ν | lo | | | | | |
| Median Type/Storage | | | | Undi | vided | | | | | | | | | | | | | | | |
| Critical and Follow-up H | eadwa | iys | | | | | | | | | | | | | | | | | | |
| Base Critical Headway (sec) | | | | | | | | | | | | | | | | | | | | |
| Critical Headway (sec) | | | | | | | | | | | | | | | | | | | | |
| Base Follow-Up Headway (sec) | | | | | | | | | | | | | | | | | | | | |
| Follow-Up Headway (sec) | | | | | | | | | | | | | | | | | | | | |
| Delay, Queue Length, an | d Leve | el of S | ervice | 3 | | | | | | | | | | | | | | | | |
| 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 | | | | В | | | А | | | | A | | | | | | |
| Approach Delay (s/veh) | | 9 | .8 | | | - 1(| 0.5 | - | | 0 | .0 | - | | 0 | .5 | | | | | |
| Approach LOS | | A | | | | | В | | | | | | | | | | | | | |

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HCS7TM TWSC Version 7.2.1

Generated: 2/7/2018 11:23:23 AM

Capacity Analysis Summary Sheets Existing Evening Peak Hour Conditions

HCS7 Signalized Intersection Input Data

| | | | HCS7 | Signa | alizec | l Inter | section | on In | put Da | ata | | | | | |
|--------------------------------------|---|---------------------------|-------|-----------------|----------|---------|-------------|------------|----------|--------|--------|------|---------------|----------|---------------|
| | | | | | | | | 1 | | | | | | | |
| General Inform | nation | | | | | | | | Intersec | | 17 | on | _ | 사사하다 | be l <u>u</u> |
| Agency | | KLOA, Inc. | | | | | | | Duration | h | 0.25 | | 1 | ** | - |
| Analyst | | BSM | | - | | e Mar 8 | , 2017 | | Area Typ | е | Other | | | | <u>∧</u> } |
| Jurisdiction | | IDOT | | Time F | | _ | eak Hou | | PHF | | 0.95 | | \Rightarrow | w‡s | + |
| Urban Street | | Ogden Avenue | | - | sis Year | · 2018 | | | Analysis | Period | 1> 7:(| 00 | 7 | | 7 7 |
| Intersection | | Ogden Avenue with | | File Na | ame | | | | | | | | | 11 | |
| Project Descrip | otion | PM Existing Peak H | Hour | | | | | | | | | | 1 | 14 1 4 Y | 14 |
| Demand Inform | | | | | EB | | | WE | 3 | | NB | | | SB | 1- |
| Approach Move | | | | L | Т | R | L | Т | R | L | Т | R | L | Т | R |
| Demand (v), v | /eh/h | | | 57 | 1379 | 92 | 72 | 110 | 4 7 | 209 | 35 | 34 | 10 | 35 | 45 |
| Signal Informa | ation | | _ | | | 5 | | | | | | | | | |
| Cycle, s | 140.0 | Reference Phase | 2 | | -× 4 | - 12 | | E E | 2 | | | | 2 | | |
| Offset, s | 0 | Reference Point | Begin | | | | 2 | | Ir . | | | 1 | 2 | 3 | 4 |
| Uncoordinated | No | Simult. Gap E/W | On | Green Yellow | | 0.4 | 87.5 4.5 | 32. 4.5 | | 0.0 | | x | Ð | | |
| Force Mode | Fixed | Simult. Gap N/S | On | Red | 0.0 | 0.0 | 1.5 | 1.5 | | 0.0 | | 5 | 6 | 7 | |
| | Л | | | | | | | | | | | | | | |
| Traffic Informa | | | | | EB | | | WB | | | NB | | | SB | |
| Approach Move | ement | | | L | Т | R | L | Т | R | L | Т | R | L | Т | R |
| Demand (<i>v</i>), ve | | | | 57 | 1379 | 92 | 72 | 1104 | 7 | 209 | 35 | 34 | 10 | 35 | 45 |
| Initial Queue (C | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Saturation | n Flow F | Rate (<i>s</i> ₀), veh/h | | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| . . , | (N_m) , man/h | | | | None | | | None | ; | | None | | | None | |
| | eavy Vehicles (<i>P</i> _{HV}), % | | | 9 | 1 | | 0 | 1 | | 1 | 1 | | 0 | 8 | |
| | ed / Bike / RTOR, /h | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Buses (<i>N</i> _b), bus | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Arrival Type (A | , | | | 3 | 4 | 3 | 3 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Upstream Filter | 2 . , | | | 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 | , | | | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | |
| Turn Bay Lengt | th, ft | | | 160 | 0 | | 190 | 0 | | 70 | 0 | | 70 | 0 | |
| Grade (<i>Pg</i>), % | | | | | 0 | | | 0 | | | 0 | | | 0 | |
| Speed Limit, m | i/h | | | 35 | 35 | 35 | 35 | 35 | 35 | 25 | 25 | 25 | 25 | 25 | 25 |
| Phase Informa | ation | | | EBL | - | EBT | WBI | L | WBT | NBL | _ | NBT | SBL | - | SBT |
| Maximum Gree | en (<i>G</i> max |) or Phase Split, s | | 15.0 |) | 77.0 | 15.0 |) | 77.0 | | | 48.0 | | | 48.0 |
| Yellow Change | Interval | l (Y), s | | 3.5 | | 4.5 | 3.5 | | 4.5 | | | 4.5 | | | 4.5 |
| Red Clearance | Interva | l (<i>R</i> c), s | | 0.0 | | 1.5 | 0.0 | | 1.5 | | | 1.5 | | | 1.5 |
| Minimum Gree | . , | | | 3 | | 15 | 3 | | 15 | 3 | | 8 | 3 | | 8 |
| Start-Up Lost T | . , | | | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 |
| Extension of Ef | | Green (<i>e</i>), s | | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 |
| Passage (<i>PT</i>), | 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 (<i>Walk</i>), s | aranco - | | | 0.0 | _ | 0.0 | 0.0 | | 0.0 | 0.0 | _ | 0.0 | 0.0 | | 0.0 |
| Pedestrian Clea | arance | (<i>FC</i>), S | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 |
| Multimodal Inf | | | | | EB | | | WB | | | NB | | | SB | |
| | | Walk / Corner Radi | us | 0 | No | 25 | 0 | No | 25 | 0 | No | 25 | 0 | No | 25 |
| | | Vidth / Length, ft | | 9.0 | 12 | 0 | 9.0 | 12 | 0 | 9.0 | 12 | 0 | 9.0 | 12 | 0 |
| Street Width / I | | | | 0 | 0 | No | 0 | 0 | No | 0 | 0 | No | 0 | 0 | No |
| | | ane / Shoulder, ft | | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 |
| Pedestrian Sig | nai / Oco | cupled Parking | | No | | 0.50 | No | | 0.50 | No | | 0.50 | No | | 0.50 |

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HCS7[™] Streets Version 7.2.1

Generated: 2/7/2018 10:37:06 AM

HCS7 Signalized Intersection Results Summary

| | | HCS | 7 Sig | nalize | ed Int | ersec | tion F | Resul | ts Sur | nmar | у | | | | |
|-------------------|--|-------------------------------------|-------|------------|--------|---------|---------|----------|----------|-------------|----------|------|--|-----------|-------------|
| O | | | | | | | | | | 4' e u luif | | | | 4 사수 1 | |
| General Inform | nation | | | | | | | | ntersec | | 1 | on | - 1 | 44 | |
| Agency | | KLOA, Inc. | | | | | | | Duration | | 0.25 | | 2 | | |
| Analyst | | BSM | | | | e Mar 8 | | | Area Typ | e | Other | • | ^ | | * |
| Jurisdiction | | IDOT | | Time F | | _ | eak Hou | | PHF | | 0.95 | | | w+e | |
| Urban Street | | Ogden Avenue | | | | r 2018 | | / / | Analysis | Period | 1> 7:(| 00 | 7 | | 4 |
| Intersection | | Ogden Avenue with | | File Na | ame | | | | | | | | | 11 | |
| Project Descrip | otion | PM Existing Peak I | Hour | | | | | | | | | | h | *1 ↑ \$*Y | <u>") 4</u> |
| Demand Inform | mation | | | | EB | | | WB | | | NB | | | SB | |
| Approach Move | | | | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (v), v | | | | 57 | 1379 | _ | 72 | 1104 | | 209 | 35 | 34 | 10 | 35 | 45 |
| | 011/11 | | | 01 | Terre | 02 | | 110 | | 200 | 00 | U I | 10 | 00 | 10 |
| Signal Informa | ation | | | | ~ | 54 | | | 5 | | - | _ | | | |
| Cycle, s | 140.0 | Reference Phase | 2 | | P 4 | e è | | 5 | 12 | | | - | € . | 3 | |
| Offset, s | 0 | Reference Point | Begin | Green | 3.0 | 0.4 | 87.5 | 32.7 | 0.0 | 0.0 | | 1 | | 3 | 4 |
| Uncoordinated | No | Simult. Gap E/W | On | Yellow | | 0.4 | 4.5 | 4.5 | 0.0 | 0.0 | | ~ | $\mathbf{\mathbf{\mathbf{\mathbf{\mathbf{\mathbf{\mathbf{\mathbf{\mathbf{\mathbf{\mathbf{\mathbf{\mathbf{\mathbf{\mathbf{\mathbf{\mathbf{\mathbf{$ | | |
| Force Mode | Fixed | Simult. Gap N/S | On | Red | 0.0 | 0.0 | 1.5 | 1.5 | 0.0 | 0.0 | | 5 | 6 | 7 | |
| | | | | | | | | | | | | | | | 0.0.5 |
| Timer Results | | | | EBI | - | EBT | WB | | WBT | NBI | - | NBT | SBI | - | SBT |
| Assigned Phas | e | | | 5 | | 2 | 1 | | 6 | | | 8 | | | 4 |
| Case Number | | | | 1.1 | | 4.0 | 1.1 | | 4.0 | | _ | 6.0 | | | 6.0 |
| Phase Duration | | | | 7.4 3.5 | | 93.5 | 7.8 | | 93.9 | | | 38.7 | | _ | 38.7 |
| | hange Period, (Y+R c), s ax Allow Headway (MAH) s | | | | _ | 6.0 | 3.5 | | 6.0 | | | 6.0 | | _ | 6.0 |
| | Max Allow Headway (<i>MAH</i>), s | | | | | 0.0 | 4.0 | _ | 0.0 | | | 6.3 | | _ | 6.3 |
| | Queue Clearance Time (g $_{ m s}$), s | | | | | | 4.1 | | | | | 30.4 | | | 7.9 |
| Green Extensio | | (ge), s | | 0.1 | | 0.0 | 0.2 | | 0.0 | | | 2.3 | <u> </u> | | 3.5 |
| Phase Call Pro | | | | 1.00 | | | 1.00 | | | | | 1.00 | | | 1.00 |
| Max Out Proba | bility | | | 0.00 |) | | 0.00 |) | | | | 0.28 | | | 0.00 |
| Movement Gro | oup Res | sults | | | EB | | | WB | | | NB | | | SB | |
| Approach Move | - | | | | Т | R | L | Т | R | 1 | Т | R | L | T | R |
| Assigned Move | | | | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Adjusted Flow | |), veh/h | | 60 | 780 | 769 | 76 | 585 | 584 | 220 | 73 | | 11 | 84 | <u> </u> |
| | | ow Rate (<i>s</i>), veh/h/ | In | 1682 | 1885 | 1843 | 1810 | 1885 | 1881 | 1324 | 1732 | | 1348 | 1618 | <u> </u> |
| Queue Service | | | | 1.8 | 21.5 | 24.4 | 2.1 | 12.1 | 12.3 | 22.5 | 4.7 | | 0.9 | 5.9 | <u> </u> |
| | | e Time (<i>g</i> _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 | | | | 0.65 | 0.63 | 0.63 | 0.66 | 0.63 | 0.63 | 0.23 | 0.23 | | 0.23 | 0.23 | <u> </u> |
| Capacity (c), v | | | | 336 | 1179 | 1152 | 259 | 1183 | 1181 | 306 | 405 | | 322 | 378 | |
| Volume-to-Cap | | atio (X) | | 0.178 | | | 0.292 | 0.495 | | 0.720 | 0.180 | | 0.033 | 0.223 | <u> </u> |
| | | /In (95 th percentile |) | 32.1 | 246.3 | - | 38.5 | 175.2 | | 325.9 | 95.5 | | 13.9 | 118.5 | |
| | | eh/In (95 th percent | | 1.2 | 9.8 | 11.0 | 1.5 | 7.0 | 7.0 | 12.9 | 3.8 | | 0.6 | 4.5 | - |
| | · · · | RQ) (95 th percen | , | 0.20 | 0.00 | 0.00 | 0.20 | 0.00 | 0.00 | 4.66 | 0.00 | | 0.20 | 0.00 | |
| Uniform Delay | | ,, . | | 9.5 | 6.2 | 7.4 | 11.4 | 5.2 | 5.3 | 54.8 | 42.9 | | 45.1 | 43.4 | - |
| Incremental De | . , | | | 0.3 | 2.9 | 3.1 | 0.6 | 1.5 | 1.5 | 7.5 | 0.4 | | 0.1 | 0.6 | |
| Initial Queue D | 2 , | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Control Delay (| | | | 9.8 | 9.1 | 10.5 | 12.1 | 6.7 | 6.8 | 62.3 | 43.4 | | 45.2 | 44.0 | |
| Level of Service | | | | A | A | B | B | 0.7 A | A | 62.5 E | D | | | D | |
| Approach Dela | . , | | | 9.8 | | A | 7.1 | | A | 57.6 | <u> </u> | E | 44.1 | | D |
| Intersection De | | | | 3.0 | | | 4.1 | | | 01.0 | | | B | | 5 |
| | nay, 3/VC | | | | | 1- | | | | | | | | | |
| Multimodal Re | sults | | | | EB | | | WB | | | NB | | | SB | |
| Pedestrian LOS | | / LOS | | 2.2 | | В | 2.2 | | В | 2.9 | | С | 2.9 | | С |
| Bicycle LOS So | core / LC | DS | | 1.8 | | В | 1.5 | | В | 1.0 | | А | 0.6 | | Α |
| | cle LOS Score / LOS | | | | | | | | | | | | | | |

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HCS7[™] Streets Version 7.2.1

Generated: 2/7/2018 10:37:06 AM

HCS7 Signalized Intersection Intermediate Values

| | | HCS7 | Sig | nal | ized | Inters | sectio | n Int | err | media | ate Va | lues | | | | |
|---|--|---|----------|-------|----------|----------|----------|------------|---------------|-------|------------|----------|---------|---------------|----------|-----------|
| 0 | | | | | | | | | | | | | | | 김 씨 사.수 | |
| General Inform | nation | | | | | | | | | | section | 1 | | _ | | |
| Agency | | KLOA, Inc. | | | | | | | | _ | tion, h | | 25 | 1 | | |
| Analyst | | BSM | | | - | | Mar 8, 2 | | | | Туре | | ther | <u>→</u> | | <u>م</u> |
| Jurisdiction | | IDOT | | | ime Pe | | PM Pea | k Hou | r | PHF | | | 95 | | w† | • + • |
| Urban Street | | Ogden Avenue | | | - | | 2018 | | | Analy | ysis Perio | od 1> | > 7:00 | J 24 | | 1 |
| Intersection | | Ogden Avenue with | | F | ile Nar | ne | | | | | | | | | ٦ | 1 |
| Project Descrip | tion | PM Existing Peak H | our | | | | | | | | | | | | ካ ተ ተ ቀ | *** ** (* |
| Demand Inform | nation | | | T | | EB | | | V | VB | | | NB | | SE | 3 |
| Approach Move | | | | T | L | T | R | L | _ | т | R | L | | τ L | T | |
| Demand (v), v | | | | + | 57 | 1379 | 92 | 72 | _ | 104 | | | | 4 10 | _ | |
| | | | | | 01 | 1010 | 02 | · <u>–</u> | | | | | | | | |
| Signal Informa | ation | | | | | | 5 | | - 2 | 1.4 | | | | | | |
| Cycle, s | 140.0 | Reference Phase | 2 | | - 1 | 20 | E. | - | | 500 | | | - | - | | |
| Offset, s | 0 | Reference Point | Begii | | reen | 3.0 | 0.4 | 87.5 | 2' | 2.7 | 0.0 C | 0.0 | 1 | 2 | | 3 4 |
| Uncoordinated | No | Simult. Gap E/W | On | - 6 | ellow | | 0.4 | 4.5 | | | | 0.0 | ~ | \rightarrow | | |
| Force Mode | Fixed | Simult. Gap N/S | On | | | 0.0 | 0.0 | 1.5 | | | | 0.0 | 5 | 6 | | 7 |
| | | | | | _ | | | | | _ | | - | _ | | - | |
| Saturation Flo | | - | | L | T | R | | T | _ | R | L | T | R | L | T | R |
| Lane Width Adj | | . , | | 000 | 1.000 | | _ | _ | - | 1.000 | 1.000 | 1.00 | _ | _ | 1.00 | _ |
| | | ade Factor (f _{HVg}) | | 930 | 0.992 | | | | | 1.000 | 0.992 | 0.992 | _ | _ | 0.93 | |
| Parking Activity | | (·) | | 000 | 1.000 | _ | | _ | _ | 1.000 | 1.000 | 1.00 | | _ | 1.00 | _ |
| | Blockage Adjustment Factor (<i>f_{bb}</i>) | | | 000 | 1.000 | | | _ | - | 1.000 | 1.000 | 1.00 | _ | _ | 1.00 | _ |
| •••••• | ea Type Adjustment Factor (f_a) | | | 000 | 1.000 | _ | _ | _ | _ | 1.000 | 1.000 | 1.00 | | | 1.00 | |
| | ane Utilization Adjustment Factor (fLU) | | | 000 | 1.000 | _ | | _ | | 1.000 | 1.000 | 1.00 | _ | _ | 1.00 | _ |
| Left-Turn Adjus | | | 0. | 952 | 0.000 | | 0.952 | | - | | 0.697 | 0.00 | _ | 0.710 | 0.00 | _ |
| Right-Turn Adju | | | | | 0.978 | 8 0.978 | | 0.99 | 98 | 0.998 | <u> </u> | 0.919 | 9 0.919 | | 0.90 | 8 0.908 |
| | | djustment Factor (fLp | · | 000 | | <u> </u> | 1.000 | <u> </u> | \rightarrow | | 1.000 | <u> </u> | | 1.000 | <u> </u> | |
| <u> </u> | | djustment Factor (<i>f</i> _{Rp} | <u> </u> | | | 1.000 | | <u> </u> | _ | 1.000 | <u> </u> | | 1.000 | | | 1.000 |
| Work Zone Adju | | Factor (fwz) | _ | 000 | 1.000 | - | _ | _ | - | 1.000 | 1.000 | 1.00 | | _ | 1.00 | |
| DDI Factor (fool | , | | | 000 | 1.000 | | | | | 1.000 | 1.000 | 1.00 | _ | | 1.00 | |
| | | low Rate (<i>s</i>), veh/h | | 582 | 3496 | | 1810 | | _ | 24 | 1324 | 878 | 853 | 1348 | 708 | |
| | | Arriving on Green (P | _ | .03 | 0.83 | | | 0.8 | - | 0.63 | 0.23 | 0.23 | | | 0.23 | |
| Incremental De | lay Fact | tor (<i>k</i>) | 0 | .11 | 0.50 | 0.50 | 0.11 | 0.5 | 0 | 0.50 | 0.26 | 0.23 | | 0.23 | 0.23 | 3 |
| Signal Timing | | ment Groups | | EBI | | EBT/R | WE | 21 | \٨/ | /BT/R | NB | 1 | NBT/R | SB | | SBT/R |
| Lost Time (t_{\perp}) | | | | 3.5 | | 6.0 | 3. | _ | | 6.0 | | - | 6.0 | | | 6.0 |
| Green Ratio (g/ | (C) | | | 0.65 | | 0.63 | 0.6 | | | 0.63 | | | 0.23 | | | 0.23 |
| | , | low Rate (<i>s</i> _p), veh/h/ | n | 453 | | 0 | 33 | _ | | 0 | - | | 1324 | | | 1348 |
| | | v Rate (<i>s</i> _{sh}), veh/h/ln | | | | | | - | | • | - | - | | - | | |
| Permitted Effec | | | | 87.5 | 5 | 0.0 | 87. | .5 | (| 0.0 | <u> </u> | | 32.7 | _ | | 32.7 |
| Permitted Servi | | , <u> </u> | | 73.5 | | 0.0 | 63. | _ | | 0.0 | | | 26.9 | | | 28.1 |
| Permitted Queu | | 1= 7 | | 2.1 | | | 7. | | | | | | 22.5 | | | 0.9 |
| Time to First Bl | | (2) | | 0.0 | | 0.0 | 0.0 | | (| 0.0 | | | 0.0 | | | 0.0 |
| | | efore Blockage (<i>g</i> _{fs}), | s | 5.5 | | 0.0 | 0. | - | | | | | 5.0 | | | 5.0 |
| | | tion Flow (<i>s</i> _R), veh/h | | | | | | - | | | | | | | | |
| | | ve Green Time (g_R), | | | | | | - | | | | | | | | |
| Multimodal | | (j, (j, (), | | | EB | | | W | В | | <u> </u> | NB | | | SB | |
| Pedestrian <i>F_w</i> / | Fv | | | 1.55 | | 0.00 | 1.5 | | | 0.00 | 2.10 | | 0.00 | 2.10 | | 0.00 |
| Pedestrian <i>F</i> _s / | | | _ | 0.00 | | 0.092 | 0.0 | | | .091 | 0.00 | | 0.149 | 0.00 | | 0.149 |
| Pedestrian Mcor | | / | | 5.00 | - | 3.00Z | 0.00 | | 0. | | 0.00 | - | 0.140 | 0.00 | | 0.170 |
| Bicycle <i>c</i> _b / <i>d</i> _b | INCE T IVICW | | 1 | 250. | 48 | 9.83 | 1255 | 54 | o | 9.70 | 467. | 18 | 41.12 | 467. | 18 | 41.12 |
| Bicycle C_b / C_b Bicycle F_w / F_v | | | _ | -3.6· | | 1.33 | -3.6 | | | 1.03 | -3.6 | | 0.48 | -3.6 | | 0.16 |
| | | | | 0.0 | · | 1.00 | -5.0 | - | 1 | | -5.0 | r | 0.70 | -5.0 | r | 0.10 |

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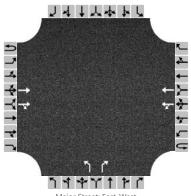
HCS7 Signalized Intersection Results Graphical Summary

| | | • | manze | | ersec | | kesuit | 5 610 | apnica | al Sun | nmar | у | | | |
|-----------------------|---|--------------------------|----------------|---------------|--------------------|--------|------------|--|-----------|--------------------------|-----------|----|------------|-----------|------------------|
| <u> </u> | | | | | | | | | | | | | | | |
| General Inform | nation | | | | | | | | ntersect | | | on | - 1 | 지사하다 | pe la |
| Agency | | KLOA, Inc. | | | | | | | Duration, | | 0.25 | | 2 | | - |
| Analyst | | BSM | | - | | Mar 8, | | | Area Typ | e | Other | | <u>ب</u> 1 | | * |
| Jurisdiction | | IDOT | | Time F | | | eak Hou | | PHF | | 0.95 | | | w‡e o | + |
| Urban Street | | Ogden Avenue | | | sis Year | 2018 | | A | Analysis | Period | 1> 7:0 | 00 | 1 | | |
| Intersection | | Ogden Avenue with | | File Na | ame | | | | | | | | | ጎዮ | |
| Project Descrip | otion | PM Existing Peak H | lour | | | | | | | | | | h | 41441 | ^۳) ۲ |
| | | | | | | | | | | · · · · · | | | | 00 | |
| Demand Infor | | | | | EB T | R | <u> </u> | WB T | R | | NB T | R | <u> </u> | SB T | R |
| Approach Move | | | | L | | | L 70 | _ | | L | _ | | L 10 | - | |
| Demand(<i>v</i>), v | /en/n | | | 57 | 1379 | 92 | 72 | 1104 | 4 7 | 209 | 35 | 34 | 10 | 35 | 45 |
| Signal Informa | ation | | _ | | T | 5 | | | | | | | _ | | |
| Cycle, s | 140.0 | Reference Phase | 2 | | 20 | - 2 | 1.2 | 243 | 2 | | | | ~ | | |
| Offset, s | 0 | Reference Point | Begin | | - · · · · | | - | | <u>r</u> | | | 1 | Y 2 | 3 | |
| Uncoordinated | | Simult. Gap E/W | On | Green | | 0.4 | 87.5 | 32.7 | | 0.0 | _ | | ₽ | | |
| Force Mode | Fixed | Simult. Gap E/W | On | Yellow Red | 0.0 | 0.0 | 4.5 1.5 | 4.5 1.5 | 0.0 | 0.0 | | 5 | 6 | 7 | |
| | TINEU | | OII | T CU | 0.0 | 0.0 | 1.J | 1.5 | 10.0 | 0.0 | | | | , | |
| Movement Gro | oun Res | sults | | | EB | | | WB | | | NB | | | SB | |
| Approach Move | - | | | L | T | R | L | T | R | L | T | R | L | T | R |
| •• | | /In (95 th percentile) |) | 32.1 | 246.3 | | 38.5 | 175.2 | | 325.9 | 95.5 | | 13.9 | 118.5 | |
| | . , | eh/ln (95 th percentile | | 1.2 | 9.8 | 11.0 | 1.5 | 7.0 | 7.0 | 12.9 | 3.8 | | 0.6 | 4.5 | |
| | · / | RQ) (95 th percent | | 0.20 | 0.00 | 0.00 | 0.20 | 0.00 | 0.00 | 4.66 | 0.00 | | 0.20 | 0.00 | |
| | | | | 9.8 | 9.1 | 10.5 | 12.1 | 6.7 | 6.8 | 62.3 | 43.4 | | 45.2 | 44.0 | |
| | ntrol Delay (<i>d</i>), s/veh rel of Service (LOS) | | | | | B | B | 0.7 A | 0.0 A | 62.5 E | 43.4 D | | 45.2 D | 44.0 D | |
| Approach Dela | . , | /1.05 | | A 9.8 | A | A | 7.1 | | A | 57.6 | | E | 44.1 | | D |
| Intersection De | - | | | 3.0 | | - 14 | | | <u> </u> | 57.0 | | | B | | |
| | | | | | | 4.5 | 0.6 | | | | | _ | | | |
| | | 9.8 | | - | 9.8 9.1 10.5 | | | 6.8] 6.7] 2.1] | 1.5 | - 7 - 7 | | | | | |
| | | | | | 6 | 2.3 | | | | | | | | | |
| | | | LOS A LOS B | | l | 3.8 | | ſ | Queue | – D | elay | - | | | |

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Γ

| | HCS7 Two-Way | / Stop-Control Report | |
|--------------------------|-----------------------|----------------------------|--------------------------|
| General Information | | Site 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 | PM Existing Peak Hour | Peak Hour Factor | 0.95 |
| Intersection Orientation | East-West | Analysis Time Period (hrs) | 0.25 |
| Project Description | 17-051 | | - |



Major Street: East-West

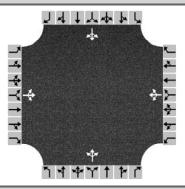
| Vehicle Volumes and Ad | 1 | F ! | | | | 14/ | | | 1 | NL alla | | | | C | I | | |
|---|--------|------------|--------|------|-------|--------|-------|---|---|---------|----|------|----|-------|-------|----|--|
| Approach | | Easto | ound | | | vvesti | bound | | | North | | | | South | bound | | |
| Movement | U | L | Т | R | U | L | Т | R | U | L | Т | 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 | | | Т | TR | | LT | Т | | | L | | R | | | | | |
| Volume, V (veh/h) | | | 1481 | 190 | | 36 | 1324 | | | 6 | | 40 | | | | | |
| Percent Heavy Vehicles (%) | | | | | | 0 | | | | 0 | | 0 | | | | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | | | | | (|) | | | No | | | |
| Right Turn Channelized | | Ν | lo | | | Ν | lo | | | N | 0 | | No | | | | |
| Median Type/Storage | | | | Undi | vided | | | | | | | | | | | | |
| Critical and Follow-up H | eadwa | iys | | | | | | | | | | | | | | | |
| Base Critical Headway (sec) | | | | | | | | | | | | | | | | | |
| Critical Headway (sec) | | | | | | | | | | | | | | | | | |
| Base Follow-Up Headway (sec) | | | | | | | | | | | | | | | | | |
| Follow-Up Headway (sec) | | | | | | | | | | | | | | | | | |
| Delay, Queue Length, an | d Leve | el of S | ervice | ; | | | | | | | | | | | | | |
| 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 | | | | | | С | | | | F | | С | | | | | |
| Approach Delay (s/veh) | | | | | | 3 | .9 | | | 41 | .4 | | | | | | |
| Approach LOS | | | | | | | | | | E | | | | | | | |

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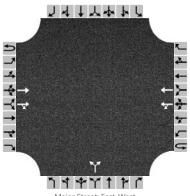
| | HCS7 All-Wa | ay Stop Control Report | |
|----------------------------|-----------------------|------------------------|------------------|
| General Information | | Site Information | |
| Analyst | ANB | Intersection | Monroe and North |
| Agency/Co. | KLOA, Inc. | Jurisdiction | IDOT |
| Date Performed | 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 | | |
| Lanas | | | |



Vehicle Volume and Adjustments

| venicie volume and Adjus | inents | | | | | | | | | | | |
|---|-----------|-----------|----|-------|-----------|----|-------|-----------|----|-------|-----------|----|
| Approach | | Eastbound | l | | Westbound | k | 1 | Vorthboun | d | 9 | Southboun | d |
| Movement | L | Т | R | L | Т | R | L | Т | R | L | Т | 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 S | ervice Ti | ime | | | | | | | | | | |
| 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 Servic | e | | | | | | | | | | |
| 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 | А | | | А | | | А | | | А | | |
| Approach Delay (s/veh) | | 7.8 | | | 7.9 | | | 7.5 | | | 9.0 | |
| Approach LOS | | А | | | А | | | А | | A | | |
| Intersection Delay, s/veh LOS | | | 8 | .6 | | | | | , | ۹. | | |

| | HCS7 Two-Way | v Stop-Control Report | |
|--------------------------|-----------------------|----------------------------|--------------------------|
| General Information | | Site 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 | PM Existing Peak Hour | Peak Hour Factor | 0.95 |
| Intersection Orientation | East-West | Analysis Time Period (hrs) | 0.25 |
| Project Description | 17-051 | | - |



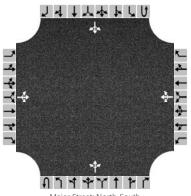
Major Street: East-West

| Approach | | Fasth | ound | | | West | oound | | | North | bound | | | South | bound | | | |
|---|--------|---------|--------|------|-------|------|-------|---|---|-------|-------|----|---|-------|-------|----|--|--|
| Movement | U | | Т | R | U | L | Т | R | U | L | Т | R | U | | Т | R | | |
| | | L | | | | - | | | U | | | | 0 | L | | | | |
| Priority | 10 | 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 | | | Т | TR | | LT | Т | | | | LR | | | | | | | |
| Volume, V (veh/h) | | | 1519 | 2 | | 1 | 1357 | | | 3 | | 9 | | | | | | |
| Percent Heavy Vehicles (%) | | | | | | 0 | | | | 0 | | 0 | | | | | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | | | | | (|) | | | No | | | | |
| Right Turn Channelized | | Ν | lo | | | Ν | lo | | | N | lo | No | | | | | | |
| Median Type/Storage | | | | Undi | vided | | | | | | | | | | | | | |
| Critical and Follow-up H | eadwa | iys | | | | | | | | | | | | | | | | |
| Base Critical Headway (sec) | | | | | | | | | | | | | | | | | | |
| Critical Headway (sec) | | | | | | | | | | | | | | | | | | |
| Base Follow-Up Headway (sec) | | | | | | | | | | | | | | | | | | |
| Follow-Up Headway (sec) | | | | | | | | | | | | | | | | | | |
| Delay, Queue Length, an | d Leve | el of S | ervice | ; | | | | | | | | | | | | | | |
| 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 | | | | | | В | | | | | E | | | | | | | |
| Approach Delay (s/veh) | | | | | | 0 | .1 | | | 45 | 5.6 | | | | | | | |
| Approach LOS | 1 | | | | | | | | | | E | | | | | | | |

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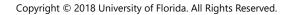
HCS7TM TWSC Version 7.2.1 Ogden with Access - PMEX - 2-7-18.xtw Generated: 2/7/2018 10:53:13 AM

| | HCS7 Two-Way | y Stop-Control Report | |
|--------------------------|-----------------------|----------------------------|------------------------|
| General Information | | Site Information | |
| Analyst | ANB | Intersection | Monroe and West Access |
| Agency/Co. | KLOA, Inc. | Jurisdiction | IDOT |
| Date Performed | 2/7/2018 | East/West Street | West Access Drive |
| Analysis Year | 2018 | North/South Street | Monroe Street |
| Time Analyzed | PM Existing Peak Hour | Peak Hour Factor | 0.83 |
| Intersection Orientation | North-South | Analysis Time Period (hrs) | 0.25 |
| Project Description | 17-051 | | |



Major Street: North-South

| Vehicle Volumes and Ad | justme | ents | | | | | | | | | | | | | | |
|---|--------|---------|--------|------|-------|------|-------|---|----|-------|-------|---|----|-------|-------|---|
| Approach | | Eastb | ound | | | West | oound | | | North | bound | | | South | bound | |
| Movement | U | L | Т | R | U | L | Т | R | U | L | Т | R | U | L | Т | 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 | | Ν | 10 | | | Ν | lo | | | Ν | lo | | | Ν | lo | |
| Median Type/Storage | | | | Undi | vided | | | | | | | | | | | |
| Critical and Follow-up H | eadwa | dways | | | | | | | | | | | | | | |
| Base Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Base Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |
| Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |
| Delay, Queue Length, an | d Leve | el of S | ervice | • | | | | | | | | | | | | |
| 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 | | | В | | | | В | | | А | | | | A | | |
| Approach Delay (s/veh) | | 1 | 0.6 | | | 1(|).5 | | | 0 | .2 | | | 0 | .1 | |
| Approach LOS | | | В | | | | В | | | | | | | | | |



HCS7TM TWSC Version 7.2.1

Generated: 2/7/2018 11:25:32 AM

Capacity Analysis Summary Sheets Projected Morning Peak Hour Conditions

HCS7 Signalized Intersection Input Data

| | | | HCS7 | Signa | alized | Inter | sectio | on In | put Da | ata | | | | | |
|-------------------------|--|---------------------------|-------------|---------------|------------|-------|------------|-------|----------|----------|--------|------|-----------------------|----------------------|---------------|
| | | | | | | | | | | | | | | | |
| General Inforn | nation | | | | | | | | Intersec | tion Inf | 17 | on | - | 사사하다 | >= l <u>a</u> |
| Agency | | KLOA, Inc. | | | | | | | Duration | , h | 0.25 | | - | 4.8 | |
| Analyst | | BSM | | Analys | sis Date | Feb 7 | , 2018 | | Area Typ | e | Other | | <u>⊅</u> я | | <u>لم</u> |
| Jurisdiction | | IDOT | | Time F | | _ | eak Hou | ır | PHF | | 0.97 | | * | w‡e | + |
| Urban Street | | Ogden Avenue | | Analys | sis Year | 2024 | | | Analysis | Period | 1> 7:(| 00 | 7 | | 1 1 1 |
| Intersection | | Ogden Avenue with | | File Na | ame | | | | | | | | | 11 | |
| Project Descrip | tion | AM Projected Peak | Hour | | | | | | | | | | 5 | 14 1 4 17 | * (* |
| Demand Inform | mation | | | | EB | | | WE | 3 | | NB | | | SB | |
| Approach Move | | | | L | Т | R | L | Т | | L | Т | R | L | Т | R |
| Demand (v), v | /eh/h | | | 40 | 1156 | 85 | 89 | 125 | 6 6 | 167 | 29 | 43 | 17 | 40 | 29 |
| Signal Informa | otion | | _ | | | 5 | | | | _ | | | | | |
| - | | Reference Phase | 2 | | 21 | - 3 | 1.7 | 21 | 20 | 1.0 | | - | | | |
| Cycle, s Offset, s | 130.0 | Reference Point | | | - · · · · | | 5 | 21 15 | 12 | | | 1 | S ² | 3 | 4 |
| Uncoordinated | 0 No | Simult. Gap E/W | Begin On | Green | | 1.3 | 85.5 | 24. | | 0.0 | | | A | | |
| Force Mode | Fixed | Simult. Gap E/W | On | Yellow Red | 3.5 0.0 | 0.0 | 4.5 1.5 | 4.5 | | 0.0 | | 5 | | 7 | I |
| Porce Mode | Fixeu | Sindit. Gap N/S | OII | Reu | 0.0 | 0.0 | 1.5 | 1.5 | 0.0 | 0.0 | | 5 | 0 | 1 | |
| Traffic Informa | ation | | | | EB | | | WB | | | NB | | | SB | |
| Approach Move | ement | | | L | Т | R | L | Т | R | L | Т | R | L | Т | R |
| Demand (<i>v</i>), ve | ⊧h/h | | | 40 | 1156 | 85 | 89 | 1250 | 6 | 167 | 29 | 43 | 17 | 40 | 29 |
| Initial Queue (G | Q₀), veh/ | 'n | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Saturation | n Flow F | Rate (<i>s₀</i>), veh/h | | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Parking (Nm), m | nan/h | | | | | | | None | ; | | None | | | None | |
| Heavy Vehicles | s (<i>Рн</i> v), ^с | % | 6 | 2 | | 3 | 2 | | 1 | 4 | | 12 | 5 | | |
| Ped / Bike / RT | OR, /h | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Buses (Nb), bus | ses/h | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Arrival Type (A | T) | | | 3 | 4 | 3 | 3 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Upstream Filter | ring (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 Lengt | th, ft | | | 160 | 0 | | 190 | 0 | | 70 | 0 | | 70 | 0 | |
| Grade (<i>Pg</i>), % | | | | | 0 | | | 0 | | | 0 | | | 0 | |
| Speed Limit, m | i/h | | | 35 | 35 | 35 | 35 | 35 | 35 | 25 | 25 | 25 | 25 | 25 | 25 |
| Phase Informa | tion | | | EBL | - | EBT | WBI | - | WBT | NBL | _ | NBT | SBL | - | SBT |
| Maximum Gree | en (<i>G_{max}</i> |) or Phase Split, s | | 13.0 |) | 78.0 | 13.0 |) | 78.0 | | | 39.0 | | | 39.0 |
| Yellow Change | Interval | l (Y), s | | 3.5 | | 4.5 | 3.5 | | 4.5 | | | 4.5 | | | 4.5 |
| Red Clearance | | · · · | | 0.0 | | 1.5 | 0.0 | | 1.5 | | | 1.5 | | | 1.5 |
| Minimum Green | . , | | | 3 | | 15 | 3 | | 15 | 3 | | 8 | 3 | | 8 |
| Start-Up Lost T | . , | | | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 |
| Extension of Ef | | Green (e), s | | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 |
| Passage (<i>PT</i>), | 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 (<i>Walk</i>), s | arance - | unco Timo (BC) c | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | _ | 0.0 | 0.0 | | 0.0 |
| | destrian Clearance Time (<i>PC</i>), s | | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 |
| Multimodal Inf | | | | | EB | | | WB | | | NB | | | SB | |
| | | Walk / Corner Radi | us | 0 | No | 25 | 0 | No | 25 | 0 | No | 25 | 0 | No | 25 |
| | | Vidth / Length, ft | | 9.0 | 12 | 0 | 9.0 | 12 | 0 | 9.0 | 12 | 0 | 9.0 | 12 | 0 |
| Street Width / Is | | | | 0 | 0 | No | 0 | 0 | No | 0 | 0 | No | 0 | 0 | No |
| | | ane / Shoulder, ft | | 12 No | 5.0 | 2.0 | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 |
| Pedestrian Sigr | nai / Oco | cupied Parking | | No | | 0.50 | No | | 0.50 | No | | 0.50 | No | | 0.50 |

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HCS7 Signalized Intersection Results Summary

| | | HCS | 7 Sig | nalize | ed Int | tersec | tion F | Resul | ts Sur | nmar | у | | | | |
|-----------------|---|--------------------------|-------|----------|--------------|---------|---------|-------|----------|----------|---------|------|-------|----------|------|
| General Inform | nation | | | | | | | | ntersec | tion Inf | ormatic | | T D | 4.441 | ьt |
| | nation | | | | | | | | | | 17 | on | - 1 | 44 | |
| Agency | | KLOA, Inc. | | | | E 1 7 | 0040 | | Duration | | 0.25 | | - | | - |
| Analyst | | BSM | | | | e Feb 7 | | | Area Typ | e | Other | | | | ~ |
| Jurisdiction | | IDOT | | Time F | | | eak Hou | | PHF | <u> </u> | 0.97 | | | w†e 0 | ~ |
| Urban Street | | Ogden Avenue | | Analys | | r 2024 | | / | Analysis | Period | 1> 7:(| 00 | | | - |
| Intersection | | Ogden Avenue with | | File Na | ame | | | | | | | | - 1 | 11 | |
| Project Descrip | otion | AM Projected Peak | Hour | | | | | | | | | | | 4 T #Y | 1*1 |
| Demand Infor | mation | | | | EB | | | WE | ; | | NB | | | SB | |
| Approach Move | ement | | | L | Т | R | L | Т | R | L | Т | R | L | Т | R |
| Demand (v), v | /eh/h | | | 40 | 1156 | 8 85 | 89 | 125 | 0 6 | 167 | 29 | 43 | 17 | 40 | 29 |
| | | | 1 | | | _ | | | | | | | 1 | | |
| Signal Informa | 1 | | | | 7 | | 1,1 | 21 | 4 | | | - | - | | |
| Cycle, s | 130.0 | Reference Phase | 2 | | Γ. | - e | | 10 | 51 | | | 1 | | 3 | 4 |
| Offset, s | 0 | Reference Point | Begin | Green | 3.1 | 1.3 | 85.5 | 24.6 | 6 0.0 | 0.0 | | | 5 | | |
| Uncoordinated | No | Simult. Gap E/W | On | Yellow | | 0.0 | 4.5 | 4.5 | 0.0 | 0.0 | | ~ | Y | | |
| Force Mode | Fixed | Simult. Gap N/S | On | Red | 0.0 | 0.0 | 1.5 | 1.5 | 0.0 | 0.0 | | 5 | 6 | 7 | |
| Timer Results | | | | EBI | L | EBT | WB | L | WBT | NBI | _ | NBT | SBI | _ | SBT |
| Assigned Phas | e | | | 5 | | 2 | 1 | _ | 6 | | | 8 | | | 4 |
| Case Number | - | | | 1.1 | | 4.0 | 1.1 | | 4.0 | | | 6.0 | | | 6.0 |
| Phase Duration | ۱s | | | 6.6 | _ | 91.5 | 7.9 | | 92.8 | | | 30.6 | | | 30.6 |
| Change Period | | c) S | | 3.5 | | 6.0 | 3.5 | | 6.0 | | | 6.0 | | | 6.0 |
| - | | , | | 4.0 | _ | 0.0 | 4.0 | | 0.0 | | 6.3 | | | | 6.3 |
| | Allow Headway (<i>MAH</i>), s e Clearance Time (<i>g</i> s), s | | | | | 0.0 | 4.2 | | 0.0 | | | 22.8 | | | 8.5 |
| Green Extensio | | | | | 3.0 0.1 (| | 0.2 | _ | 0.0 | | | 1.8 | | | 2.8 |
| Phase Call Pro | | (90), 3 | | 1.00 | _ | 0.0 | 1.00 | | 0.0 | | _ | 1.00 | | _ | 1.00 |
| Max Out Proba | - | | | 0.00 | | | 0.00 | | | | | 0.35 | | - | 0.01 |
| | onty | | | 0.00 | , | | 0.00 | , | | | | 0.00 | | | 0.01 |
| Movement Gro | oup Res | sults | | | EB | | | WB | | | NB | | | SB | |
| Approach Move | ement | | | L | Т | R | L | Т | R | L | Т | R | L | Т | R |
| Assigned Move | ement | | | 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 Satur | ation Flo | w Rate (s), veh/h/ | In | 1725 | 1870 | 1825 | 1767 | 1870 | 1867 | 1340 | 1662 | İ | 1220 | 1697 | 1 |
| Queue Service | Time (g | 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 C | learanc | e Time (<i>g</i> 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 | | | | 0.68 | 0.66 | 0.66 | 0.69 | 0.67 | 0.67 | 0.19 | 0.19 | | 0.19 | 0.19 | |
| Capacity (c), | /eh/h | | | 335 | 1230 | 1200 | 355 | 1249 | 1247 | 262 | 315 | | 241 | 321 | |
| Volume-to-Cap | acity Ra | atio (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/ | /In (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), ve | eh/In (95 th percent | ile) | 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 percen | tile) | 0.11 | 0.00 | 0.00 | 0.20 | 0.00 | 0.00 | 3.58 | 0.00 | | 0.36 | 0.00 | |
| Uniform Delay | | | | 7.2 | 3.4 | 4.4 | 7.3 | 2.9 | 2.9 | 53.4 | 44.7 | | 47.5 | 44.6 | |
| Incremental De | · , | | | 0.2 | 1.6 | 1.7 | 0.4 | 1.5 | 1.5 | 5.9 | 0.8 | | 0.3 | 0.7 | |
| | Queue Delay ($d z$), s/veh | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| | trol Delay (d), s/veh | | | | 5.0 | 6.0 | 7.7 | 4.4 | 4.5 | 59.2 | 45.5 | | 47.7 | 45.3 | |
| | vel of Service (LOS) | | | | Α | Α | А | Α | Α | E | D | | D | D | |
| Approach Dela | . / | | | A 5.6 | | A | 4.7 | | A | 55.1 | | E | 45.8 | 3 | D |
| Intersection De | | | | | | |).3 | | | | | | В | | |
| | | | | | | | | | | | | | | | |
| Multimodal Re | | | | | EB | | | WB | | | NB | | | SB | |
| Pedestrian LOS | | | | 2.2 | | В | 2.2 | | В | 2.9 | | С | 2.9 | | С |
| Bicycle LOS So | core / LC | DS | | 1.6 | | В | 1.6 | | В | 0.9 | | А | 0.6 | | А |

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HCS7 Signalized Intersection Intermediate Values

| | | HCS7 | Sig | nal | ized | Inters | sectio | n Int | erm | nedia | ate Val | ues | | | | |
|-------------------------------------|---|---|--------------|--------------|---------|--------|----------|------------|-----|-------|-----------|-------|-------|----------------|----------|-------|
| 0 | | | | | | | | | | | <i>c</i> | | | | 신하거야 | |
| General Inforn | nation | | | | | | | | | | section | 17 | | -1 -1 | 41 | |
| Agency | | KLOA, Inc. | | | | | | | | | tion, h | 0.2 | | - | | |
| Analyst | | BSM | | | nalysis | | Feb 7, 2 | | | Area | Туре | | ner | . د | | * |
| Jurisdiction | | IDOT | | | me Pe | | AM Pea | k Hour | r i | PHF | | 0.9 | | | w+s 0 | - |
| Urban Street | | Ogden Avenue | | | nalysis | | 2024 | | | Analy | sis Perio | od 1> | 7:00 | 1 | | |
| Intersection | | Ogden Avenue with | | . F | ile Nar | ne | | | | | | | | | 11 | |
| Project Descrip | tion | AM Projected Peak | Hour | | | | | | | | | | | | ነላተቀ | ነት ሰ |
| Demand Inform | nation | | | Т | | EB | | | W | ′B | | 1 | ۱B | | SE | |
| Approach Move | ement | | | Т | L | Т | R | L | Т | г | R | L | T R | L | Т | R |
| Demand (v), v | /eh/h | | | | 40 | 1156 | 85 | 89 | 12: | 50 | 6 1 | 67 | 29 43 | 3 17 | 40 | 29 |
| | | | | | | | | | | | | | | | , i | |
| Signal Informa | ation | | | | | 7 | 2 | . 5 | 21 | 100 | | | - | - | | |
| Cycle, s | 130.0 | Reference Phase | 2 | | - 1 | - C | e | ≕ • | 15 | 512 | | | - | € 2 | 3 | 4 |
| Offset, s | 0 | Reference Point | Begiı | י G | reen | 3.1 | 1.3 | 85.5 | 24 | .6 (| 0.0 | .0 | | <u> </u> | | |
| Uncoordinated | No | Simult. Gap E/W | On | Y | ellow | 3.5 | 0.0 | 4.5 | 4.5 | 5 (| 0.0 | .0 | | 7 | | |
| Force Mode | Fixed | Simult. Gap N/S | On | R | ed | 0.0 | 0.0 | 1.5 | 1.5 | 5 (| 0_0_0 | .0 | 5 | 6 | 7 | |
| Saturation Flo | w / Dela | av | | L | Т | R | L | Т | | R | L | Т | R | L | Т | R |
| Lane Width Adj | | - | | 000 | 1.000 | | _ | | 0 1 | 1.000 | 1.000 | 1.000 | - | 1.000 | 1.000 | _ |
| | | ade Factor (f_{HVg}) | | 953 | 0.984 | | _ | _ | _ | 1.000 | 0.992 | 0.969 | _ | 0.906 | 0.961 | _ |
| Parking Activity | | · · · / | | 000 | 1.000 | | | | | 1.000 | 1.000 | 1.000 | _ | 1.000 | 1.000 | _ |
| Bus Blockage A | | | | 000 | 1.000 | _ | _ | _ | | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | |
| - | - | | | 000 | 1.000 | _ | _ | _ | _ | 1.000 | 1.000 | 1.000 | _ | 1.000 | 1.000 | |
| | Type Adjustment Factor (fa) Utilization Adjustment Factor (f _L υ) | | | 000 | 1.000 | _ | _ | _ | | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | |
| Left-Turn Adjus | | . , | | 952 | 0.000 | _ | 0.952 | _ | | 1.000 | 0.705 | 0.000 | | 0.642 | 0.000 | |
| Right-Turn Adju | | () | 0. | 9 5 2 | 0.000 | | _ | 0.99 | | 0.998 | 0.703 | 0.903 | _ | 0.042 | 0.930 | |
| | | djustment Factor (fLp | <u>م</u> ا 1 | 000 | 0.570 | 0.370 | , 1.000 | | | 0.000 | 1.000 | 0.500 | 0.303 | 1.000 | 0.550 | 0.330 |
| | | djustment Factor (<i>f_{Rp}</i> | <u> </u> | 000 | | 1.000 | _ | | | 1.000 | 1.000 | | 1.000 | 1.000 | | 1.000 |
| Work Zone Adju | | | <i>·</i> | 000 | 1.000 | _ | | 1.00 | | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | _ |
| DDI Factor (for | | | | 000 | 1.000 | _ | _ | _ | | 1.000 | 1.000 | 1.000 | | 1.000 | 1.000 | - |
| · · · | , | Flow Rate (<i>s</i>), veh/h | | 725 | 3442 | | 1767 | 372 | | 18 | 1340 | 669 | 993 | 1220 | 984 | 713 |
| | | Arriving on Green (P | | .02 | 0.88 | 0.66 | | 0.8 | | 0.67 | 0.19 | 0.19 | 0.19 | 0.19 | 0.19 | |
| Incremental De | | . . | _ | .11 | 0.50 | 0.50 | _ | 0.5 | _ | 0.50 | 0.23 | 0.23 | 0.15 | 0.23 | 0.23 | |
| | ay ruo | | Ū | | 0.00 | 0.00 | 0.11 | 0.00 | | 0.00 | 0.20 | 0.20 | | 0.20 | 0.20 | |
| Signal Timing | / Mover | ment Groups | | EBI | - | EBT/R | WE | 3L | WB | BT/R | NB | _ | NBT/R | SBI | - | SBT/R |
| Lost Time (<i>t</i> _L) | | | | 3.5 | | 6.0 | 3.5 | 5 | 6 | .0 | | | 6.0 | | | 6.0 |
| Green Ratio (g/ | , | | | 0.68 | | 0.66 | 0.6 | | | 67 | | | 0.19 | | | 0.19 |
| | | low Rate (sp), veh/h/l | | 412 | | 0 | 42 | 9 | (| 0 | | | 1340 | | | 1220 |
| | | v Rate (<i>ssh</i>), veh/h/ln | | | | | | | | | | | | | | |
| Permitted Effect | | (=) | | 85.5 | | 0.0 | 85. | _ | 0. | .0 | | | 24.6 | | | 24.6 |
| Permitted Servi | ice Time | e (g _u), s | | 75.4 | ł | 0.0 | 72. | .9 | 0. | .0 | | | 20.0 | | | 19.7 |
| Permitted Queu | le Servi | ce Time (<i>g_{ps}</i>), s | | 1.1 | | | 3.4 | 4 | | | | | 16.2 | | | 1.6 |
| Time to First Bl | | (2) | | 0.0 | | 0.0 | 0.0 | 0 | 0. | .0 | | | 0.0 | | | 0.0 |
| Queue Service | Time Be | efore Blockage (<i>g</i> _{fs}), | s | | | | | | | | | | | | | |
| Protected Right | t Satura | tion Flow (<i>s</i> _R), veh/h/ | ′ln | | | | | | | | | | | | | |
| Protected Right | t Effectiv | /e Green Time (<i>g</i> _R), | s | | | | | | | | | | | | | |
| Multimodal | | | | | EB | | | W | В | | | NB | | | SB | |
| Pedestrian Fw/ | Fv | | | 1.55 | 7 | 0.00 | 1.5 | 57 | 0.0 | 00 | 2.10 | 7 | 0.00 | 2.10 | 7 | 0.00 |
| Pedestrian F_s / | Fdelay | | | 0.00 | 0 | 0.081 | 0.0 | 00 | 0.0 |)79 | 0.00 | 0 | 0.151 | 0.00 | 0 | 0.151 |
| Pedestrian Mcor | rner / M cw | / | | | | | | | | | | | | | | |
| Bicycle cb / db | | | 1 | 315. | 84 | 7.61 | 1335 | .90 | 7. | 17 | 378.3 | 35 | 42.73 | 378.3 | 35 | 42.73 |
| Bicycle Fw / Fv | | | | -3.6 | 4 | 1.09 | -3.6 | 64 | 1. | 14 | -3.6 | 4 | 0.41 | -3.6 | 4 | 0.15 |

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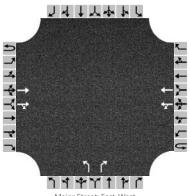
HCS7™ Streets Version 7.2.1

HCS7 Signalized Intersection Results Graphical Summary

| Feb 7, 2018 AM Peak Hour 2024 | Intersection Info | | | |
|-------------------------------------|-------------------|----------|------------------|----|
| AM Peak Hour 2024 | | ormation | 1424144 | |
| AM Peak Hour 2024 | Duration, h | 0.25 | 44 | |
| AM Peak Hour 2024 | Area Type | Other | 4 | |
| 2024 | PHF | 0.97 | | + |
| | Analysis Period | 1> 7:00 | - 1 - 1 | - |
| | | | 5.5 | - |
| | | | <u>ነ</u> ፈነቀነኑ (| |
| | | | | |
| | WB | NB | SB | |
| R L | T R L | T R | LT | R |
| 85 89 ⁻ | 1250 6 167 | 29 43 | 17 40 | 29 |
| | | | | |
| 2.2 | 200 | _ | | |
| | s p z | × , - | | |
| 1.3 85.5 | 24.6 0.0 0.0 | | K | |
| 0.0 4.5 | 4.5 0.0 0.0 | | 2 | |
| | 1.5 0.0 0.0 | 5 | 6 7 | |
| | | | | |
| | WB | NB | SB | |
| R L | T R L | T R | LT | R |
| 164.5 37.3 12 | 22.4 122.5 250.3 | 99.3 | 25.4 95.5 | |
| 6.6 1.5 4 | 4.8 4.9 9.9 | 3.8 | 0.9 3.7 | |
| 0.00 0.20 0 | 0.00 0.00 3.58 | 0.00 | 0.36 0.00 | |
| 6.0 7.7 4 | 4.4 4.5 59.2 | 45.5 | 47.7 45.3 | |
| A A | A A E | D | D D | |
| A 4.7 | A 55.1 | | 45.8 D |) |
| 10.3 | | | 3 | _ |
| 3.7 0.9 45.3 47.7 | | | | |
| | | | | |
| 4.5 4.4 | 1.5 | | | |
| 4.4 | | elay | | |
| .2 | | Queue D | | |

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| | HCS7 Two-Way | v Stop-Control Report | |
|--------------------------|------------------------|----------------------------|--------------------------|
| General Information | | Site 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 | 2024 | North/South Street | Monroe Street |
| Time Analyzed | AM Projected Peak Hour | Peak Hour Factor | 0.96 |
| Intersection Orientation | East-West | Analysis Time Period (hrs) | 0.25 |
| Project Description | 17-051 | | - |



Major Street: East-West

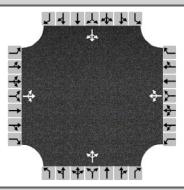
| Vehicle Volumes and Ad | justme | | | | | | | | | | | | | | | |
|---|--------|---------|--------|----------|-------|------|-------|---|---|-------|-------|------|---|-------|-------|----|
| Approach | | Eastk | bound | | | West | oound | | | North | bound | | | South | bound | |
| Movement | U | L | Т | R | U | L | Т | R | U | L | Т | R | U | L | Т | 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 | | | Т | TR | | LT | Т | | | L | | R | | | | |
| Volume, V (veh/h) | | | 1179 | 121 | | 36 | 1391 | | | 0 | | 98 | | | | |
| Percent Heavy Vehicles (%) | | | | | | 0 | | | | 0 | | 2 | | | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | | | | | (| C | | | | | |
| Right Turn Channelized | | ١ | 10 | | | Ν | lo | | | Ν | lo | | | Ν | 10 | |
| Median Type/Storage | | | | Undi | vided | | | | | | | | | | | |
| Critical and Follow-up H | eadwa | iys | | | | | | | | | | | | | | |
| Base Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Base Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |
| Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |
| Delay, Queue Length, an | d Leve | el of S | ervice | ; | | | | | | | | | | | | |
| 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 | | | | | | В | | | | F | | С | | | | |
| Approach Delay (s/veh) | | - | - | | | 2 | .5 | | | 17 | 7.2 | - | | - | - | - |
| Approach LOS | | | | | | | | | | (| C | | | | | |

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HCS7TM TWSC Version 7.2.1

Generated: 2/7/2018 11:08:49 AM

| | HCS7 All-Wa | y 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 | | |
| Project Description | Kensington School | | |

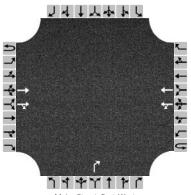


Vehicle Volume and Adjustments

| venicie volume and Adjust | ments | | | | | | | | | | | |
|-----------------------------------|-----------|-----------|----|-------|-----------|----|-------|-----------|----|-------|-----------|----|
| Approach | | Eastbound | | | Westbound | k | 1 | Northboun | d | 9 | Southboun | d |
| Movement | L | Т | R | L | Т | R | L | Т | R | L | Т | 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 Se | ervice Ti | ime | | | | | | | | | | |
| 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 o | of Servic | e | | | | | | | | | | |
| 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 | | | А | | | А | | | А | | |
| Approach Delay (s/veh) | | 8.3 | | | 8.0 | | | 8.5 | | | 8.7 | |
| Approach LOS | | А | | | А | | | А | | | А | |
| Intersection Delay, s/veh LOS | | | 8 | .5 | | | | | | 4 | | |

| | HCS7 Two-Way | v Stop-Control Report | |
|--------------------------|------------------------|----------------------------|--------------------------|
| General Information | | Site 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 | 2024 | North/South Street | North Access Drive |
| Time Analyzed | Projected AM Peak Hour | Peak Hour Factor | 0.96 |
| Intersection Orientation | East-West | Analysis Time Period (hrs) | 0.25 |
| Project Description | 17-051 | | |

. . ..



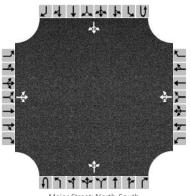
Major Street: East-West

| Approach | | Eastb | ound | | | West | oound | | | North | bound | | | South | bound | |
|---|--------|---------|--------|------|-------|------|-------|---|---|-------|-------|------|---|-------|-------|----|
| Movement | U | L | Т | R | U | L | Т | R | U | L | Т | R | U | L | Т | R |
| Priority | 10 | 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 | | | Т | TR | | LT | Т | | | | | R | | | | |
| Volume, V (veh/h) | | | 1265 | 12 | | 19 | 1427 | | | | | 16 | | | | |
| Percent Heavy Vehicles (%) | | | | | | 0 | | | | | | 0 | | | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | | · | | | (|) | | | | | |
| Right Turn Channelized | | Ν | 10 | | | Ν | lo | | | N | lo | | | Ν | lo | |
| Median Type/Storage | | | | Undi | vided | | | | | | | | | | | |
| Critical and Follow-up H | eadwa | iys | | | | | | | | | | | | | | |
| Base Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Base Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |
| Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |
| Delay, Queue Length, an | d Leve | el of S | ervice | ; | | | | | | | | | | | | |
| Flow Rate, v (veh/h) | Τ | | | | | 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 | | | | | | В | | | | | | В | | | | |
| Approach Delay (s/veh) | Τ | | | | | 1 | .4 | | | 14 | 1.2 | | | | | |
| Approach LOS | | | | | | | | | | I | 3 | | | | | |

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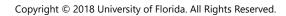
HCS7^{TMD} TWSC Version 7.2.1 Ogden with Access - AMPR - 2-7-18.xtw

| | HCS7 Two-Way | / Stop-Control Report | |
|--------------------------|------------------------|----------------------------|------------------------|
| General Information | | Site Information | |
| Analyst | ANB | Intersection | Monroe and West Access |
| Agency/Co. | KLOA, Inc. | Jurisdiction | IDOT |
| Date Performed | 2/7/2018 | East/West Street | West Access Drive |
| Analysis Year | 2024 | North/South Street | Monroe Street |
| Time Analyzed | AM Projected Peak Hour | Peak Hour Factor | 0.85 |
| Intersection Orientation | North-South | Analysis Time Period (hrs) | 0.25 |
| Project Description | 17-051 | | |



Major Street: North-South

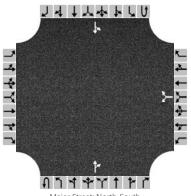
| Vehicle Volumes and Ad | justme | ents | | | | | | | | | | | | | | | | | | | | |
|---|--------|---------|--------|------|-------|------|-------|---|----|-------|-------|----|----|-------|-------|------------|--|--|--|--|--|--|
| Approach | | Eastb | oound | | | West | oound | | | North | bound | | | South | bound | | | | | | | |
| Movement | U | L | Т | R | U | L | Т | R | U | L | Т | R | U | L | Т | 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 | | | | | | | | | 1 0 LTR | | | | | | |
| Right Turn Channelized | | Ν | 10 | | | Ν | lo | | | Ν | lo | | | Ν | lo | | | | | | | |
| Median Type/Storage | | | | Undi | vided | | | | | | | | | | | | | | | | | |
| Critical and Follow-up H | eadwa | ays | | | | | | | | | | | | | | | | | | | | |
| Base Critical Headway (sec) | | | | | | | | | | | | | | | | | | | | | | |
| Critical Headway (sec) | | | | | | | | | | | | | | | | | | | | | | |
| Base Follow-Up Headway (sec) | | | | | | | | | | | | | | | | | | | | | | |
| Follow-Up Headway (sec) | | | | | | | | | | | | | | | | | | | | | | |
| Delay, Queue Length, an | d Leve | el of S | ervice | 3 | | | | | | | | | | | | | | | | | | |
| 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 | | | А | | | | В | | | A | | | | A | | | | | | | | |
| Approach Delay (s/veh) | | g | 9.4 | | | 1. | 1.0 | | | 0 | .5 | | | 0 | .2 | | | | | | | |
| Approach LOS | | | A | | | | В | | | | | | | | | | | | | | | |



HCS7TM TWSC Version 7.2.1

Generated: 2/7/2018 11:36:17 AM

| | HCS7 Two-Way | / Stop-Control Report | |
|--------------------------|------------------------|----------------------------|-------------------------|
| General Information | | Site Information | |
| Analyst | ANB | Intersection | Monroe and South Access |
| Agency/Co. | KLOA, Inc. | Jurisdiction | IDOT |
| Date Performed | 2/7/2018 | East/West Street | Monroe Street |
| Analysis Year | 2024 | North/South Street | South Access Drive |
| Time Analyzed | AM Projected Peak Hour | Peak Hour Factor | 0.92 |
| Intersection Orientation | North-South | Analysis Time Period (hrs) | 0.25 |
| Project Description | 17-051 | | · |



Major Street: North-South

| Approach | | Eastb | ound | | | West | oound | | | North | bound | | | South | bound | |
|---|--------|-----------|--------|----|---|------|-------|---|----|-------|-------|----|----|-------|-------|---|
| Movement | U | L | Т | R | U | L | Т | R | U | L | Т | R | U | L | Т | 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 | | Ν | lo | | | Ν | lo | | | N | lo | | | N | lo | |
| Median Type/Storage | | Undivided | | | | | | | | | | | | | | |
| Critical and Follow-up H | eadwa | iys | | | | | | | | | | | | | | |
| Base Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Base Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |
| Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |
| Delay, Queue Length, an | d Leve | el of S | ervice | 3 | | | | | | | | | | | | |
| 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 | | | | | | | А | | |
| Approach Delay (s/veh) | | | | | | 9 | .8 | | | | | | | 0 | .0 | |
| Approach LOS | | | | | | | Ą | | | | | | | | | |

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HCS7TM TWSC Version 7.2.1

Generated: 2/7/2018 11:40:48 AM

Attachment 7

Capacity Analysis Summary Sheets Projected Evening Peak Hour Conditions

HCS7 Signalized Intersection Input Data

| | | | HCS7 | Signa | alizec | l Inter | section | on In | put Da | ata | | | | | |
|-------------------------|--|-----------------------|--------|-----------------|----------|---------|-------------|------------|----------|--------|--------|------|------|----------------------|-----------------|
| | | | | | | | | 1 | | | | | | | |
| General Inform | nation | | | | | | | | Intersec | | 17 | on | _ | 사사하다 | he la |
| Agency | | KLOA, Inc. | | | | | | | Duration | | 0.25 | | 1 | ** | - |
| Analyst | | BSM | | - | | Feb 7 | | | Area Typ | е | Other | | د_ ⇒ | | <u>لم</u> بر |
| Jurisdiction | | IDOT | | Time F | Period | PM Pe | eak Hou | ır | PHF | | 0.95 | | * | w‡e | +- ↓- |
| Urban Street | | Ogden Avenue | | Analys | sis Year | · 2024 | | | Analysis | Period | 1> 7:0 | 00 | 7 | | 1 1 |
| Intersection | | Ogden Avenue with | n Mad… | File Na | ame | | | | | | | | | 11 | |
| Project Descrip | otion | PM Projected Peak | Hour | | | | | | | | | | h | 14 1 4 17 | 14 |
| Demand Inform | mation | | | | EB | | | WE | 3 | T | NB | | | SB | |
| Approach Move | | | | L | Т | R | L | Т | R | L | Т | R | L | Т | R |
| Demand (v), v | /eh/h | | | 61 | 1425 | 94 | 73 | 114 | 3 7 | 223 | 36 | 45 | 11 | 36 | 49 |
| Signal Informa | ation | | - | | | 5 | | | | _ | | | | | |
| Cycle, s | 140.0 | Reference Phase | 2 | | 1 1 | - 12 | | 24 | 2 | | | | 2 | | |
| Offset, s | 0 | Reference Point | Begin | | | | 2 | | ir . | | | 1 | 2 | 3 | 4 |
| Uncoordinated | No | Simult. Gap E/W | On | Green Yellow | | 0.3 | 85.5 4.5 | 34. 4.5 | | 0.0 | _ | | Ð | | |
| Force Mode | Fixed | Simult. Gap N/S | On | Red | 0.0 | 0.0 | 1.5 | 1.5 | | 0.0 | | 5 | 6 | 7 | |
| | | | | | | | | | | | | | | | |
| Traffic Informa | | | | | EB | | | WB | _ | | NB | | | SB | |
| Approach Move | | | | L | Т | R | L | Т | R | L | Т | R | L | Т | R |
| Demand (<i>v</i>), ve | | | | 61 | 1425 | 94 | 73 | 1143 | 7 | 223 | 36 | 45 | 11 | 36 | 49 |
| Initial Queue (C | | | | 0 1900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Saturation | Base Saturation Flow Rate (<i>s</i> ₀), veh/h | | | | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| . . , | Parking (<i>N</i> m), man/h | | | | None | | | None | ; | 0 | L+R | 0 | | None | |
| | Heavy Vehicles (<i>P</i> _{HV}), % | | | | 1 | | 0 | 1 | | 1 | 1 | | 0 | 8 | |
| Ped / Bike / RT | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Buses (Nb), bus | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Arrival Type (A | , | | | 3 | 4 | 3 | 3 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Upstream Filter | 2 . , | | | 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 | , | | | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | |
| Turn Bay Lengt | th, ft | | | 160 | 0 | | 190 | 0 | | 70 | 0 | | 70 | 0 | |
| Grade (<i>Pg</i>), % | | | | | 0 | | | 0 | | | 0 | | | 0 | |
| Speed Limit, m | i/h | | | 35 | 35 | 35 | 35 | 35 | 35 | 25 | 25 | 25 | 25 | 25 | 25 |
| Phase Informa | ation | | | EBL | - | EBT | WBI | L | WBT | NBL | _ | NBT | SBL | - | SBT |
| Maximum Gree | en (<i>G</i> max |) or Phase Split, s | | 15.0 |) | 77.0 | 15.0 |) | 77.0 | | | 48.0 | | | 48.0 |
| Yellow Change | Interval | l (Y), s | | 3.5 | | 4.5 | 3.5 | | 4.5 | | | 4.5 | | | 4.5 |
| Red Clearance | Interva | l (<i>R</i> c), s | | 0.0 | | 1.5 | 0.0 | | 1.5 | | | 1.5 | | | 1.5 |
| Minimum Gree | . , | | | 3 | | 15 | 3 | | 15 | 3 | | 8 | 3 | | 8 |
| Start-Up Lost T | . , | | | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 |
| Extension of Ef | | Green (<i>e</i>), s | | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 |
| Passage (<i>PT</i>), | 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 (<i>Walk</i>), s | aranco | | | 0.0 | _ | 0.0 | 0.0 | | 0.0 | 0.0 | _ | 0.0 | 0.0 | | 0.0 |
| Pedestrian Clea | arance | (rc), s | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 |
| | lultimodal Information | | | | EB | | | WB | | | NB | | | SB | |
| - | | Walk / Corner Radi | us | 0 | No | 25 | 0 | No | 25 | 0 | No | 25 | 0 | No | 25 |
| | | Vidth / Length, ft | | 9.0 | 12 | 0 | 9.0 | 12 | 0 | 9.0 | 12 | 0 | 9.0 | 12 | 0 |
| Street Width / I | | | | 0 | 0 | No | 0 | 0 | No | 0 | 0 | No | 0 | 0 | No |
| | | ane / Shoulder, ft | | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 |
| Pedestrian Sig | nai / Oco | cupled Parking | | No | | 0.50 | No | | 0.50 | No | | 0.50 | No | | 0.50 |

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HCS7 Signalized Intersection Results Summary

| | | HCS | 7 Sig | nalize | d Int | ersec | tion F | Resul | ts Sur | nmar | у | | | | | | |
|-----------------|-------------------------------------|-------------------------------------|-------|------------|-------|---------|---------------|---------|--------------|--------|--------|---------|---------------------------|-----------|-----------|--|--|
| | | | | | | | | | | | | | | 4.44.1 | | | |
| General Inform | nation | | | | | | | | ntersec | | 1 | on | - 1 | 4 L | A 4 | | |
| Agency | | KLOA, Inc. | | | | | | | Duration | | 0.25 | | - | | | | |
| Analyst | | BSM | | | | e Feb 7 | | | Area Typ | e | Other | | ∆ →* | | * * | | |
| Jurisdiction | | IDOT | | Time F | | _ | eak Hou | | PHF | | 0.95 | | $\Rightarrow \rightarrow$ | w‡e o | +- ↓ | | |
| Urban Street | | Ogden Avenue | | | | r 2024 | | / | Analysis | Period | 1> 7:(| 00 | 1 | | 4 | | |
| Intersection | | Ogden Avenue with | | File Na | ame | | | | | | | | | ግዮ | | | |
| Project Descrip | otion | PM Projected Peak | Hour | | | | | | | | | | | 1414Y | <u>14</u> | | |
| Demand Infor | mation | | | | EB | | | WE | 2 | | NB | | | SB | | | |
| Approach Move | | | | L | T | R | L | T | R | L | T | R | L | T | R | | |
| Demand (v), v | | | | 61 | 1425 | _ | 73 | 114 | _ | 223 | 36 | 45 | 11 | 36 | 49 | | |
| Demand (V), V | /en/m | | | 01 | 1420 | 5 54 | 13 | 114 | 5 7 | 225 | - 30 | 40 | | 50 | 43 | | |
| Signal Informa | ation | | | | | 5 | | | a | | - 100 | | | | | | |
| Cycle, s | 140.0 | Reference Phase | 2 | 1 | - × | 1 | | · | 12 | | | _ | 4 | | | | |
| Offset, s | 0 | Reference Point | Begin | Green | 4 1 | 0.3 | 85.5 | 34.6 | 6 0.0 | 0.0 | | 1 | 1 2 | 3 | 4 | | |
| Uncoordinated | No | Simult. Gap E/W | On | Yellow | | 0.3 | 4.5 | 4.5 | 0.0 | 0.0 | | ~ | \leftrightarrow | | | | |
| Force Mode | Fixed | Simult. Gap N/S | On | Red | 0.0 | 0.0 | 1.5 | 1.5 | 0.0 | 0.0 | | 5 | 6 | 7 | | | |
| | | | | | | | | | | | | | | | | | |
| Timer Results | | | | EBI | - | EBT | WB | L | WBT | NBI | - | NBT | SBI | | SBT | | |
| Assigned Phas | e | | | 5 | | 2 | 1 | | 6 | | | 8 | | | 4 | | |
| Case Number | | | | 1.1 | | 4.0 | 1.1 | | 4.0 | | | 6.0 | | | 6.0 | | |
| Phase Duration | | | | 7.6 3.5 | | 91.5 | 7.9 | | 91.8 | | | 40.6 | | | 40.6 | | |
| | Change Period, (Y+R c), s | | | | | 6.0 | 3.5 | | 6.0 | | | 6.0 | | | 6.0 | | |
| | Max Allow Headway (<i>MAH</i>), s | | | | | 0.0 | 4.0 | | 0.0 | | | 6.3 | | | 6.3 | | |
| Queue Clearan | | | | 4.0 | | | 4.2 | | | | | 32.3 | | | 9.1 | | |
| Green Extensio | | (ge), s | | 0.1 | | 0.0 | 0.1 | | 0.0 | | | 2.3 | <u> </u> | | 3.9 | | |
| Phase Call Pro | - | | | 1.00 | | | 1.00 | | | | | 1.00 | | | 1.00 | | |
| Max Out Proba | bility | | | 0.00 |) | | 0.00 |) | | | | 0.48 | | | 0.00 | | |
| Movement Gro | oun Res | sults | | | EB | | | WB | | | NB | | | SB | | | |
| Approach Move | - | | | | Т | R | L | T | R | 1 | Т | R | L | Т | R | | |
| Assigned Move | | | | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 | | |
| Adjusted Flow | |) veh/h | | 64 | 805 | 794 | 77 | 606 | 605 | 235 | 85 | 10 | 12 | 89 | 17 | | |
| - | • | ow Rate (<i>s</i>), veh/h/ | In | 1682 | 1885 | 1844 | 1810 | 1885 | 1881 | 1318 | 1542 | | 1333 | 1614 | | | |
| Queue Service | | . ,, | | 2.0 | 25.7 | 28.7 | 2.2 | 14.4 | 14.6 | 24.2 | 6.2 | | 1.0 | 6.2 | | | |
| | | e Time (<i>g</i> _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 | | o milo (g o), o | | 0.64 | 0.61 | 0.61 | 0.64 | 0.61 | 0.61 | 0.25 | 0.25 | | 0.25 | 0.25 | | | |
| Capacity (c), | . , | | | 316 | 1152 | 1126 | 239 | 1155 | 1153 | 319 | 381 | | 323 | 399 | | | |
| Volume-to-Cap | | atio (X) | | 0.203 | | | 0.322 | 0.525 | | 0.735 | 0.224 | | 0.036 | 0.224 | | | |
| · · · | | /In (95 th percentile |) | 36.2 | 283 | 336.8 | 41.2 | 204.1 | - | 345.5 | 112 | | 15.3 | 123.9 | | | |
| | . , | eh/In (95 th percent | | 1.3 | 11.2 | 13.5 | 1.6 | 8.1 | 8.2 | 13.7 | 4.4 | | 0.6 | 4.7 | | | |
| | . , | RQ) (95 th percen | | 0.23 | 0.00 | 0.00 | 0.22 | 0.00 | 0.00 | 4.94 | 0.00 | | 0.22 | 0.00 | | | |
| Uniform Delay | | ,, . | , | 10.5 | 7.4 | 8.8 | 13.3 | 6.3 | 6.4 | 54.1 | 42.0 | | 44.8 | 42.0 | | | |
| Incremental De | . , | | | 0.3 | 3.5 | 3.7 | 0.8 | 1.7 | 1.7 | 8.4 | 0.6 | | 0.1 | 0.6 | | | |
| Initial Queue D | 2 1 | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | | |
| Control Delay (| • • | | | 10.9 | 11.0 | 12.5 | 14.0 | 8.0 | 8.1 | 62.5 | 42.6 | | 44.9 | 42.6 | | | |
| | evel of Service (LOS) | | | В | В | В | В | Α | Α | Е | D | | D | D | | | |
| | Approach Delay, s/veh / LOS | | | 11.7 | 7 | В | 8.4 | | A | 57.2 | 2 | E | 42.9 | 9 | D | | |
| | Intersection Delay, s/ven / LOS | | | | | 15 | 5.7 | | | | | | В | | | | |
| | | | | | | | | | | | | | | | | | |
| Multimodal Re | esults | | | | EB | | | WB | | | NB | | | SB | | | |
| Pedestrian LOS | | | | 2.3 | | В | 2.3 | | В | 2.9 | | С | 2.9 | | С | | |
| Bicycle LOS So | core / LC | DS | | 1.9 | | В | 1.5 | | В | 1.0 | | А | 0.7 | | А | | |
| 0 | 1.1 | wof Florido, All Dialate | Decem | al | | UC077 | V. Cárra sá s | Vereier | 704 | | | Conorat | ad. 0/7/00 | 140 40.20 | | | |

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HCS7 Signalized Intersection Intermediate Values

| General Information Agency Analyst | | | | | | | | | | | | | | | | |
|--|---|-------|-------|-------|-------|----------|--------|------|------------|------------|----------|--------|-------------------|--------|----------|-------|
| Agency | | | | | | | | | | | | | | | | . 1 |
| | | | | | | | | | | section | 1 | | _ | | ιL | |
| Analyst | KLOA, Inc. | | | | - | | | | | tion, h | 0.2 | | | | | |
| - | BSM | | - | - | | Feb 7, 2 | | | Area | Туре | | her | ^ | | | * |
| Jurisdiction | IDOT | | _ | e Pe | | PM Pea | k Hour | · | PHF | | 0.9 | | | | w‡e 0 | 4 |
| Urban Street | Ogden Avenue | | _ | - | | 2024 | | | Analy | sis Peric | od 1> | • 7:00 | Pr P | | | |
| Intersection | Ogden Avenue with I | | File | Nam | ne | | | | | | | | | | 11 | |
| Project Description | PM Projected Peak I | Hour | | | | | | | | | | | | ካ ቀሳ ሰ | 4Y1 | × (* |
| Demand Information | | | | | EB | | | W | 'B | | | NB | | : | SB | |
| Approach Movement | | _ | L | | т | R | L | Т | - | R | L | Т | R L | | Т | R |
| Demand (<i>v</i>), veh/h | | | 6 | 1 | 1425 | 94 | 73 | 114 | 43 | 7 2 | 23 | 36 | 45 1 ⁷ | | 36 | 49 |
| | | | | | | | | | | | | | | | | |
| Signal Information | | | | | | 5 | | 21 | 100 | | | | | | | |
| Cycle, s 140.0 | Reference Phase | 2 | | | 10 | 2 | -4 F | • | 512 | | | - | -4 | | | |
| Offset, s 0 | Reference Point | Begin | Gre | en 4 | 4.1 | 0.3 | 85.5 | 34. | :11 | 0.0 | .0 | 1 | | | 3 | 4 |
| Uncoordinated No | Simult. Gap E/W | On | | low 3 | | | 4.5 | 4.5 | | | .0 | 7 | | | | |
| Force Mode Fixed | Simult. Gap N/S | On | Red | | | | 1.5 | 1.5 | | 0.0 0 | .0 | 5 | 6 | | 7 | |
| Saturation Flow / Dal | | L | | Т | R | L | Т | | P | L | Т | R | L | - | r I | R |
| Saturation Flow / Dela Lane Width Adjustmen | - | 1.00 | 0 1 | I.000 | | | 1.00 | 0 1 | R 1.000 | L 1.000 | 1.000 | _ | | _ | 000 | 1.000 |
| | . , | 0.93 | | | | _ | | _ | | | _ | _ | _ | _ | | |
| - | vy Vehicles and Grade Factor (f_{HVg}) king Activity Adjustment Factor (f_p) | | |).992 | | | 0.99 | _ | 1.000 | 0.992 | 0.992 | | | | | 1.000 |
| <u> </u> | | 1.00 | | 000.1 | | _ | | | 1.000 | 1.000 | 1.000 | | | | 000 | 1.000 |
| Bus Blockage Adjustme | | 1.00 | | 000.1 | | | 1.00 | _ | 1.000 | 1.000 | 1.000 | _ | | _ | | 1.000 |
| Area Type Adjustment | · · / | 1.00 | | 000.1 | | _ | | | 1.000 | 1.000 | 1.000 | | _ | _ | 000 | 1.000 |
| Lane Utilization Adjustr | . , | 1.00 | | 000.1 | 1.000 | | 1.00 | _ | 1.000 | 1.000 | 1.000 | | _ | _ | | 1.000 |
| Left-Turn Adjustment F | . , | 0.95 | | 0.000 | | 0.952 | | _ | 000 | 0.694 | 0.000 | _ | 0.702 | | _ | 0.000 |
| Right-Turn Adjustment | | 4.00 | |).978 | 0.978 | | 0.99 | 18 0 | 0.998 | 1 000 | 0.818 | 3 0.81 | _ | | 06 | 0.906 |
| Left-Turn Pedestrian A | | _ | 10 | | 1 000 | 1.000 | | + | 4 0 0 0 | 1.000 | <u> </u> | 1.00 | 1.000 | ' | | 4 000 |
| Right-Turn Ped-Bike Ad | | / | | 000 | 1.000 | | 4.00 | | 1.000 | 1 000 | 4.000 | 1.00 | | | 00 | 1.000 |
| Work Zone Adjustment | Factor (<i>Twz</i>) | 1.00 | | 000.1 | | - | | _ | 1.000 | 1.000 | 1.000 | | _ | _ | | 1.000 |
| DDI Factor (foo) | Tlaur Data (a) wah/h | 1.00 | | 1.000 | | - | 1.00 | _ | 1.000 | 1.000 | 1.000 | _ | | _ | _ | 1.000 |
| Movement Saturation F | | 168 | | 3499 | 230 | 1810 | 374 | | 23 | 1318 | 686 | 857 | | | 34 | 930 |
| Proportion of Vehicles | | 0.0 | | 0.81 | 0.61 | 0.03 | 0.82 | _ | 0.61 | 0.25 | 0.25 | _ | | 0.1 | - | 0.25 |
| Incremental Delay Fac | tor (k) | 0.1 | 1 | 0.50 | 0.50 | 0.11 | 0.50 | ין נ | 0.50 | 0.29 | 0.23 | | 0.23 | 0 | 23 | |
| Signal Timing / Move | ment Groups | E | BL | E | EBT/R | WE | BL | WB | BT/R | NBI | - | NBT/R | SE | 3L | S | BT/R |
| Lost Time (<i>t</i> _L) | | 3 | 3.5 | | 6.0 | 3.5 | 5 | 6. | .0 | | | 6.0 | | | | 6.0 |
| Green Ratio (g/C) | | _ | .64 | | 0.61 | 0.6 | | | 61 | | | 0.25 | | | |).25 |
| Permitted Saturation F | low Rate (<i>s</i> _p), veh/h/lr | 1 4 | 36 | | 0 | 32 | 3 | C | 0 | | | 1318 | | | 1 | 333 |
| Shared Saturation Flow | v Rate (<i>ssh</i>), veh/h/ln | | | | | | | | | | | | | | | |
| Permitted Effective Gre | een Time (g_p), s | 8 | 5.5 | | 0.0 | 85. | 5 | 0. | .0 | | | 34.6 | | | 3 | 34.6 |
| Permitted Service Time | (=) | | 9.1 | | 0.0 | 56. | | 0. | .0 | | | 28.5 | | | 2 | 28.5 |
| Permitted Queue Servi | ce Time (<i>g</i> _{ps}), s | 2 | 2.8 | | | 9.0 |) | | | | | 24.2 | | | | 1.0 |
| Time to First Blockage | (2) | (| 0.0 | | 0.0 | 0.0 |) | 0. | .0 | | | 0.0 | | | | 0.0 |
| Queue Service Time B | (=) | 5 | | | | | | | | | | | | | | |
| Protected Right Satura | tion Flow (<i>s</i> _R), veh/h/l | n | | | | | | | | | | | | | | |
| Protected Right Effective | ve Green Time (<i>g</i> _R), s | | | | | | | | | | | | | | | |
| Multimodal | | 1 | | EB | | | W | В | | | NB | | | S | B | |
| Pedestrian Fw / Fv | | 1. | 557 | | 0.00 | 1.55 | | | 00 | 2.10 | | 0.00 | 2.1 | | | 0.00 |
| | | _ | 000 | _ | 0.095 | 0.00 | | |)94 | 0.00 | | 0.148 | 0.0 | | | .148 |
| Pedestrian F_w / F_v Pedestrian F_s / F_{delay} | | 0. | | | | | | | | | | | | | | |
| | v | | | | | | | | | | | | | | | |
| Pedestrian Fs / Fdelay | v | | 21.84 | 1 | 10.60 | 1225 | .50 | 10. | .50 | 494.3 | 31 | 39.67 | 494 | .31 | 3 | 9.67 |

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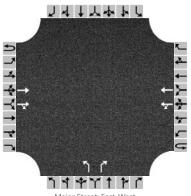
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HCS7 Signalized Intersection Results Graphical Summary

| | | HCS7 Sig | nalize | ed Inte | ersect | tion F | Result | s Gra | aphica | al Sun | nmary | y | | | |
|--------------------|---------|-----------------------|--------|---------|--------------|--------|---------|-------------|-----------|---------------|---------|----|---------------------------------------|-------|--------------|
| General Informat | tion | | | | | | | | ntersect | tion Infe | ormatio | on | Į. | 4244 | × l <u>.</u> |
| Agency | | KLOA, Inc. | | | | | | | Duration, | | 0.25 | | | 44 | |
| Analyst | | BSM | | Analys | is Date | Feb 7 | 2018 | | Area Typ | | Other | | 1 | | |
| Jurisdiction | | IDOT | | Time F | | | eak Hou | | PHF | 0 | 0.95 | | $\rightarrow \rightarrow \rightarrow$ | W+E | * |
| Urban Street | | Ogden Avenue | | | is Year | _ | | | nalysis | Period | 1> 7:0 | 0 | 4 4 | | ~ |
| Intersection | | Ogden Avenue with | Mad | File Na | | | | | anaryoro | renea | 1.0 | | | * * | - |
| Project Descriptio | | PM Projected Peak | | | | | | | | | | | 5 | 414Y1 | × (* |
| Troject Descriptio | 211 | T WIT TOJECTED T COM | Tiour | | | | | | | | | | | | |
| Demand Informa | ation | | | | EB | | | WB | | | NB | | | SB | |
| Approach Movem | nent | | | L | Т | R | L | Т | R | L | Т | R | L | Т | R |
| Demand (v), veh | ٦/h | | | 61 | 1425 | 94 | 73 | 1143 | 3 7 | 223 | 36 | 45 | 11 | 36 | 49 |
| | | | | 1 | | | | | | | | | | | 1 |
| Signal Information | 1 | | | | 7 | 5 | - | 21. | 10 | | | _ | - | | |
| | 40.0 | Reference Phase | 2 | | - 6 | - i | 1 | E. | 2 | | * | | €. | 3 | |
| Offset, s | 0 | Reference Point | Begin | Green | 4.1 | 0.3 | 85.5 | 34.6 | 0.0 | 0.0 | | | <u> </u> | 5 | |
| | No | Simult. Gap E/W | On | Yellow | | 0.0 | 4.5 | 4.5 | 0.0 | 0.0 | | ~ | 7 | | |
| Force Mode F | ixed | Simult. Gap N/S | On | Red | 0.0 | 0.0 | 1.5 | 1.5 | 0.0 | 0.0 | | 5 | 6 | 7 | |
| | | | | | | | | | | | | | | | |
| Movement Group | - | ults | | | EB | | | WB | | | NB | | | SB | |
| Approach Movem | | | | L | Т | R | L | Т | R | L | Т | R | L | Т | R |
| • | | In (95 th percentile) | | 36.2 | 283 | 336.8 | 41.2 | 204.1 | 204.4 | 345.5 | 112 | | 15.3 | 123.9 | |
| · · · | | eh/In (95 th percent | | 1.3 | 11.2 | 13.5 | 1.6 | 8.1 | 8.2 | 13.7 | 4.4 | | 0.6 | 4.7 | |
| - | | RQ) (95 th percent | tile) | 0.23 | 0.00 | 0.00 | 0.22 | 0.00 | 0.00 | 4.94 | 0.00 | | 0.22 | 0.00 | |
| Control Delay (d | | eh | | 10.9 | 11.0 | 12.5 | 14.0 | 8.0 | 8.1 | 62.5 | 42.6 | | 44.9 | 42.6 | |
| Level of Service (| | | | В | В | В | В | A | A | E | D | | D | D | |
| Approach Delay, s | | | | 11.7 | | В | 8.4 | | А | 57.2 | | E | 42.9 | | D |
| Intersection Delay | y, s/ve | h / LOS | | | | 15 | 5.7 | | | | | l | В | | |
| | | | | | | 4.7 | 0.6 | | | | | _ | | | |
| | | 11.2 | | 1.3 | 10.9 11.0 | | | 8.1 | | 8.2 8.1 | | | | | |
| | | 13.5 | | | 12.5 62 | 2.5 | 1 | 4.0 | 1.6 | | | | | | |
| | | | | | | 4.4 | | | Queue - | - Du | elay | - | | | |
| | | | | | 1 | 3.7 | | | | Storage Ratio | | | | | |

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| | HCS7 Two-Way | Stop-Control Report | |
|--------------------------|------------------------|----------------------------|--------------------------|
| General Information | | Site 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 | 2024 | North/South Street | Monroe Street |
| Time Analyzed | PM Projected Peak Hour | Peak Hour Factor | 0.95 |
| Intersection Orientation | East-West | Analysis Time Period (hrs) | 0.25 |
| Project Description | 17-051 | | • |



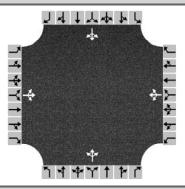
Major Street: East-West

| Vehicle Volumes and Ad | justme | ents | | | | | | | | | | | | | | |
|---|-----------|---------|--------|-----|----|------|-------|---|---|-------|-------|------|---|-------|-------|----|
| Approach | | East | ound | | | West | bound | | | North | bound | | | South | bound | |
| Movement | U | L | Т | R | U | L | Т | R | U | L | Т | R | U | L | Т | 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 | | | Т | TR | | LT | Т | | | L | | R | | | | |
| Volume, V (veh/h) | | | 1521 | 195 | | 38 | 1359 | | | 6 | | 53 | | | | |
| Percent Heavy Vehicles (%) | | | | | | 0 | | | | 0 | | 0 | | | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | ° | | | | | | | (|) | | | | | |
| Right Turn Channelized | | ١ | 10 | | | Ν | lo | | | N | lo | o No | | | | |
| Median Type/Storage | Undivided | | | | | | | | | | | | | | | |
| Critical and Follow-up H | eadwa | iys | | | | | | | | | | | | | | |
| Base Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Base Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |
| Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |
| Delay, Queue Length, an | d Leve | el of S | ervice | ; | | | | | | | | | | | | |
| 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 | | | | | | С | | | | F | | С | | | | |
| Approach Delay (s/veh) | | | | | | . 4 | .8 | | | 40 |).7 | | | | | |
| Approach LOS | | | | | | | | | | I | E | | | | | |

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HCS7^{TMM} TWSC Version 7.2.1 Ogden with Monroe - PMPR - 2-7-18.xtw Generated: 2/7/2018 11:10:23 AM

| | HCS7 All-Wa | ay 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 | 0.86 |
| Time Analyzed | Projected Evening Peak | · · · · | |
| Project Description | Kensington School | | |
| Lanas | | | |

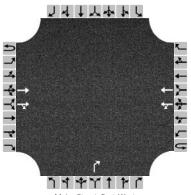


Vehicle Volume and Adjustments

| venicie volume and Aujust | ments | | | | | | | | | | | |
|---|-----------|-----------|----|-------|-----------|----|-------|-----------|----|-------|-----------|----|
| Approach | | Eastbound | | | Westbound | ł | 1 | Vorthboun | d | 9 | Southboun | d |
| Movement | L | Т | R | L | Т | R | L | Т | R | L | Т | 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 Se | ervice Ti | ime | | | | | | | | | | |
| 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 o | of Servic | e | | | | | | | | | | |
| 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 | | | А | | | А | | | А | | |
| Approach Delay (s/veh) | | 8.0 | | | 8.1 | | | 7.8 | | 9.7 | | |
| Approach LOS | | А | | | А | | | А | | A | | |
| Intersection Delay, s/veh LOS | | | 9 | .1 | | | | | , | 4 | | |

| HCS7 Two-Way Stop-Control Report | | | | | | | | |
|----------------------------------|------------------------|----------------------------|--------------------------|--|--|--|--|--|
| General Information | | Site 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 | 2024 | North/South Street | North Access Drive | | | | | |
| Time Analyzed | PM Projected Peak Hour | Peak Hour Factor | 0.95 | | | | | |
| Intersection Orientation | East-West | Analysis Time Period (hrs) | 0.25 | | | | | |
| Project Description | 17-051 | · · · · · | - | | | | | |

. . ..



Major Street: East-West

| Approach | | Eastb | ound | | | West | oound | | | North | bound | Southbound | | | | | |
|---|--------|---------|--------|------|-------|------|-------|---|----|-------|-------|------------|----------|----|----|----|--|
| Movement | U | L | Т | R | U | L | Т | R | U | L | Т | R | U | L | Т | R | |
| Priority | 10 | 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 | | | Т | TR | | LT | т | | | | | R | | | | | |
| Volume, V (veh/h) | | | 1562 | 12 | | 18 | 1397 | | | | | 18 | | | | | |
| Percent Heavy Vehicles (%) | | | | | | 0 | | | | | | 0 | | | | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | | | | | . (|) | | <u> </u> | | | | |
| Right Turn Channelized | | Ν | lo | | | Ν | lo | | | N | 0 | | No | | | | |
| Median Type/Storage | | | | Undi | vided | | | | | | | | - | | | | |
| Critical and Follow-up H | eadwa | iys | | | | | | | | | | | | | | | |
| Base Critical Headway (sec) | | | | | | | | | | | | | | | | | |
| Critical Headway (sec) | | | | | | | | | | | | | | | | | |
| Base Follow-Up Headway (sec) | | | | | | | | | | | | | | | | | |
| Follow-Up Headway (sec) | | | | | | | | | | | | | | | | | |
| Delay, Queue Length, an | d Leve | el of S | ervice | ; | | | | | | | | | | | | | |
| 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 | | | | | | В | | | | | | С | | | | | |
| Approach Delay (s/veh) | | | | | 2.0 | | | | 17 | 7.0 | | | | | | | |
| Approach LOS | | | | | | | | | | (| 2 | | | | | | |

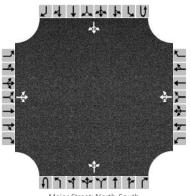
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HCS7 TM TWSC Version 7.2.1 Ogden with Access - PMPR - 2-7-18.xtw

| HCS7 Two-Way Stop-Control Report | | | | | | | | |
|----------------------------------|------------------------|----------------------------|------------------------|--|--|--|--|--|
| General Information | | Site Information | | | | | | |
| Analyst | ANB | Intersection | Monroe and West Access | | | | | |
| Agency/Co. | KLOA, Inc. | Jurisdiction | IDOT | | | | | |
| Date Performed | 2/7/2018 | East/West Street | West Access Drive | | | | | |
| Analysis Year | 2024 | North/South Street | Monroe Street | | | | | |
| Time Analyzed | PM Projected Peak Hour | Peak Hour Factor | 0.83 | | | | | |
| Intersection Orientation | North-South | Analysis Time Period (hrs) | 0.25 | | | | | |
| Project Description | 17-051 | | | | | | | |

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Major Street: North-South

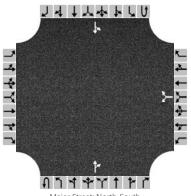
| Approach | | Eastb | ound | | | West | oound | | | North | bound | Southbound | | | | | |
|---|--------|---------|--------|------|-------|------|-------|---|----|-------|-------|------------|----|------|-----|----|--|
| Movement | U | L | Т | R | U | L | Т | R | U | L | Т | R | U | L | Т | R | |
| 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 | | | | | | | | | | |
| Right Turn Channelized | | Ν | lo | | | Ν | lo | | No | | | | No | | | | |
| Median Type/Storage | | | | Undi | vided | | | | | | | | | | | | |
| Critical and Follow-up H | eadwa | iys | | | | | | | | | | | | | | | |
| Base Critical Headway (sec) | | | | | | | | | | | | | | | | | |
| Critical Headway (sec) | | | | | | | | | | | | | | | | | |
| Base Follow-Up Headway (sec) | | | | | | | | | | | | | | | | | |
| Follow-Up Headway (sec) | | | | | | | | | | | | | | | | | |
| Delay, Queue Length, an | d Leve | el of S | ervice | • | | | | | | | | | | | | | |
| 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 | | | В | | | | В | | | А | | | | Α | | | |
| Approach Delay (s/veh) | | 1(|).7 | | 11.5 | | | | | 0. | .5 | 0.2 | | | | | |
| Approach LOS | | | 3 | | | | В | | | | | | | | | | |

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Generated: 2/7/2018 11:25:32 AM

| HCS7 Two-Way Stop-Control Report | | | | | | | | |
|----------------------------------|------------------------|----------------------------|-------------------------|--|--|--|--|--|
| General Information | | Site Information | | | | | | |
| Analyst | ANB | Intersection | Monroe and South Access | | | | | |
| Agency/Co. | KLOA, Inc. | Jurisdiction | IDOT | | | | | |
| Date Performed | 2/7/2018 | East/West Street | Monroe Street | | | | | |
| Analysis Year | 2024 | North/South Street | South Access Drive | | | | | |
| Time Analyzed | PM Projected Peak Hour | Peak Hour Factor | 0.92 | | | | | |
| Intersection Orientation | North-South | Analysis Time Period (hrs) | 0.25 | | | | | |
| Project Description | 17-051 | | | | | | | |



Major Street: North-South

| Vehicle Volumes and Ad | justine | | | | | | | | | | | | | | | | |
|---|---------|---------|--------|------|-------|-----------|------|---|----|-------|-------|----|------------|------|-----|---|--|
| Approach | | Eastb | ound | | | Westbound | | | | North | bound | | Southbound | | | | |
| Movement | U | L | Т | R | U | L | Т | R | U | L | Т | R | U | L | Т | 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 | | Ν | lo | | | Ν | 10 | | | Ν | lo | | No | | | | |
| Median Type/Storage | | | | Undi | vided | | | | | | | | | | | | |
| Critical and Follow-up H | eadwa | iys | | | | | | | | | | | | | | | |
| Base Critical Headway (sec) | | | | | | | | | | | | | | | | | |
| Critical Headway (sec) | | | | | | | | | | | | | | | | | |
| Base Follow-Up Headway (sec) | | | | | | | | | | | | | | | | | |
| Follow-Up Headway (sec) | | | | | | | | | | | | | | | | | |
| Delay, Queue Length, ar | d Leve | el of S | ervice | 9 | | | | | | | | | | | | | |
| 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 | | | | | | | Α | | | |
| Approach Delay (s/veh) | | - | | - | 10.0 | | | | | | - | - | 0.1 | | | | |
| Approach LOS | | | | | | | A | | | | | | 1 | | | | |

HCS7TM TWSC Version 7.2.1



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 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

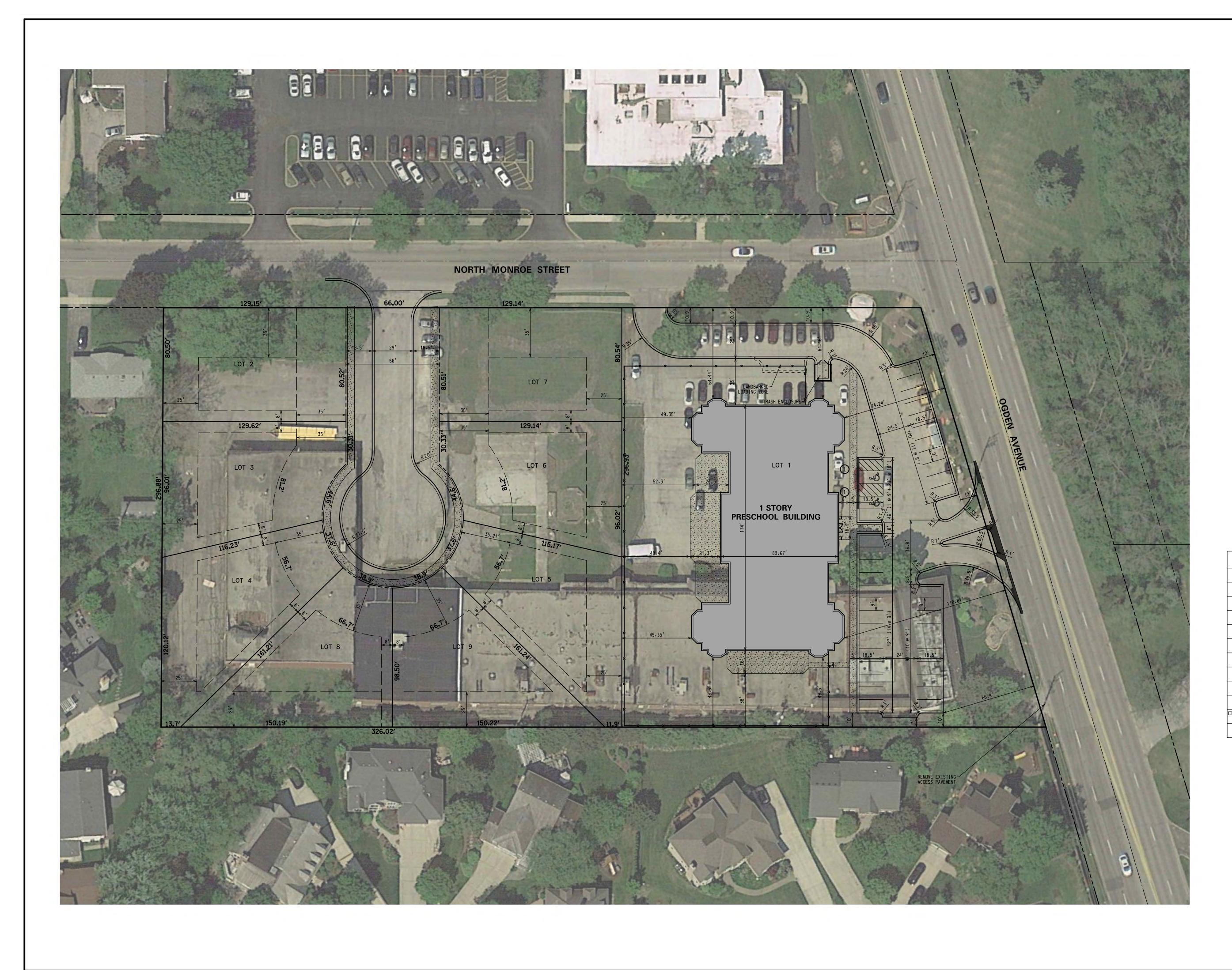
Kensington School of South Naperville 4512 Walton Heath Drive Naperville, IL 60564

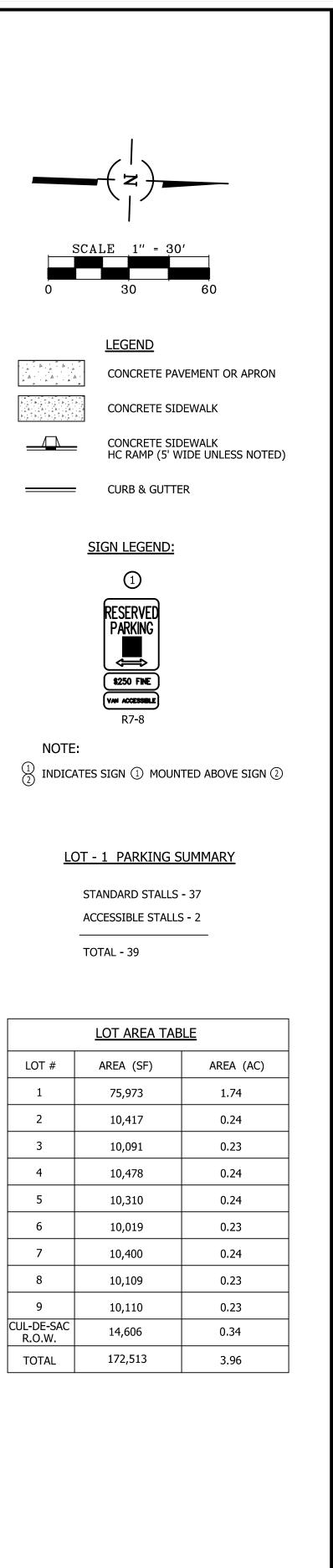
Kensington School of Elmhurst 425 South Spring Road Elmhurst, IL 60126 630-516-0482 Some confusion arose as we were discussing the type of programming that Kensington School would be offering to the families of Hinsdale and how it would impact parking and traffic. One of the neighbors asked if we would 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.

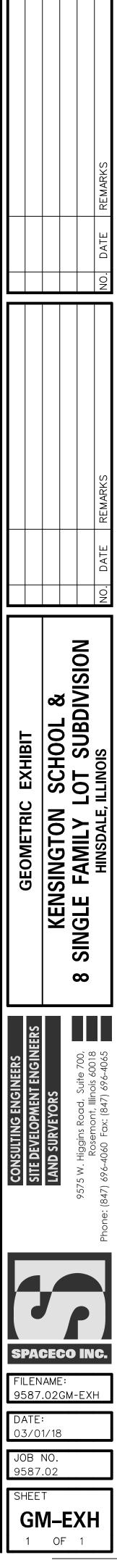
I feel that the meeting was productive in that it allowed for over 2 ½ hours of concrete discussion to understand the neighborhood concerns. Manor Care, Hinsdale Orthopedic and Kensington School all have made changes in our plans to address these concerns and as good neighbors, I know that if further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

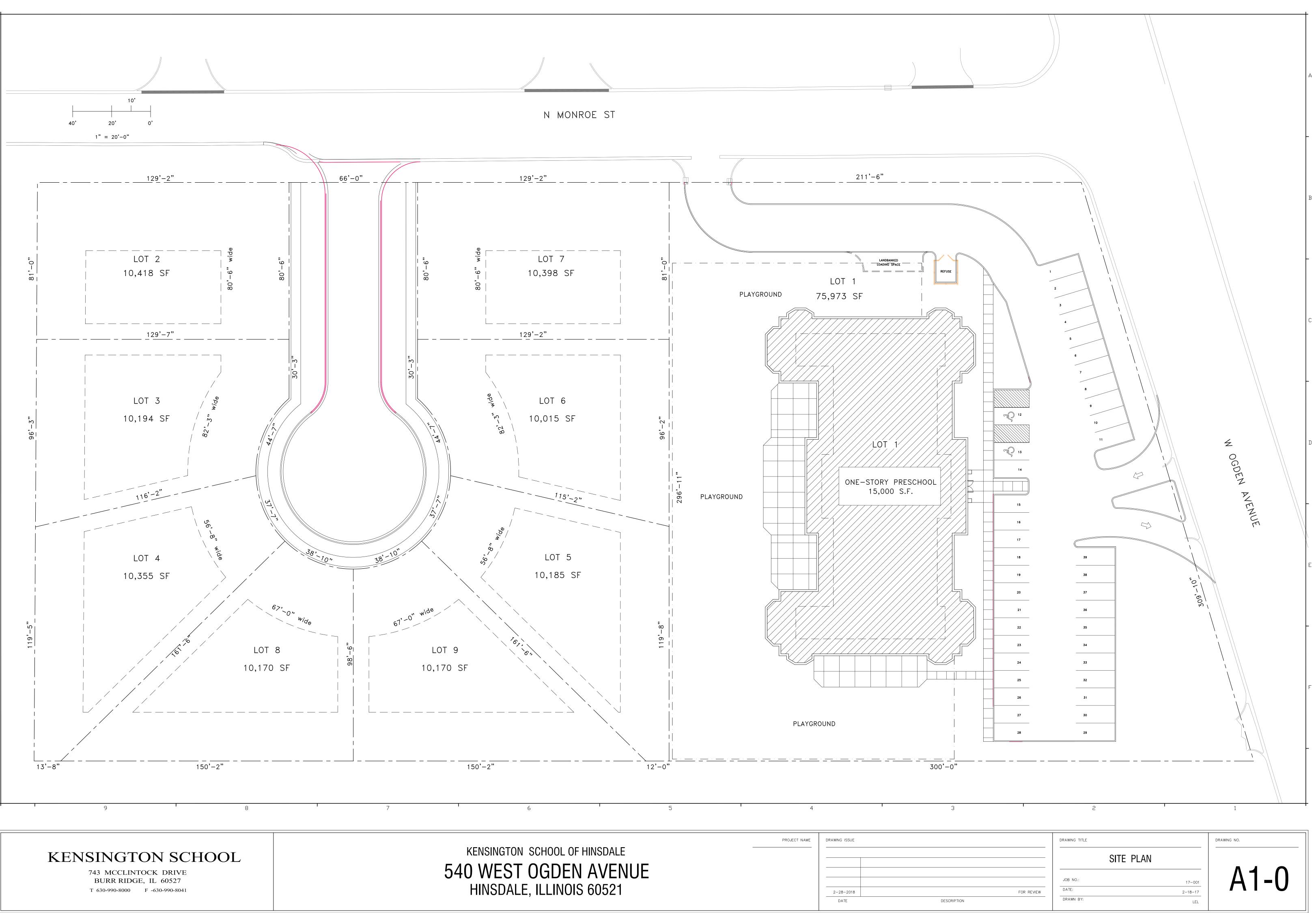
Yours truly,

Charles Marlas Owner Kensington School









Attachment 9



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 (3 rd 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 <u>11-103</u>(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 | | Owner |
|----------------------------------|-----|---|
| Name: Katherine Sidunik | | Name: Jos Cacciatore & Co Keal Estate |
| Address: 1235 S. Washington | | Address: 527 S. Weils 84_#700 |
| City/Zip: PARK Ridgle IL, 100068 | | City/Zip: Chicago IL, 60607 |
| Phone/Fax: (173) 9103 13252 | 1.1 | Phone/Fax: (312) 987 / 1900 |
| E-Mail: Katype @innerjasmine.com | | E-Mail: <u>ashleyser winski@jos-caccia</u> ore Cor |

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

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

| |
|------|
| |
| |
| |

II. SITE INFORMATION

| Address of subject property: 45 S. Washington St. # 302 Hinsdale | | |
|--|--|--|
| Property identification number (P.I.N. or tax number): | | |
| Brief description of proposed project: To opin a yoga and willness studio | | |
| Intention would be private sessions, small grps, special woekshops | | |
| and programs. Traditional group classes would be provided as well but as mentoring opportunities for current tractures. General description or characteristics of the site: | | |
| the site has been vapant for 213 years. It used to be a grun. | | |
| So, was left with minimal flooring but the perfect floor plan for a yoga studio. Existing zoning and land use: <u>Commercial</u> but vacant (32- <u>General</u> Buisness) | | |
| Surrounding zoning and existing land uses: (are commersial.) | | |
| North: <u>Commercial</u> South: <u>Commercial</u> | | |
| East: <u>Commercial</u> West: <u>Commercial</u> | | |
| Proposed zoning and land use: <u>Yogatwellness Studio</u> | | |

| | ase mark the approval(s) you are seeking and and and and and a seeking a s | atta | ch all applicable applications and |
|---|--|------|---|
| | 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: Yogg and wellness studio. | u | 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 |
|---|------------------------------|-------------------------|-------------------------|
| | | | NA |
| Lot Area (SF) | | | I no build out |
| Lot Depth | | | nessessaey |
| Lot Width | | | 1 1 2 2 3 |
| Building Height | | | no change |
| Number of Stories | | | to building |
| Front Yard Setback | | | Smichure |
| Corner Side Yard Setback | | | |
| Interior Side Yard Setback | | | |
| Rear Yard Setback | | | |
| Maximum Floor Area Ratio (F.A.R.)* | | | 8 |
| 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.
 - Location, size, and arrangement of all outdoor signs and lighting.
 - Location and height of fences or screen plantings and the type or kink 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.

12 X . I/We have read the above certification, understand it, and , day of February 20 On the 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 repuse 201

Selei k Notary Public

OFFICIAL SEAL VALENTINA SIDELNIK NOTARY PUBLIC - STATE OF ILLINOIS MY COMMISSION EXPIRES: 10/16/21

Attachment 1



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: | Joga and Weilness Studio |

Is this a Special Use for a Planned Development? • No Yes (If so this submittal also requires a <u>completed</u> 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 guestion were established. Ves

of the district in question were established. Yes, the proposed use and alvelopment will be in harmony with the general and specific purposes for which this wale was enacted + for which the requestion of the district in ourstion 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.

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 oreral public health. As it encourages physical activity, teaches stress management techniques and prevent wellbeing.

- 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 many small group sessions and private clients on a dairy bases there will not be an infermediate with helphoning property. The larger groups only meet on a monthly bases and are speraticity 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 factures. Must subject the provide adequately by additional of the provide the provide adequately of a service.
- No Traffic Congestion. The proposed use and development will not cause undue traffic congestion nor draw significant amounts of traffic through residential streets.
 Hu yoga Studio will bring some more traffic into the linkal business district but would also provide other referrals to omly business Makby. it will not clude undue traffic congestion or draw significant amounts of traffic and amounts of traffic through residential streets.
 No Destruction of Significant Features. The proposed use and development will not result in Streets.
- 6. No Destruction of Significant Features. The proposed use and development will not result in Smelts the destruction, loss, or damage of any natural, scenic, or historic feature of significant importance. No building changes are bling requisited so, there will not be and distruction, loss or damage of any natural, slence or mission 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 proposel use and development computers with an 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. Maving a studio at the center of the dawntown community will provide the necessary convience to all thinsdalle residence. It will contribute to their general welbeing by encouraging healthy living syles, while eliminating the distance they need to commite. It will also contribute to the community development as a whole by encouraging Collaboration with Other busivesses and supporting the vice of a contactions. 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. Bung at the centur of downtown is the perfect weather to foster the community connection of a wellness center as well as the unit in duestion. As no build out, or structural changes need to happen. The studio would be open with Aweeks 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.

absoluting all steps possible have beentaten to minimize any adverse effects of the proposed use + development on the immediate vacinity.

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.

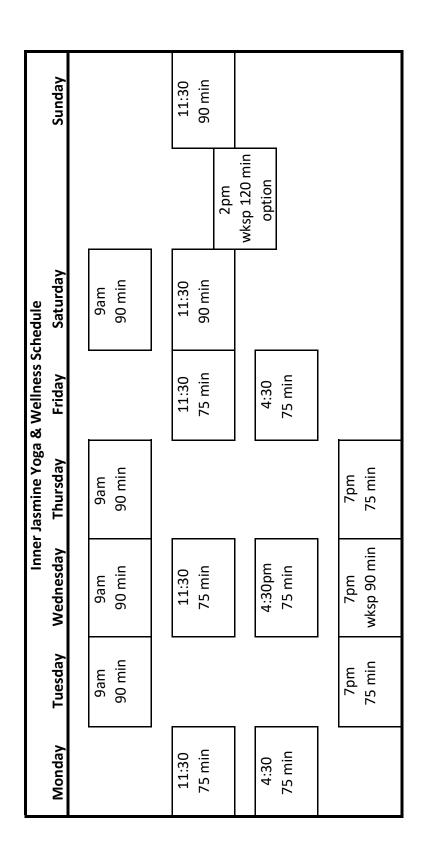
Group classes (see attached spread sheet)

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 will most likely average 8-10 participants.

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

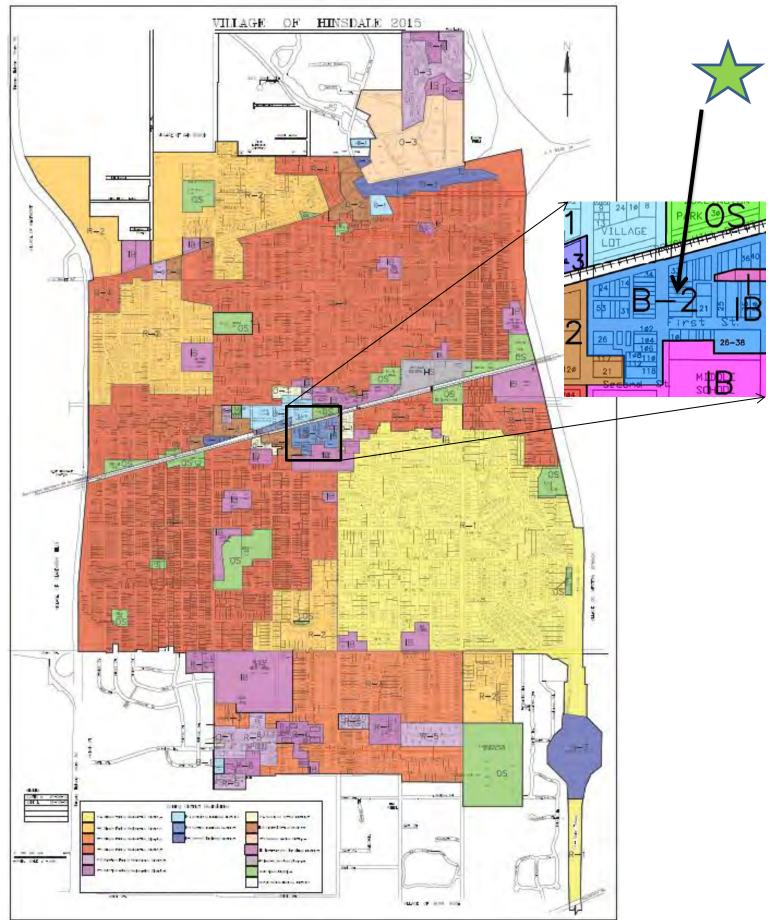
The studio's general intention is to make yoga accessible to all and build community. I would create partnerships with other local business and promote them within the studio. As well as encourage special classes for each business team to.

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.

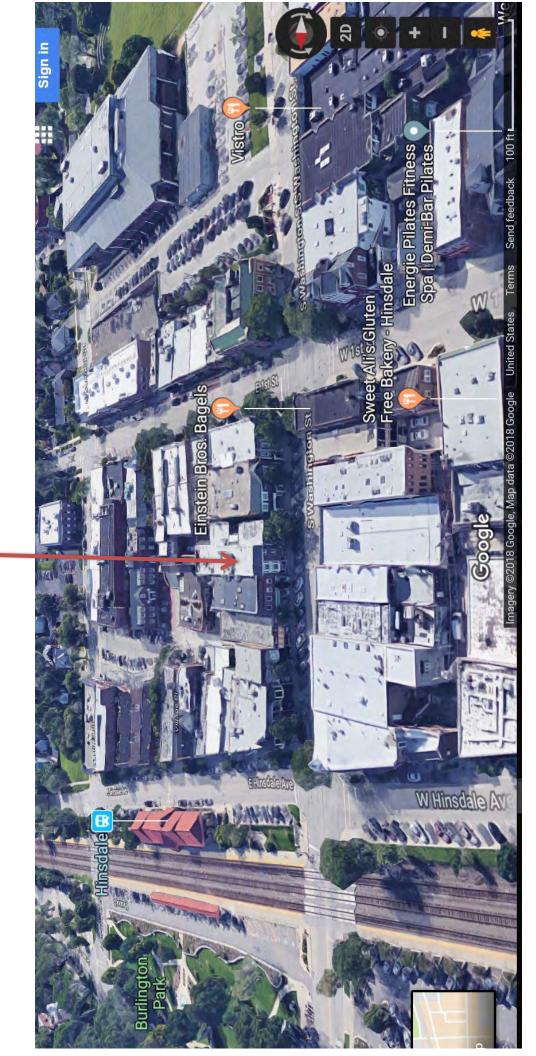


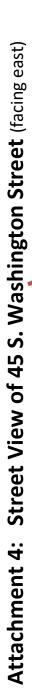
Attachment 2: Village of Hinsdale Zoning Map and Project Location

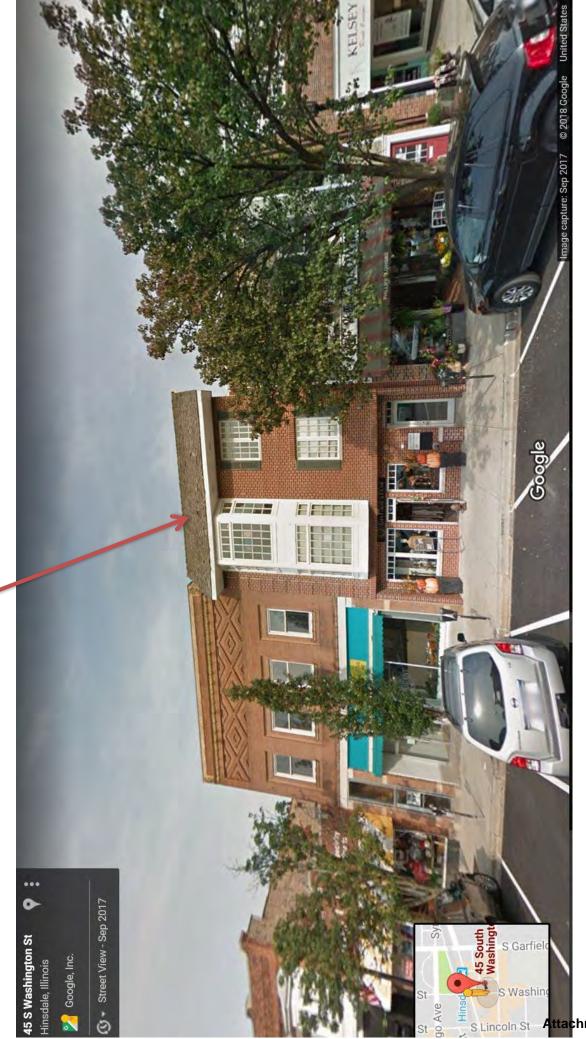












Attachment 4



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 <u>schedule</u> 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 <u>scheduling</u> 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 <u>11-103(H)</u>. 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 requires a *completed* Planned Development Application)

Yes (If so this submittal also

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 guestions 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.

<u>FEES for Exterior Appearance/Site Plan Review:</u> 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 is the application <u>does not</u> meet the requirements for Site Plan Approval. Briefly describe how this application <u>will not</u> 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

