AGENDA
President and Board of Trustees
Village of Arlington Heights
Board Room

Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005
December 18, 2023
7:30 PM

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

A. Presentation of the Colors by Cub Scout Pack 269

III. ROLL CALL OF MEMBERS

IV. APPROVAL OF MINUTES

A. Committee of the Whole 11/15/2023
B. Village Board 12/03/2023

V. APPROVAL OF ACCOUNTS PAYABLE

A. Warrant Register 12/15/2023

VI. RECOGNITIONS AND PRESENTATIONS

A. 2023 Cultural Arts Award presentation to Sarah Wade.

VII. PUBLIC HEARINGS

VIII. CITIZENS TO BE HEARD

Anyone wishing to speak on a subject not on the Agenda should fill out a card, located in the back of the room, and hand it to the Village Clerk. Please limit your comments to three minutes.

IX. OLD BUSINESS

X. CONSENT AGENDA

This Agenda consists of proposals and recommendations that, in the opinion of the Village Manager, will be acceptable to all members of the

Board of Trustees. The purpose of this Agenda is to save time by taking only one roll call vote instead of separate votes on each item. Consideration of this Consent Agenda will be governed by the following rules and procedures prior to roll call vote:

1. Any Trustee who wishes to vote "no" or "pass" on any Consent Agenda items should so indicate.
2. Upon the request of any one Trustee, any item will be removed from the Consent Agenda and considered separately after adoption of the Consent Agenda.
3. Citizens in the audience may ask to remove any item on this Consent Agenda.
4. One roll call vote will be taken and will cover all remaining Consent Agenda items.

CONSENT APPROVAL OF BIDS

A. 2023 Parking Garage Restoration - Change Order and Budget Amendment Ordinance Approval

B. Paver Equipment Purchase for Public Works Department

C. Historical Museum Campus - Roof Replacement

D. Pickup Truck Vehicle Purchase for Police Department

E. Resolution Approving Final Design Agreement for Algonquin Road Sewer Capacity Improvement

F. Agreement with AT&T - Hickory/Kensington Project

G. Village Hall Replacement Office Chairs

CONSENT LEGAL

A. Resolution Approving a Settlement Agreement and Release of All Claims

B. Ordinance - Golf VX - 622, 626 & 644 E. Rand Rd.

C. Ordinance - Paragon Mechanical - 2400 S. Arlington Heights Rd.

D. Ordinance - 116-120 W. Eastman Development

E. Resolution approving an agreement with Municipal GIS Partners, Inc., for GIS support services

XI. APPROVAL OF BIDS

XII. NEW BUSINESS

A. Arlington Gateway Development/Phase 1 - 1, 15, 111 E. Algonquin Rd, 2355 S. Arlington Heights Rd. - PC#23-012 Planned Unit Development for Mixed-Use Development, Rezoning from the B-3, General Service, Wholesale, and Motor Vehicle District to the B-2, General Business District, Preliminary Plat of Subdivision approval to consolidate into one lot, and Variations from Chapter 28 Municipal Code

XIII. LEGAL

A. Resolution Regarding the Zoning and Regulation of Properties in the Vicinity of 116-120 W. Eastman Development

XIV. REPORT OF THE VILLAGE MANAGER

XV. APPOINTMENTS

XVI. PETITIONS AND COMMUNICATIONS

XVII. ADJOURNMENT

Persons with disabilities requiring auxiliary aids or services, such as an American Sign Language interpreter or written materials in accessible formats, should contact Erin Mercado, at 33 S. Arlington Heights Road, Arlington Heights, Illinois 60005, emercado@vah.com or (847)368-5793.

Village Board
12/18/2023

Item: Presentation of the Colors

Department: Village Manager's Office

Presentation of the Colors by Cub Scout Pack 269

Village Board
12/18/2023

Item: Committee of the Whole 11/15/2023

Department: Village Clerk

ATTACHMENTS:

Description	**Type**
Committee of the Whole 11/15/2023	Minutes

COMMITTEE-OF-THE-WHOLE
MINUTES OF THE MEETING OF THE PRESIDENT
AND THE BOARD OF TRUSTEES OF
THE VILLAGE OF ARLINGTON HEIGHTS
BOARD ROOM
WEDNESDAY, NOVEMBER 15, 2023
7:00 P.M.

BOARD MEMBERS PRESENT:	Mayor Thomas Hayes, Trustees Bertucci, Dunnington, Grasse, LaBedz, Schwingbeck, Shirley & Tinaglia
STAFF MEMBERS PRESENT:	R. Recklaus, T. Kuehne, M. Juarez, K. Baumgartner, M. Mattio, C. Perkins, C. Papierniak, Chief Harris, and Various Department Support Staff

SUBJECTS:

A. Staff Follow-up from Previous Meeting
B. Review of Department Budgets
C. Final Recommendation of Committee-of-the-Whole to Board of Trustees for Property Tax Levy
D. Final Recommendation of Committee-of-the-Whole to Board of Trustees for the 2024 Budget

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President Hayes called the meeting to order at 7:00 PM.

Staff Follow-up from Previous Meeting

Mr. Recklaus said there wasn't anything notable from the prior meeting to follow-up on.

Review of Department Budgets – Department Representatives

<u>Boards & Commissions</u>

Mr. Recklaus said the 2024 overall Commissions budget increased $7,300 from 2023. In regards to Meet Chicago Northwest, he said dues increased $23,600 based on the 2022 Hotel Tax receipt which can only indicate an increase in visitors to the area. In addition, the Arlington Heights Community Concert Band grant increased by $2,400. Finally, the Special Events Commission budget decreased due to transferring Harmony Fest funds to Integrated Services.

President Hayes expressed his support for the Arlington Heights Community Concert Band grant increase. He mentioned he met with the director and other leadership and they have requested the support of the Board and Village. They currently have an abundance of performers and have had to turn some away. They have created The Jazz Exchange program to give current members

more opportunities to perform. They also mentioned they are searching for a permanent performance venue within the community.

Trustee Shirley and Trustee LaBedz asked which commission the Arlington Heights Community Concert Band falls under. Mr. Kuehne said it is under the Boards & Commissions Administration section.

Trustee Tinaglia mentioned he previously suggested the construction of a permanent stage structure at Harmony Park funded by sponsors and the like. He asked if staff has had the opportunity to explore the idea. Mr. Recklaus said staff can do research on construction cost. He went on to say that special events have become extremely successful, however it has become more demanding on staff time.

Planning & Community Development

Mr. Perkins mentioned there are many new and exciting projects in the works including 12 active plan commission cases. In 2023, his department welcomed three new staff members, leaving one vacancy. In regards to the budget, he said it is a status quo budget with a 3.9% increase from the prior year. He mentioned that the largest expenditure increases in the General Fund pertains to marketing, trade shows, and specialized software. The Alfresco budget will include the development design and installation of Instagram-able signs and improving gateway signs.

Mr. Perkins went on to discuss the different TIF districts. In regards to TIF V, he highlighted that the fund is thriving and proposed a $1M surplus distribution in 2024 to the taxing districts on a proportional basis. He mentioned that new signage for the Uptown shopping district was installed in 2023. The next phase to revamp the Uptown Shopping District includes improved pedestrian crosswalks at major intersections, a middle banner on the light posts subject to IDOT approval, and landscaped medians and tree planting. As for TIF IV, Mr. Perkins said the Village will continue to work with Urban Street on their proposed redevelopments. The Hickory/Kensington TIF will begin burying some utility lines on the north end of Kensington Road. Lastly, the South Arlington Heights Road TIF District has budgeted $1M for sewer improvements.

Trustee Bertucci asked for clarification on the 123% increase in "Other Charges." Mr. Kuehne attributed $1M to the surplus distribution from TIF V and $436,000 for CDBG programs.

Trustee Dunnington inquired about the downtown signs and light project. Mr. Perkins said the expenditures are listed in the Arts & Entertainment Fund under the Planning budget.

Trustee Tinaglia asked about the staffing levels in the Planning Department, if there was a need for additional staff and how they are managing workloads during the implementation of the ERP software. Mr. Perkins said recruitment has been a challenge. An offer was extended and accepted for the final open vacancy in the department with a start date in December. He mentioned the Board approved an additional Assistant Planner last year and didn't believe they need additional staffing at the time. Mr. Recklaus added that a few ERP modules would go live at the beginning of the year, and after some optimization he expected things to run smoothly by the first quarter of 2024.

Trustee Shirley asked if TIF V will close after the surplus distribution. Mr. Perkins said the fund will remain open with a positive fund balance to fund the next phase of the Uptown District enhancements.

Public Works

As part of the 2024 budget, Mr. Horne proposed the addition of one full-time Engineering Inspector in the Engineering Division. He said that over the last few years, the Engineering Division has experienced increased demands primarily due to the Village's robust capital improvement program and the everchanging and increasing mandates. This has resulted in overwhelmed and burnt-out staff, inconsistent inspections and plan review comments, frustrated residents and developers, and increased consulting service costs. He said the addition of a full-time Engineering Inspector would improve employee workload and moral, resulting in improved customer service and a reduction in operational costs.

President Hayes, Trustee Bertucci, and Trustee LaBedz thanked Mr. Horne for his presentation and supported the new proposed position.

In regards to the budget, Mr. Papierniak agreed that the addition of a full-time Engineering Inspector would reduce expenditures within the General Fund's contractual services. He anticipated an increase in professional services within the Water & Sewer Fund's water utility operations to accommodate water sampling related to the fifth unregulated contaminant monitoring rule set by the EPA. He mentioned increases are expected in contractual services due to rising labor wages, rebidding of projects once contracts have expired, and higher costs for materials and equipment. In addition, long lead times and parts scarcity continue to be a challenge. In an effort to keep contractual services at a minimum, Public Works has been completing more projects in-house.

Mr. Papierniak said that in 2024, Public Works will continue to balance the long-term capital needs of the parking garages with reduced revenues. He highlighted that in an effort to meet the Board's strategic priority for more green initiatives, 42% of Public Works' fleet is considered alternatively fueled, and in early 2024 they will present to the Board more details on the solar roof for the Public Works building.

Trustee Grasse thanked Mr. Papierniak for his responsible use of Village funds and his efforts to keep costs at a minimum. She expressed her support for the proposed full-time Engineering Inspector position.

Fire

Chief Harris presented the Fire Department's budget. He noted that the budget is a fiscally responsible budget. There is a 5.8% decrease in the annual contribution to Northwest Central Dispatch due to receiving higher 911 surcharge money and the addition of the Village of Barrington. An increase in the JEMS annual membership fee is related to the NWCD's approval of a deputy position to assist with workload. Supply chain issues continue to be problematic. The Village previously ordered a new Ford Expedition for the Battalion Chief and it was delivered

in June. However, due to supply chain issues with the emergency light, the vehicle is not in service. Currently, there are 6 ambulances, 2 engines, and a tower ladder on order. Tentative delivery dates for these vehicles range from June 2024 to May 2027.

Chief Harris introduced the Fifth Ambulance Program to meet the demands of increased call volume and reduce the number of mutual aid responses from neighboring departments. The fifth ambulance would be staffed during peak emergency service request hours which are Monday through Friday, 8:30 a.m. to 4:30 p.m. He mentioned that in 2022, the Fire Department responded to 11,108 service calls making it the highest number of emergency responses in the Department's history. That same year, the Department received mutual aid from neighboring departments 324 times during the peak hours. EMS calls continue to rise, and in an effort to prevent personnel burnout and mental health issues of firefighters and paramedics, Chief Harris said the need for a fifth ambulance is the Department's greatest need. The long-term plan would be to fully fund a 24-hour, 365-day fifth ambulance and hire six additional Firefighter Paramedics to increase service to the community. He explained how staffing of a fifth ambulance would eventually pay for a portion of the increased cost through higher ambulance billing revenues, increased ambulance fees, and reduction in overtime costs.

President Hayes inquired about the supply chain issues to procure emergency vehicles. He asked if it was due to lack of manufacturers throughout the country or unavailability of materials; and if the Department of Labor of Federal Government are getting involved to resolve the issue. Deputy Harris said that during the pandemic obtaining steel and other supply was the challenge, however, the current challenge is the labor shortage. He expressed concern over procurement lead time and questioned whether the technology on emergency vehicles will be outdated by the time the vehicle is received. Mr. Recklaus added that the Village is very fortunate that Public Works does an exceptional job of maintaining Village owned vehicles and apparatuses, and that some ambulance parts may be refurbished.

Trustee Bertucci, Trustee Grasse and Trustee Tinaglia thanked the Department for all they do and supported the fifth ambulance program.

Trustee Dunnington supported the Fifth Ambulance Program and asked if the Department has physical space to accommodate six new staff. Chief Harris said there is room to accommodate the addition of six Firefighter Paramedics. Mr. Recklaus added that realistically there would only be 2 firefighters per shift based on their schedules.

Trustee LaBedz inquired about the service call peak hours, and asked for an update on the turnout gear program. Chief Harris attributed the peak hours to the numerous senior living facilities and doctor's offices in town. Many call requests are for inter-facility transport. However, the Fire Department is also being requested because it is an easier and quicker way to be seen at the emergency room. In regards to the turnout gear, Deputy Chief Hanselman thanked the Board for funding the program. He said there are no supply chain issues and orders are being fulfilled within three months. Within the first year of the program, the Department purchased 60 new sets of gear, and additional sets will be purchased in January 2024. He anticipated that in two years, all EMS personnel will have a second set of gear.

Trustee Shirley praised the enhanced command structure at community events and being proactive about being vigilant and prepared behind the scene. Chief Harris said that for every special event there is an incident action plan involving Public Works, Police, and Fire and everyone working, from the command staff in the vehicle, to the people on the street know who's in charge and who to contact from each department in whatever situation arises.

Resident Keith Moens thanked Village staff and the Board for proposing for the fifth year in a row a 0% increase in the tax levy, a tax abatement and TIF surplus distributions all in one year. He applauded the 40% General Fund surplus and suggested investing surplus monies into speeding infrastructure on Village streets to address the excessive speeding.

Final Recommendation of Committee-of-the-Whole to Board of Trustees for the Property Tax Levy

Trustee **Grasse** moved, seconded by Trustee **Schwingbeck** that the Committee-of-the-Whole recommend to the Village Board of Trustees to authorize staff to prepare the Village's and the Arlington Heights Memorial Library's 2023 Tax Levy Ordinance reflecting a total tax levy of $52,871,000 or a 0% increase over the 2022 tax levy for the Village and Library portion of the levy.

Final Recommendation of Committee-of-the-Whole to Board of Trustees for the 2024 Budget

Trustee **Tinaglia** moved, seconded by Trustee **LaBedz** that the Committee-of-the-Whole recommend to the Village Board of Trustees that the Board approve the Proposed 2024 Budget as amended through the review process.

TRUSTEE LABEDZ MOVED, SECONDED BY TRUSTEE BERTUCCI TO ADJOURN THE MEETING AT 8:30 P.M.

Village Board
12/18/2023

Item: Village Board 12/03/2023

Department: Village Clerk

ATTACHMENTS:

Description	**Type**
Village Board 12/03/2023	Minutes

MINUTES
President and Board of Trustees
Village of Arlington Heights
Board Room
Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005
December 4, 2023
7:30 PM

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL OF MEMBERS

President Hayes and the following Trustees responded to roll: Schwingbeck, Dunnington, Bertucci, LaBedz, Baldino, Grasse, Tinaglia, and Shirley.

Also present were: Randy Recklaus, Diana Mikula, Tom Kuehne, Charles Perkins, Hart Passman and Becky Hume.

IV. APPROVAL OF MINUTES

A. Village Board 11/06/2023 Approved

Trustee Nicolle Grasse moved to approve. Trustee Jim Tinaglia Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Bertucci, Dunnington, Grasse, Hayes, LaBedz, Schwingbeck, Shirley, Tinaglia

B. Committee of the Whole 11/13/2023 Approved

Trustee Richard Baldino moved to approve. Trustee Robin LaBedz Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Bertucci, Dunnington, Grasse, Hayes, LaBedz,

Schwingbeck, Shirley

Abstain: Tinaglia

C. Committee of the Whole Minutes 11/20/2023 Approved

Trustee Nicolle Grasse moved to approve. Trustee Robin LaBedz Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Dunnington, Grasse, Hayes, LaBedz, Schwingbeck, Shirley, Tinaglia

Abstain: Bertucci

D. Village Board 11/20/2023 Approved

Trustee Tom Schwingbeck moved to Bertucci. Trustee Wendy Dunnington Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Dunnington, Grasse, Hayes, LaBedz, Schwingbeck, Shirley, Tinaglia

Abstain: Bertucci

V. APPROVAL OF ACCOUNTS PAYABLE

A. Warrant Register 11/30/2023 Approved

Melissa Cayer asked what was the purpose of the purchased vehicle. Staff will get back to her.

Trustee James Bertucci moved to approve in the amount of $1,621,040.67. Trustee Richard Baldino Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Bertucci, Dunnington, Grasse, Hayes, LaBedz, Schwingbeck, Shirley, Tinaglia

VI. RECOGNITIONS AND PRESENTATIONS

VII. PUBLIC HEARINGS

Trustee Jim Tinaglia moved to open the Public Hearing. Trustee Robin LaBedz Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Bertucci, Dunnington, Grasse, Hayes, LaBedz,

Schwingbeck, Shirley, Tinaglia

A. Proposed 2024 Budget — Approved

Mr. Kuehne presented the 2024 Budget which for the 5th year in a row has a zero percent tax levy. It takes a lot of financial planning and deliberate actions to achieve this. The Village planned for higher pension funding requirements by keeping pension levies at a consistent rate during high interest earning years. The overall levy is still stable after the 2022 market down turn. We established a long-range bond and debt schedule which keeps the debt levy consistent. Recently, we have experienced solid sales and income tax receipts. The combination of these factors allows us to keep the taxes down. We were able to eliminate vehicle stickers and dog tags for 2024 and future years.

Mr. Recklaus added that staff has kept expenditures flat for the past several years. The Village has also invested dramatically in infrastructure; roads, water mains and sewers. Most of our budget goes to support public safety personnel in the Police and Fire Departments. The next greatest receiver of funds is Public Works at just under 20%.

President Hayes said it is unprecedented to achieve 5 years in a row of no tax increases. He credited the leadership of staff and all employees who do everything they can to keep the tax bill low.

Martin Bauer thanked the Board for a solid budget with a flat tax.

Keith Moens thanked Board and staff for their hard work, this is a tremendous support for taxpayers. It puts money back in resident's pockets, which he believes will be spent locally. He said let's go for a sixth year.

Trustee Jim Tinaglia moved to close the Public Hearing. Trustee Tom Schwingbeck Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Bertucci, Dunnington, Grasse, Hayes, LaBedz, Schwingbeck, Shirley, Tinaglia

VIII. CITIZENS TO BE HEARD

IX. OLD BUSINESS

A. Ordinance - Code Amendment Chapter 13 Supplemental Alcoholic Beverage Class Liquor License — Approved

Ms. Mikula explained the proposed new classification would allow package liquor stores to sell liquor on premises by the glass as part of class offerings. This will address the request of a local entrepreneur who would like to offer cocktail making classes while selling the liquors for the cocktails. Also, a local wine merchant would like to hold tastings that would allow glasses of champagne or wine to be served in his shop. This classification would allow for an educational class of liquor classification for a package liquor store.

President Hayes said the draft ordinance is consistent with what the Board discussed earlier in the year.

Trustee Tinaglia asked if there was any provision to how often these classes can occur. Ms. Mikula said no, but a patron can only attend one class per day during the 9 a.m. and 10 p.m. business hours. A person can receive up to three drinks in a class. The classes will have costs to enroll.

Trustee Nicolle Grasse moved to approve Ordinance 2023-78. Trustee Tom Schwingbeck Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Bertucci, Dunnington, Grasse, Hayes, LaBedz, Schwingbeck, Shirley, Tinaglia

B. Report of the Committee of the Whole Meeting of November 13, 2023 — Approved

A. Arlington Heights Memorial Library Budget Review

Trustee Bertucci moved, seconded by Trustee Schwingbeck that the Committee-of-the-Whole recommend to the Board of Trustees that the Board acknowledge with thanks the proposed budget for the Arlington Heights Memorial Library.

Trustee James Bertucci moved to approve. Trustee Tom Schwingbeck Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Bertucci, Dunnington, Grasse, Hayes, LaBedz, Schwingbeck, Shirley, Tinaglia

C. Report of the Committee of the Whole Meeting — Approved

of November 15, 2023

C. Final Recommendation of the Committee of the Whole to the Board of Trustees for the 2023 Property Tax Levy payable in 2024

Trustee Grasse moved, seconded by Trustee Schwingbeck that the Committee-of-the-Whole recommend to the Village Board of Trustees to authorize staff to prepare the Village's and the Arlington Heights Memorial Library's 2023 Tax Levy Ordinance reflecting an estimated total tax levy of $52,871,000 or a 0% increase over the 2022 tax levy for the Village and Library portion of the levy.

Trustee Tinaglia said it is unprecedented that there has been a zero percent tax increase for 5 years.

Trustee Nicolle Grasse moved to approve. Trustee Tom Schwingbeck Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Bertucci, Dunnington, Grasse, Hayes, LaBedz, Schwingbeck, Shirley, Tinaglia

D. Report of the Committee of the Whole Meeting of November 15, 2023 — Approved

D. Final Recommendation of the Committee of the Whole to the Board of Trustees for the 2024 Budget.

Trustee Tinaglia moved, seconded by Trustee La Bedz that the Committee-of-the-Whole recommend to the Village Board of Trustees that the Board approve the Proposed 2024 Budget as amended through the review process.

Trustee Jim Tinaglia moved to approve. Trustee Robin LaBedz Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Bertucci, Dunnington, Grasse, Hayes, LaBedz, Schwingbeck, Shirley, Tinaglia

E.	An Ordinance Providing for the Levy, Assessment and Collection of Taxes for the Year Beginning January 1, 2024, and Ending December 31, 2024, for the Village of Arlington Heights	Approved

Trustee James Bertucci moved to to move the Tax Levy, Tax Abatement and Budget Ordinances to this point in the agenda. Trustee Richard Baldino Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Bertucci, Dunnington, Grasse, Hayes, LaBedz, Schwingbeck, Shirley, Tinaglia

Trustee James Bertucci moved to approve 2023-79. Trustee Robin LaBedz Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Bertucci, Dunnington, Grasse, Hayes, LaBedz, Schwingbeck, Shirley, Tinaglia

F.	An Ordinance Abating Taxes Levied for the Year 2023 Heretofore Levied to Pay Principal and Interest on the $9,530,000 General Obligation Bonds, Series 2018, of the Village of Arlington Heights	Approved

Trustee Richard Baldino moved to approve 2023-80. Trustee Wendy Dunnington Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Bertucci, Dunnington, Grasse, Hayes, LaBedz, Schwingbeck, Shirley, Tinaglia

G.	An Ordinance Adopting a Budget and Appropriations Ordinance and Amounts Set Forth Therein for the Year Commencing January 1, 2024 and Ending December 31, 2024	Approved

Trustee Nicolle Grasse moved to approve 2023-81. Trustee Jim Tinaglia Seconded the Motion.

The Motion: Passed
Ayes: Baldino, Bertucci, Dunnington, Grasse, Hayes, LaBedz, Schwingbeck, Shirley, Tinaglia

H. 116-120 W. Eastman Development - PC#23-002 Approved Planned Unit Development, Land Use Variation for Multi-Family in B-5, Conceptual Restaurant Special Use Permit, Variations

Katie Lambert said their team focused on the recommendations made at the Board Meeting of November 6th and made changes to incorporate some screening for the pool deck and stepping the St. James façade. They pealed back the 5th floor opposite St. James so that it is lower. Parking is partially submerged and the setbacks were increased. The pool deck was moved further in from Highland.

Mr. Perkins said the building lost an interior fitness room and three 5th floor units. The bedroom count went from 159-155. The parking count remains the same, and the ratios for parking increased so the building exceeds code by 2 spaces. The request for tandem stalls reduced from 23 to 21.

The streetscape on St. James is not aesthetically pleasing, and while it is not in front of their property, the developer has agreed to remove that asphalt and install grass if possible. There are utilities there, so it may not be possible.

The neighborhood immediately to the north is zoned R- 3. There are concerns that the neighboring properties are also zoned B-5 meaning more density is possible in the neighborhood. The neighbors and the Board expressed concern on this, so the Board could consider drafting a Red Flag Ordinance for properties on either side of the project. Such an ordinance would identify that further study and evaluation could occur.

Staff recommends approval of the project with the modifications presented this evening. The Plan Commission also voted in favor of the approval. Mr. Perkins itemized the changes made since the November 6th review which were highlighted in the staff report.

Mr. Recklaus explained from a legal perspective, the applicant purchased the property under the existing Zoning Code. The applicant has a right to build on their property within the existing code. So tonight, there are three items the Board is voting on. Those are the only items that deviate from Village regulations. The matter of whether or not the parcel should be zoned B-5 is not being voted upon. If one doesn't agree on the zoning, it is not a legally defensible reason to vote against the project. You can direct staff to evaluate the zoning on the other lots in the area but that would not affect this vote.

President Hayes said this process has been really constructive and resulted in a high-quality project. It will be a great addition to the neighborhood and the community. He is in support of the proposal as modified. He would like to see condition 15 (the removal of asphalt) occur and a Red Flag Ordinance move forward.

Trustee Grasse said the petitioner bought the property with the current zoning and was willing to listen and change the project based on feedback from the Board and neighbors. She noted this process highlighted that if we work together, we can come to better conclusions. She supports looking at a Red Flag Ordinance.

Trustee LaBedz asked if they studied going down one more level. Joe Taylor said they did, but from a financial perspective, it was not reasonable. Trustee LaBedz noted the cabanas at the pool will help shade the tenants in addition to providing screening. She said the nearby bank property may not be a bank forever. She is very much in favor of a Red Flag Ordinance, and asked that the area from Walnut to Vail on Northwest Highway be evaluated, not just the neighboring lots.

Trustee LaBedz said it was unfair to say the residents have not been heard. They have been heard very well and their concerns resulted in a high-quality project. The Board is not choosing between the developer and the residents. She said she hoped it was a win-win, no one got everything they wanted.

Resident Comments

Greg Menzies said the building is too dense and too high. B-5 to residential is not a small change. He was in favor of a Red Flag ordinance.

Vivian Menzies also liked the Red Flag Ordinance suggestion and said the area should encompass any area where single family homes are next to the downtown area. The building in question has only been a commercial building, this is a huge change.

Tom Gaynor said he would like to see a more collaborative approach rather than a serial process. Visioning would help. He is proud of the improvements that were made.

Scott McKinney said he was surprised by the lack of change in the project based on how adamant the Board was at the last meeting.

Eileen Devine said the neighbors' passion is equal to the developers. Residents need to be involved earlier in the process to better communication rather than it turning defensive, contentious and unfriendly. She disagreed that the building should be multi use, saying it could be 3 stories of residential instead. The changes made were minimal and the building is still too large.

Jon Lewis said said the Board should consider precedent, and just because it can be built doesn't mean it should be. He said three story buildings next to single family is not appropriate, and he is not sure he can trust the will of the Board.

Jacob Starr said he lives directly across the street. Everything that has been asked of the developer, they have done, and people keep asking for more. He said they have done a good job in being responsive. He expressed concern that the exit from the garage is 90 degrees, he suggested it might be better angled. Mr. Perkins explained traffic would be directed to the south with signs.

Martin Bauer said he was in favor of the building. Most of the concerns expressed will dissipate. The Village benefits from the businesses and the higher density. Being business friendly helps the town and predictability is important for development. Including the neighbors and HANA benefitted the development. The petitioner has gone out of its way toe work with the Village and residents.

Eric Cecci said he was originally not on board with the project. He always hoped something would be done though. There has been a lot of compromise and he wished there would not be headlights coming directly into his home, but he appreciated all the efforts of the neighbors and the developer.

Board Comments

President Hayes said the resident's concerns were heard and incorporated into the plans. No one got everything they wanted, but the result is a great project for the neighborhood and the Village.

Trustee Schwingbeck said the project looks nicer than it did than before.

Trustee Grasse explained that the Board has to look at the economic needs of the Village too. It also has to make decisions that do not put the Village in legal jeopardy. This decision ensures developers know that the zoning laws can be trusted. She is in favor of the project.

Trustee Dunnington said because of the zoning, not all the changes suggested could be made. She would like to consider a Red Flag Ordinance. This project will help everyone looking for apartments in the Village, these new residents will add to our local economy.

Trustee Baldino agreed that the Red Flag Ordinance will allow for more open discussions on properties in the area, we can have more productive conversations on the next properties to come forward. He said enough changes have been made that he will vote in favor.

Trustee Schwingbeck questioned the 90 degrees egress. It was explained

for safety reasons, the traffic review team worried that vehicles might be directed into the wrong lane. Visibility was also a concern. Highland is a 2-way street. The developer said they will sign, stripe and have cameras there. If there are repeat offenders, they will take action.

Trustee Bertucci asked if the Village would consider making Highland one way south. Mr. Perkins explained that change would push more traffic onto St. James.

Trustee LaBedz inquired as to the staging plans for materials, and worker parking. Mr. Taylor said parking and staging will be coordinated and there is a lot of open space on Eastman. Mr. Perkins said prior to issuance of a permit, a detailed staging plan must be submitted with parking and timing specified. Private parking may be sought too. It has to be monitored and signed.

Trustee Tinaglia asked how tall would a building be in this zoning category if all the other criteria were followed. Mr. Perkins said it could be 90 feet, or 8-plus stories. It's also possible it could be up to 140 feet if the building had a density bonus. A zero lot-line is also allowed. This project exceeds all the setback requirements in a B-5 district. Trustee Tinaglia said the building could be taller and larger than what they are proposing. The current building is horrible and has been that way for quite a while, this architect and owner have put together a really attractive building. With the recent changes, the building is sensitive to the neighborhood and a nice building. The South side wins all the great developments, it is time for the North side to get a nice project. He is in support.

Trustee Bertucci said the developer has addressed the Northwest corner setbacks. This development will have 3 sides of business and only ½ of one side being subjected to the residents. It's going to look much better than what is there now. He is in favor.

(Author's note: the two motions were made at this point in the meeting, they are recorded at the end of the discussion.)

Trustee Tinaglia said he was concerned about the Red Flag Ordinance. For property owners, you are changing what they can do. We ought to be really careful, if we create a Red Flag Ordinance, it should be for any B-5 property directly across from R-2. The current scope is too narrow.

Mr. Passman said the motion, as was stated, means the Ordinance would come back and on a future agenda for adoption. That does not change the zoning, it would formally set in motion the process for possible amendments to the zoning map.

Trustee Wendy Dunnington moved to direct staff to draft an ordinance based on the Plan Commission's recommendations for 116-120 Eastman to include the proposed staff revisions. Trustee Tom Schwingbeck Seconded the Motion.

The Motion: Passed
Ayes: Baldino, Bertucci, Dunnington, Grasse, Hayes, LaBedz, Schwingbeck, Shirley, Tinaglia

Trustee Robin LaBedz moved to direct staff to prepare a "Red Flag" Ordinance for consideration at a future meeting directing the Plan Commission to hold a public hearing concerning properties fronting St. James Street immediately adjacent to the proposed 116-120 Eastman Redevelopment site and along Northwest Highway to Walnut/Ridge. Such ordinance would identify that further study and evaluation of possible zoning, rezoning, overlay zoning and/or comprehensive plan changes may be considered for their properties. Trustee Nicolle Grasse Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Bertucci, Dunnington, Grasse, Hayes, LaBedz, Schwingbeck, Shirley
Nays: Tinaglia

X. CONSENT AGENDA

CONSENT APPROVAL OF BIDS

Trustee Richard Baldino moved to approve. Trustee Jim Tinaglia Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Bertucci, Dunnington, Grasse, Hayes, LaBedz, Schwingbeck, Shirley, Tinaglia

A. New Rescue Squad

B. Vendor Expenses Over $25,000 in Aggregate for Calendar Year 2024

C. Ambulance Billing Contract - EMS|MC

D. Superion/CentralSquare Agreement for Q1 2024

CONSENT NEW BUSINESS

A. Cash Paid by Developers in Lieu of Land Approved

Dedication

Trustee Richard Baldino moved to approve. Trustee Jim Tinaglia Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Bertucci, Dunnington, Grasse, Hayes, LaBedz, Schwingbeck, Shirley, Tinaglia

CONSENT LEGAL

A. Resolution - Employment Agreement Adjustment - Village Manager — Approved

Trustee Richard Baldino moved to approve R2023-37. Trustee Jim Tinaglia Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Bertucci, Dunnington, Grasse, Hayes, LaBedz, Schwingbeck, Shirley, Tinaglia

CONSENT REPORT OF THE VILLAGE MANAGER

XI. APPROVAL OF BIDS

XII. NEW BUSINESS

A. Full Circle Communities/Grace Terrace - 1519 S. Arlington Heights Rd. - PC#23-007 Rezoning, Planned Unit Development, Comprehensive Plan Amendment, Plat of Subdivision, Variations — Approved

Emma O'Connor-Brooks and Denise Reyes, project managers with Full Circle communities, presented the proposal for a 25 unit supportive housing development for veterans and those with disabilities. Full circle is a nonprofit affordable housing developer. Their units are 95% occupied they own 1628 units in three states. Their mission is to expand access to affordable housing. They are the owners as well as the developers.

The Housing Task Force approached them to look for a project in the Village for persons with disabilities. Heart's Place is fully leased with a waitlist. They mailed notification letters to homes within 1000 feet of the project, exceeding the requirement by 750 ft. The location is on South Arlington Heights Road near many amenities and sidewalks. Transit is

nearby with a Pace bus stop within walking distance. Pace also offers on demand rides for those with disabilities, with a pick-up location across the street. There will be landscaping to buffer the site lines of the lot. The setbacks are generous to allow for screening and privacy. The total distance from their building to the rear neighbor's home is 128 feet. The entrance is at the rear. Their funding is through the IHDA and grants. This is independent living for veterans and people with disabilities. They offer 100% rental assistance through Cook County.

An interest list for potential residents will be opened and marketed locally. A site based resident list will be developed by HACC. Property managers do rigorous background checks. Veterans will have preference. Credit and criminal background checks are performed. Residents in their existing properties typically have a connection the community prior to residency. They abide by the ADA definition of disability and cannot discriminate against a specific disability.

Their staff plan includes 3 staff on site: a 9-5/Monday-Friday manager, a flexible service provider and a part time maintenance person. Ms. O'Conner-Brooks summarized the house rules which include: no sex offenders, zero drug use or possession, zero weapons & firearms, and no public consumption of alcohol. There is a strict visitor and guest policy. They also have security cameras which are monitored, key fob access and a 24/7 tenant hotline to reach management.

There was a traffic study, and it was confirmed it will be a low traffic generator. They are requesting a parking variance for less parking as they believe there will be low demand for parking on site. The building would be similar to Heart's Place which has not had trouble with their parking. They moved the parking lot to the rear to add a deep landscape buffer, account for concerns of being unsightly, and to minimize water runoff. Pedestrian traffic will most likely use the Arlington Heights Road sidewalks. Ms. O'Connor-Brooks said they will have the correct exterior lighting levels. They will have a dry bottom water detention and will ensure no water will flow onto other properties. They do not expect to have children living in the development and will pay $50,000 in property taxes. Based on studies, they do not believe their project will negatively impact property values.

Mr. Perkins reviewed the zoning actions requested: a Preliminary Plat of Subdivision to subdivide the property into two lots, amending the Comprehensive Plan to reclassify lot 1 from Offices Only to Institutional, rezone lot 1 from O-T to Institutional, and PUD approval to allow a 25-unit permanent supportive housing facility. Variations are required for width, parking, and to omit a loading zone.

To the south is a memory care facility. The property to the north, is Office Transitional. Four projects have been approved for this property since 1987, two of them were not built. In 2013 the memory care facility was built next door. In 2016 a medical office came forward, but it was not built either. It is unlikely that the lot will be developed as an office use, as that

market is flat. It could be residential R-6 or R-5, but those are denser zoning classifications than this project.

There will be 67 evergreen trees planted along the rear property line, they will be 8 feet tall. It is 5.9' taller than the Comprehensive Plan recommends. There will be a 6-foot fence on the east.

Pearl Street Commons, the developer's 'like property' in McHenry has had 2.18 calls for service per unit, per year. Heart's Place, the most recent affordable housing building in the Village, has had 1.81 calls per service per unit, per year.

The Staff Development Committee recommended approval; the Plan Commission vote failed. Staff recommended more flexibility in the staffing hours than proposed. The petitioner must provide estimates for the minimum hours for review and approval by the Village. Staff also recommends that they be required to meet the Code parking requirements if it becomes necessary.

Mr. Passman explained that under state law, when a variation does not receive a positive vote from the Village's Plan Commission (the recommending body), the Board vote requires a 2/3 vote in the affirmative by the Trustees. This item requires a 6 of 8 Trustees to vote in the affirmative. The Mayor is not allowed to vote on the variations, but is allowed to participate in the conversation. This is a vote on the variations requested, not the ordinance.

President Hayes read all the emails he received and knows that all the Trustees prepared to consider this proposal. A question as to the Board's motive was made. It is clear to him, there is a dire need for supportive housing for individuals with disabilities and veterans. This kind of housing is consistent with the Board's strategic priorities. It would help solve the critical need for housing. The Village works hard to have affordable housing, not all communities do. Heart's Place just opened on Rand Road. The question today is if this is an appropriate location.

President Hayes was concerned that veteran's statuses were not being verified. People who receive dishonorable discharges no longer qualify as veterans. Joshua Wilmoth, President of Full Circle, said they follow the law, a dishonorably discharged person is not considered a veteran, and not qualified to live in this development.

Trustee Schwingbeck asked the role of the onsite property manager. Mr. Wilmoth said they are there to enforce the lease, build relationships, ensure rent payment and keep the building up to their standards. There are 2 people allowed per bedroom. In a two bedroom, they will allow up to 4, but typically there are 2-3 people. Residents are allowed to have guests, but they are held to the same standards. On the weekends, tenants police themselves. Residents can have weekend visitors, that does not violate the house rules. They may have alcohol in their rooms, but not in the public

spaces. Trustee Schwingbeck observed the proposed the landscaping will be much better than what is there now. Ms. O'Conner-Brooks said the fence is a PVC wood appearing material. The trees will be higher than the fence.

Trustee Schwingbeck expressed disappointment that we can't earmark the units for Arlington Heights residents, but he understands the law. He heard from neighbors that close proximity of the building to their homes will allow residents of the new units to be able to look out their windows into their houses. After walking the property, he believed his neighbors have a better chance of seeing into his house than this situation where the homes will be 100 feet away and have a landscape buffer.

Ms. O'Conner-Brooks said by marketing locally they can identify local residents who need this housing, and that is their intent.

Trustee Schwingbeck asked about the cul-de-sac at the end of Emerson Street. Mr. Perkins said the right of way is being dedicated, it will not be a full standard cul-de-sac. It will be offset to the north and constructed at a future date.

Trustee Dunnington said the house rules are much stricter than living in any other apartment complex as marijuana or other drugs are not allowed. The location has good access to transportation, shopping and parks. It makes sense to rezone it as office space is not in demand, whereas this housing is desperately needed.

Trustee Baldino said the need is well demonstrated. He noted the parking lot was moved to the back because of staff recommendations and requirements of the Fire Department. Seeing the calls for service was helpful, how do these facilities compare to regular apartment complexes? Mr. Recklaus said we don't have good comparative data. This type of use generates more calls for service than an office or a vacant piece of property.

Trustee Baldino said the facility is obligated to provide affordable housing for 30 years, but we still have as much control as we do any other property for safety and zoning. Regardless of who owns this, they would have to adhere to the residency requirement. He asked about their ratings online. There seems to be a disconnect from what was presented to what the residents have reported. Mr. Wilmoth said they are Gold rated in Guidestar and 4 out of 4 on Charity Navigator.

Trustee Bertucci asked why we cannot have parking and entry at the front. Mr. Perkins said you can, but you would have to add a drive aisle in the back for fire truck access, so there would be less green space and the building would shift further east. Trustee Bertucci said he would be interested in hearing what the lesser of two evils was for residents, would they rather have the entrance and parking moved, and have the building move closer to their homes? Mr. Recklaus said staff believed if the building moved to the east it would infringe on the landscape buffer to the homes.

Mr. Perkins said the other challenge is for turning onto AH Road, there is not enough room for stacking. Trustee Bertucci said if the orientation of the building is the real issue, it could be reversed. Mr. Perkins explained they would have to redesign the building. They are trying to have the office at the entrance for security reasons and an area to walk out from the community room. It doesn't make sense to have those on the AH Road side. Mr. Wilmoth said the setback would then be 50 feet, with a drive aisle, so reorienting the building might conflict with the landscaping. Mr. Recklaus said if that is something the Board wanted to pursue, it should withhold approval as they would need to redesign the building. Ms. O'Conner-Brooks said there is really a limited use of cars, they are anticipating 9 residents with cars.

Trustee Shirley said he thinks it's backwards; the entrance should be on the front. Putting activity in the back of the building doesn't make sense as that's where the homes are. The smokers will be at the entrance. Arlington Heights Road is a less sensitive neighbor. He doesn't understand how we have the back of the building facing the street. He asked if the restriction on the vacant office land is 2 floors. Mr. Perkins said yes, as it is currently Office Transitional zoning. Trustee Shirley said residents had a right to expect that nothing over 2 stories would be built there.

The issue of calls for service was raised. The calls for service at Heart's Place noted in the report were police calls, but some are Fire Department adjacent. There were 1.8 calls per unit at Hearts Place: 16 % were non crime related for things like wellbeing checks and lost wallets, 49% were for Fire Department/EMS calls, 19% were responsive potential criminal activity and 16% were for reporting of vehicles that did not belong.

Trustee LaBedz inquired about the home furnishings. Ms. O'Conner-Brooks said they are not furnished apartments, but staff might help residents identify resources for furniture through the Housing Task Force. Trustee LaBedz asked if the residents are walked through the house rules Mr. Wilmoth said yes, there is a pre application and post application review. They only have to re-sign the house rules if they change. Trustee LaBedz said having the back face AH Road provides an additional buffer for those homes to the east. She is supportive of the zoning change.

Trustee Tinaglia said 25 units is not super impactful. The third story is a little concerning. He concurred that there would be minimal traffic in the back, but if there were no traffic it would be better. If he could keep that really dense landscape intact and a slightly closer building and the fire lane, all the activity happens away from the homes, that might be more attractive. Getting rid of 36 feet of asphalt is worth looking at. For zoning variations, there can't be self-created hardship, it can't be financially motivated, and it can't negatively impact the area. There is fear of the unknown. How do we make it less scary for the neighbors? Mr. Wilmoth said the variations don't touch where the parking lot and entrance is. He said he was willing to work with staff on resetting the building.

Trustee Grasse asked if the 6-foot fence was standard and if the trees are only 8'. It was explained by architect Therese Thompson that the trees will mature at different rates based on the variety. Many of the plantings are expected to grow to 45'-60'. The trees will provide screening and privacy. Trustee Grasse noted residents were concerned about the third story, but there are many homes in neighborhoods that are 3 stories in the midst of ranch homes. Because of the position and the landscaped privacy, that is less of a concern. The service calls don't concern her as those with disabilities have different needs. She appreciates that alcohol is not allowed in public places. Smoking is always outside these days. If we move the parking, the building will be closer to the homes. If there are issues with lights and privacy, how can it be addressed? Mr. Wilmoth said they are a long term owner operator, they will be here for 30 years at a minimum. He said they would work with the neighbors to find a way to cover or lens the light, they will seek resolutions. Trustee Grasse quoted Willie Nelson, "The world is getting smaller, and everyone in it belongs."

President Hayes said he liked the design the way it is, it is consistent with the memory care facility which rarely has cars there. He would not want the building closer to the residents and didn't anticipate many disruptions from lights and doors.

President Hayes asked the Board if they wished to continue as it was 11:00 p.m., the consensus was to move forward.

Public Comment

The following residents spoke in support of the project: Kim Lawson, Hugh Brady, Dan Wertz, Carina Santa Maria, Keith Moens, Susie Piasecki, Linda Waycie, Kim Hogan, Briain Harrison, Lori Grainawi, Arlen Gould, Janice Phares, and Christina Crusius.

They cited the desperate need for affordable housing, the good reputation of the developer, the difficulty in finding available lots the village, the Board's goals, the success of other like projects, and the community support.

The following resident spoke against the project: Dave Dupree, David Kostich, Joe Giolli, Phyllis Giolli, Kendall Schafer, Matthew Saffad, Michella Schoot, Dom Buccini, Sarah Kokosoulis, Linda Dustin, Jim Thompson, Mayur Shah, Zdravko Gavranovic, Smilyka Gavranovic, Celina Micko, Mark Marshall, Rudy Jacques, Josh Schoot, James Kokosoulis, Wendy Kelly, Peter Gayed, Andreas Papdakis, Gabe Bodnar, Anjil Yousif, and David DiVito.

Their reasons were: lack of notice, zoning change is not appropriate, building is too tall/too many stories, access for residents of the project is not close enough to services-stores-transportation, light pollution, traffic, lack of careful selection of residents, concern about drug dealers, safety, will reduce property values, ugly design, increased crime, backwards siting

of building, percentage of veterans served will be low, too close to high value homes, the neighborhood is/will be surrounded by large developments, could turn into no income housing, exclusion for criminal convictions "may" be enforced-but not required. Some residents asked for the Board to take more time to study the project to make sure it was fully vetted. One noted that there is a lot of development in the area planned, and it seemed too much for one part of town to take all at once.

Mr. Recklaus said residents can sign up for email blasts regarding this project at communications@vah.com. Details, meeting minutes and agendas are currently on the Planning Department's page on the website. He will also move the project to the front page.

Trustee Grasse said she was willing to see if staff could increase the notification reach to ensure the public is properly notified as it does not seem Public Notices are working.

Trustee Grasse moved to concur with the staff development report. Trustee Dunnington seconded the motion.
Ayes: Baldino, Dunnington, Grasse, Hayes, LaBedz, Schwingbeck
Nayes: Bertucci, Shirley, Tinaglia

After the vote, Mr. Recklaus said there were not enough votes for the variations to be approved by Ordinance.

Trustee Tinaglia said he voted no because the project hasn't been vetted properly to convince him it is the right place and the right building. It is different than Heart's Place which isn't in a residential neighborhood all the way around. He also was skeptical of the building's orientation with the front facing the neighbors.

Trustee Bertucci agreed saying he had concerns about the orientation of building. He thought 2 floors might work better. His no vote had nothing to do with the nature of the building

Trustee Shirley said he would not vote for anything over 2 stories and didn't like that the building was flipped.

Mr. Passman said the motion was a direction to staff to draft the documents. The sum of those documents would not be approved unless one or more members changed their mind. Therefore, no ordinance will be brought forward for a vote based on this proposal.

Trustee Nicolle Grasse moved to direct staff to discern if a two story building is feasible, if the building's orientation could be moved so it faces Arlington Heights Road and bring the project back at a future date. Trustee Richard Baldino Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Bertucci, Dunnington, Grasse, Hayes, LaBedz, Schwingbeck, Shirley, Tinaglia

XIII. LEGAL

XIV. REPORT OF THE VILLAGE MANAGER

XV. APPOINTMENTS

XVI. PETITIONS AND COMMUNICATIONS

XVII. ADJOURNMENT

Trustee Richard Baldino moved to adjourn at 12:50 a.m.. Trustee Robin LaBedz Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Bertucci, Dunnington, Grasse, Hayes, LaBedz, Schwingbeck, Shirley, Tinaglia

Village Board
12/18/2023

Item: Warrant Register 12/15/2023

Department: Village Clerk

ATTACHMENTS:

Description	**Type**
Warrant Register 12/15/2023	Warrant Register

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER FOR CHECK DATE: 12/15/2023

Fund	Fund Description	Total Transaction Amount
101	GENERAL FUND	$1,576,163.86
211	MOTOR FUEL TAX FUND	$207,867.34
215	CDBG FUND	$10,687.50
227	FOREIGN FIRE INS TAX FUND	$17,674.26
231	CRIMINAL INVESTIGATION FD	$8,695.27
235	MUNICIPAL PARKG OPR FUND	$86,678.62
266	HICKORY KENSINGTON TIF	$165,678.00
267	SOUTH ARL HTS RD TIF	$3,552.50
401	CAPITAL PROJECTS FUND	$486,414.78
426	STORM WATER CONTROL FUND	$233,303.49
505	WATER AND SEWER FUND	$88,832.65
506	LEAD SERVICE LINE REPL FUND	$2,967.00
511	SOLID WASTE FUND SWANCC	$149,945.57
515	ARTS ENTERT & EVENTS FUND	$118,073.46
605	HEALTH INSURANCE FUND	$734,660.73
611	GENERAL LIABILITY INS FND	$33,545.58
615	WORKERS COMPENSATION INS	$122,191.65
621	FLEET OPERATIONS FUND	$17,328.08
625	TECHNOLOGY FUND	$64,995.29
721	ESCROW DEPOSITS FUND	$638,759.38
	TOTAL ALL FUNDS	**$4,768,015.01**

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 0000	**NON DEPARTMENTAL**				
304654	721-0000-231011-	ARLINGTON HTS MEMORIAL LIBRARY	CASH IN LIEU OF LAND DEDICATION	$866.22	**$866.22**
304656	721-0000-231011-	ARLINGTON HTS PARK DISTRICT	CASH IN LIEU OF LAND DEDICATION	$10,784.08	**$10,784.08**
304658	721-0000-231011-	ARLINGTON HTS SCHOOL DIST 25	CASH IN LIEU OF LAND DEDICATION	$4,761.48	**$4,761.48**
304675	101-0000-431400-	BRIGHT LIGHT SIGN COMPANY	DESIGN COMMISION REFUND	$300.00	**$300.00**
304737	101-0000-240090-	HFS BUREAU OF FISCAL OPERATIONS - GEMT	GEMT FY 2023	$878,991.77	**$878,991.77**
304789	101-0000-433140-	BLUE CROSS BLUE SHIELD	AMBULANCE REFUND	$109.48	**$109.48**
304790	101-0000-433140-	BLUE CROSS CLUE SHIELD ILLINOIS	AMBULANCE REFUND	$90.76	**$90.76**
304791	101-0000-433140-	CIGNA	AMBULANCE REFUND	$1,127.19	**$1,127.19**
304792	101-0000-433140-	HEALTHCARE & FAMILY SERVICES	AMBULANCE REFUND	$2,240.04	**$2,240.04**
304793	101-0000-433140-	HUMANA(MEDICAID)	AMBULANCE REFUND	$405.67	**$405.67**
304794	101-0000-433140-	NATIONAL GOVERNMENT SERVICES	AMBULANCE REFUND	$397.95	**$397.95**
304799	505-0000-452420-	ANDRZEJ BOCHENEK	WATER BILL REFUND	$68.20	**$68.20**

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
304800	505-0000-452420-	CHARLES DANEGGER	WATER BILL REFUND	$68.20	**$68.20**
304801	505-0000-452420-	CHRISTINE FUNK	WATER BILL REFUND	$17.70	**$17.70**
304802	505-0000-452420-	MARK WALAS	WATER BILL REFUND	$448.18	**$448.18**
304803	505-0000-452420-	MATUSI, TSUBASA	WATER BILL REFUND	$227.30	**$227.30**
304804	505-0000-452420-	NIKILL BEKE	WATER BILL REFUND	$27.80	**$27.80**
304805	505-0000-452420-	PSCR INC REALTOR	WATER BILL REFUND	$17.70	**$17.70**
304806	505-0000-120800-	PUDLO, JOSEPH	WATER BILL REFUND	$51.95	**$51.95**
304807	505-0000-452420-	RAYMOND PIATKOWSKI	WATER BILL REFUND	$27.80	**$27.80**
304808	505-0000-452420-	RED WING SHOE STORE	WATER BILL REFUND	$55.60	**$55.60**
304809	505-0000-452420-	RED WING SHOE STORE	WATER BILL REFUND	$17.70	**$17.70**
304834	721-0000-231011-	SALT CREEK RURAL PARK DISTRICT	CASH IN LIEU OF LAND DEDICATION	$620,000.00	**$620,000.00**
304859	721-0000-231011-	TOWNSHIP HIGH SCHOOL DIST #214	CASH IN LIEU OF LAND DEDICATION	$2,347.60	**$2,347.60**
902187	101-0000-210940-	EMPLOYEE BENEFITS CORP	HEALTH CARE/DEPENDENT CARE FSA	$311.90	**$1,893.96**

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
902187	101-0000-210940-	EMPLOYEE BENEFITS CORP	HEALTH CARE/DEPENDENT CARE FSA	$1,582.06	
					$145,630.00
902189	511-0000-140050-	SOLID WASTE AGENCY	JAN 2024 TIPPING FEES	$145,630.00	
					$8,391.44
902191	101-0000-210940-	EMPLOYEE BENEFITS CORP	HEALTH CARE/DEPENDENT CARE FSA	$2,358.16	
902191	101-0000-210940-	EMPLOYEE BENEFITS CORP	HEALTH CARE/DEPENDENT CARE FSA	$6,033.28	
					($107,891.55)
902192	605-0000-471230-	BLUE CROSS BLUE SHIELD OF ILLINOIS	MEDICAL/DENTAL 11/16-11/30	($107,891.55)	
			DEPARTMENT 0000 TOTAL:	$1,571,474.22	

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 0101	**BOARD OF TRUSTEES ADMIN**				
					$954.00
304685	101-0101-521650-	CAPTION FIRST INC	CAPTIONING SERVICES	$397.50	
304685	101-0101-521650-	CAPTION FIRST INC	CAPTIONING SERVICES	$556.50	
					$3,415.66
304689	101-0101-522020-	CHICAGO METROPOLITAN AGENCY FOR	DUES	$3,415.66	
					$5,000.00
304740	101-0101-522020-	IL MUNICIPAL LEAGUE	DUES	$5,000.00	
					$4,500.00
304752	101-0101-521650-	LORELLE COMMUNICATIONS INC	PROFESSIONAL SERVICES	$4,500.00	
			DEPARTMENT 0101 TOTAL:	$13,869.66	

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 0201	**INTEGRATED SERVICES ADMIN**				
304664	101-0201-521650-	AT & T MOBILITY	ACCT 232106787838	$100.00	**$100.00**
304691	101-0201-530010-	CHICAGO TRIBUNE	SUBSCRIPTION	$150.99	**$150.99**
304755	101-0201-520050-	MAC STRATEGIES GROUP INC	PROFESSIONAL SERVICES	$10,000.00	**$10,000.00**
304816	101-0201-522030-	PETTY CASH	TRAVEL & TRAINING	$22.25	**$22.25**
304819	101-0201-520050-	POLCO	PROFESSIONAL SERVICES	$4,700.00	**$4,700.00**
304884	101-0201-521650-	VERIZON WIRELESS	ACCT 88534852600001	$156.62	**$156.62**
			DEPARTMENT 0201 TOTAL:	$15,129.86	

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 0301	**HUMAN RESOURCES ADMIN**				
304684	101-0301-522150-	CANON SOLUTIONS AMERICA	OFFICE MACHINES & ACCESS	$9.91	**$9.91**
304741	615-0301-542810-	INTERGOVERNMENTAL RISK MGMT AGENCY	IRMA OCT 2023 DEDUCTIBLE	$122,191.65	**$122,191.65**
304881	101-0301-521650-	VERIZON WIRELESS	ACCT 28544404900001	$47.30	**$47.30**
902186	605-0301-520600-	HMO ILLINOIS	HMO PREMIUM PAYMENT DECEMBER 2023	$297,976.70	**$297,976.70**
902188	605-0301-520550-	BLUE CROSS BLUE SHIELD OF ILLINOIS	ADMIN FEES OCTOBER	$99,618.56	**$99,618.56**
902192	605-0301-542750-	BLUE CROSS BLUE SHIELD OF ILLINOIS	MEDICAL/DENTAL 11/16-11/30	$425,662.05	**$444,957.02**
902192	605-0301-542770-	BLUE CROSS BLUE SHIELD OF ILLINOIS	MEDICAL/DENTAL 11/16-11/30	$19,294.97	
			DEPARTMENT 0301 TOTAL:	$964,801.14	

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 0401	**LEGAL DEPARTMENT ADMIN**				
304696	101-0401-520200-	CLARK BAIRD SMITH LLP	PROFESSIONAL SERVICES	$1,900.00	**$1,900.00**
902185	101-0401-520100-	ELROD FRIEDMAN LLP	OCT 2023 LEGAL SERVICES	$43,312.46	**$43,312.46**
902194	101-0401-520100-	ELROD FRIEDMAN LLP	NOVEMBER 2023 LEGAL SERVICES	$49,867.85	**$49,867.85**
			DEPARTMENT 0401 TOTAL:	$95,080.31	

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 0501	**FINANCE ADMIN**				
304648	101-0501-530050-	AMAZON COM CAPITAL SERVICES	OFFICE EQUIPMENT	$99.99	**$99.99**
304650	101-0501-521650-	ANDRES MEDICAL BILLING LTD	FINANCIAL SERVICES	$6,703.36	**$6,703.36**
304711	101-0501-522010-	DAILY HERALD	ADVERTISING	$71.55	**$71.55**
304741	611-0501-542610-	INTERGOVERNMENTAL RISK MGMT AGENCY	IRMA OCT 2023 DEDUCTIBLE	$16,985.27	**$16,985.27**
304767	611-0501-542600-	METRO DOOR AND DOCK	SERVICE BUILDING MAINTENANCE	$1,115.31	**$16,560.31**
304767	611-0501-542600-	METRO DOOR AND DOCK	SERVICE BUILDING MAINTENANCE	$4,280.00	
304767	611-0501-542600-	METRO DOOR AND DOCK	SERVICE BUILDING MAINTENANCE	$11,165.00	
304787	101-0501-530050-	ODP BUSINESS SOLUTIONS	OFFICE SUPPLIES	($21.98)	**$21.98**
304787	101-0501-530050-	ODP BUSINESS SOLUTIONS	OFFICE SUPPLIES	$21.98	
304787	101-0501-530050-	ODP BUSINESS SOLUTIONS	OFFICE SUPPLIES	$21.98	
304816	101-0501-530050-	PETTY CASH	MISCELLANEOUS SUPPLIES	$4.09	**$189.18**
304816	101-0501-530050-	PETTY CASH	MISCELLANEOUS SUPPLIES	$45.00	
304816	101-0501-530050-	PETTY CASH	MISCELLANEOUS SUPPLIES	$64.25	
304816	101-0501-530050-	PETTY CASH	MISCELLANEOUS SUPPLIES	$75.84	
304820	101-0501-521650-	POSTMASTER ARLINGTON HEIGHTS	PERMIT RENEWAL	$310.00	**$310.00**
					$1,195.28

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
304835	505-0501-522100-	SEBIS DIRECT INC	PRINTING SERVICES	$1,195.28	
					$47.30
304876	101-0501-521650-	VERIZON WIRELESS	ACCT 38508581800001	$47.30	
					$4,654.02
902193	101-0501-522050-	CITIBANK	NOVEMBER 2023 POSTAGE	$4,654.02	
			DEPARTMENT 0501 TOTAL:	$46,838.24	

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 0601	**INFORMATION TECHNOLOGY ADMIN**				
					$248.94
304648	401-0601-550150-	AMAZON COM CAPITAL SERVICES	OFFICE SUPPLIES	$118.99	
304648	401-0601-550150-	AMAZON COM CAPITAL SERVICES	OFFICE SUPPLIES	$129.95	
					$150.00
304683	625-0601-533050-	CADD MICROSYSTEMS, INC.	OFFICE EQUIPMENT	$150.00	
					$6,807.78
304686	401-0601-550150-	CDW GOVERNMENT INC	OFFICE EQUIPMENT	($678.03)	
304686	401-0601-550150-	CDW GOVERNMENT INC	OFFICE EQUIPMENT	$76.63	
304686	401-0601-550150-	CDW GOVERNMENT INC	OFFICE EQUIPMENT	$76.63	
304686	401-0601-550150-	CDW GOVERNMENT INC	OFFICE EQUIPMENT	$193.03	
304686	401-0601-550150-	CDW GOVERNMENT INC	OFFICE EQUIPMENT	$242.49	
304686	401-0601-550150-	CDW GOVERNMENT INC	OFFICE EQUIPMENT	$6,775.75	
304686	625-0601-550100-	CDW GOVERNMENT INC	OFFICE EQUIPMENT	$121.28	
					$1,146.99
304841	625-0601-550100-	SOUTHERN COMPUTER WAREHOUSE	OFFICE EQUIPMENT	$217.72	
304841	625-0601-550100-	SOUTHERN COMPUTER WAREHOUSE	OFFICE EQUIPMENT	$929.27	
					$41,654.00
304863	625-0601-550100-	TYLER TECHNOLOGIES INC	COMPUTERSDP & WORD PROC.	$720.00	
304863	625-0601-550100-	TYLER TECHNOLOGIES INC	COMPUTERSDP & WORD PROC.	$5,032.00	
304863	625-0601-550100-	TYLER TECHNOLOGIES INC	COMPUTERSDP & WORD PROC.	$5,661.00	
304863	625-0601-550100-	TYLER TECHNOLOGIES INC	COMPUTERSDP & WORD PROC.	$12,000.00	
304863	625-0601-550100-	TYLER TECHNOLOGIES INC	COMPUTERSDP & WORD PROC.	$18,241.00	
					$836.51
304874	625-0601-521650-	VERIZON WIRELESS	ACCT 98726153700001	$836.51	

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
304875	625-0601-521650-	VERIZON WIRELESS	ACCT 68500580500001	$2,041.74	**$2,041.74**
304878	625-0601-521650-	VERIZON WIRELESS	ACCT 78036610800001	$504.77	**$504.77**
902190	625-0601-520050-	MUNICIPAL GIS PARTNERS INC	GIS SERVICES	$18,540.00	**$18,540.00**
			DEPARTMENT 0601 TOTAL:	$71,930.73	

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 1018	**BOARDS & COMM SPECIAL EVENTS**				
304659	515-1018-540550-	ARLINGTON RENTAL INC	EVENT SUPPLIES	$392.00	**$392.00**
304722	515-1018-540550-	FASTSIGNS	PRINTING SERVICES	$142.86	**$142.86**
304729	515-1018-540550-	GOEBBERT'S FARM INC	AUTUM HARVEST SUPPLIES	$1,440.00	**$1,440.00**
304775	515-1018-540550-	MITCHELL, LAURIE	TREE LIGHTING SUPPLIES	$369.73	**$369.73**
			DEPARTMENT 1018 TOTAL:	$2,344.59	

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 1021	**BOARDS & COMM AH ECON ALLNCE**				
					$40.00
304816	101-1021-540400-	PETTY CASH	TRAVEL & TRAINING	$40.00	
			DEPARTMENT 1021 TOTAL:	$40.00	

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 2005	**SPECIAL EVENTS METROPOLIS THTR**				
					$826.28
304648	515-2005-550550-	AMAZON COM CAPITAL SERVICES	METROPOLIS EQUIPMENT	$229.99	
304648	515-2005-550550-	AMAZON COM CAPITAL SERVICES	METROPOLIS EQUIPMENT	$826.28	
304648	515-2005-550550-	AMAZON COM CAPITAL SERVICES	OFFICE SUPPLIES	($229.99)	
					$68,750.00
304769	515-2005-540810-	METROPOLIS PERFORMING ARTS CENTRE	2023 OPERATING CONTRIBUTION INSTALLMENT 4	$68,750.00	
					$4,496.00
304822	515-2005-550550-	POULOS PAINTING	SERVICE BUILDING MAINTENANCE	$4,496.00	
			DEPARTMENT 2005 TOTAL:	$74,072.28	

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 3001	**POLICE DEPT ADMIN**				
304640	101-3001-530050-	A & E RUBBER STAMP CORP	OFFICE SUPPLIES	$38.50	**$38.50**
304643	101-3001-521650-	ACCURATE DOCUMENT DESTRUCTION INC	SHREDDING SERVICES	$673.27	**$673.27**
304645	101-3001-530050-	AED PROFESSIONALS	POLICE EQUIPMENT & SUPPLY	$342.00	**$2,736.00**
304645	101-3001-530050-	AED PROFESSIONALS	POLICE EQUIPMENT & SUPPLY	$2,394.00	
304647	101-3001-521650-	ALEXIAN BROS CENTER MENTAL HEALTH	PROFESSIONAL SERVICES	$15,834.45	**$15,834.45**
304657	101-3001-518030-	ARLINGTON HTS SCHOOL DIST 25	CROSSING GUARD REIMBURSEMENT	$25,751.31	**$25,751.31**
304667	101-3001-522030-	AVALOS, RODOLFO	TRAVEL & TRAINING	$346.64	**$346.64**
304668	101-3001-533250-	AVI SYSTEMS, INC	POLICE EQUIPMENT & SUPPLY	$7,408.00	**$34,460.15**
304668	101-3001-533250-	AVI SYSTEMS, INC	POLICE EQUIPMENT & SUPPLY	$8,145.00	
304668	101-3001-533250-	AVI SYSTEMS, INC	POLICE EQUIPMENT & SUPPLY	$18,907.15	
304674	101-3001-533250-	BRANDING TOUCHPOINT / IPROMOTE U	POLICE EQUIPMENT & SUPPLY	$227.43	**$3,909.12**
304674	101-3001-533300-	BRANDING TOUCHPOINT / IPROMOTE U	POLICE EQUIPMENT & SUPPLY	$542.49	
304674	101-3001-533300-	BRANDING TOUCHPOINT / IPROMOTE U	POLICE EQUIPMENT & SUPPLY	$907.00	
304674	101-3001-533300-	BRANDING TOUCHPOINT / IPROMOTE U	POLICE EQUIPMENT & SUPPLY	$2,232.20	
					$4,750.00

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
304677	101-3001-521650-	BRIGHTSIDE CLINIC	CARE GRANT	$4,750.00	
					$1,043.31
304681	101-3001-522030-	BUTCHER, RYAN	TRAVEL & TRAINING	$1,043.31	
					$6,450.00
304687	101-3001-521650-	CELLEBRITE USA CORP	OFFICE EQUIPMENT	$6,450.00	
					$1,030.00
304705	101-3001-521650-	COMPASSION FUNERAL SERVICES INC	PROFESSIONAL SERVICES	$320.00	
304705	101-3001-521650-	COMPASSION FUNERAL SERVICES INC	PROFESSIONAL SERVICES	$320.00	
304705	101-3001-521650-	COMPASSION FUNERAL SERVICES INC	PROFESSIONAL SERVICES	$390.00	
					$2,978.25
304710	101-3001-521650-	DACRA TECH LLC	PROFESSIONAL SERVICES	$2,978.25	
					$1,256.10
304712	101-3001-533050-	DELL MARKETING LP	OFFICE EQUIPMENT	$1,256.10	
					$1,200.00
304720	101-3001-521020-	ENVIRO-MASTER OF CHICAGO	SERVICE BUILDING MAINTENANCE	$1,200.00	
					$103.50
304725	101-3001-530350-	FLENTGE, ANDREW	REIMBURSEMENT	$103.50	
					$184.50
304728	101-3001-530350-	GACEK, PIOTR	REIMBURSEMENT	$184.50	
					$4,225.00
304738	101-3001-522030-	IL HOMICIDE INVESTIGATORS ASSOC	TRAVEL & TRAINING	$1,625.00	
304738	101-3001-522030-	IL HOMICIDE INVESTIGATORS ASSOC	TRAVEL & TRAINING	$2,600.00	
					$82.00
304743	101-3001-530350-	JG UNIFORMS	CLOTHING & APPAREL	$82.00	

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
					$6,279.70
304746	101-3001-522030-	KIESLER POLICE SUPPLY	POLICE EQUIPMENT & SUPPLY	$1,340.40	
304746	101-3001-522030-	KIESLER POLICE SUPPLY	POLICE EQUIPMENT & SUPPLY	$2,226.90	
304746	101-3001-522030-	KIESLER POLICE SUPPLY	POLICE EQUIPMENT & SUPPLY	$2,712.40	
					$814.90
304749	101-3001-521020-	LEES FOODSERVICE PARTS & REPAIRS	SERVICE BUILDING MAINTENANCE	$814.90	
					$1,459.82
304750	101-3001-521650-	LIVE 4 LALI INC	CARE GRANT	$1,459.82	
					$1,095.30
304751	101-3001-530050-	LIVE VIEW GPS INC	POLICE EQUIPMENT & SUPPLY	$1,095.30	
					$86.97
304761	101-3001-521650-	MCDONALD'S #1783	MISCELLANEOUS SUPPLIES	$86.97	
					$125.99
304774	101-3001-521020-	MIKES BIKE SHOP	EQUIPMENT MAINTENANCE	$125.99	
					$240.00
304780	101-3001-522030-	NORTH EAST MULTI REGIONAL TRAINING	TRAVEL & TRAINING	$70.00	
304780	101-3001-522030-	NORTH EAST MULTI REGIONAL TRAINING	TRAVEL & TRAINING	$70.00	
304780	101-3001-522030-	NORTH EAST MULTI REGIONAL TRAINING	TRAVEL & TRAINING	$100.00	
					$146.40
304781	101-3001-521650-	NORTHERN IL POLICE ALARM SYSTEM (NIPAS)	MISCELLANEOUS SERVICES	$146.40	
					$52,142.04
304782	101-3001-520370-	NORTHWEST CENTRAL DISPATCH SYS	MEMBER ASSESSMENT	$52,142.04	
					$2,027.79
304817	101-3001-522030-	PETTY CASH/POLICE	VEHICLE RENTAL	$1,947.79	

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
304817	101-3001-533250-	PETTY CASH/POLICE	MISCELLANEOUS SUPPLIES	$80.00	
					$108.99
304824	101-3001-530350-	RAY O'HERRON	CLOTHING & APPAREL	$108.99	
					$369.98
304825	101-3001-530350-	RAYMOND FINNERTY	REIMBURSEMENT	$369.98	
					$137.60
304830	235-3001-530350-	ROLANDO MONTENEGRO	REIMBURSEMENT	$137.60	
					$46.52
304838	101-3001-533250-	SHERWIN ACE HARDWARE	POLICE EQUIPMENT & SUPPLY	$0.55	
304838	101-3001-533250-	SHERWIN ACE HARDWARE	POLICE EQUIPMENT & SUPPLY	$21.99	
304838	101-3001-533250-	SHERWIN ACE HARDWARE	POLICE EQUIPMENT & SUPPLY	$23.98	
					$282.00
304842	101-3001-530350-	SPECIAL T UNLIMITED	CLOTHING & APPAREL	$282.00	
					$150.00
304855	101-3001-521650-	T MOBILE USA INC	MISCELLANEOUS SERVICES	$150.00	
					$1,579.50
304862	101-3001-521020-	TRITON ELECTRONICS INC	EQUIPMENT MAINTENANCE	$1,579.50	
					$1,919.73
304865	101-3001-533250-	ULTRA STROBE COMMUNICATIONS INC	POLICE EQUIPMENT & SUPPLY	$175.52	
304865	401-3001-550150-	ULTRA STROBE COMMUNICATIONS INC	EQUIPMENT MAINTENANCE	$1,744.21	
					$36.01
304871	235-3001-533050-	VERIZON WIRELESS	ACCT 54209747800003	$36.01	
					$1,377.32
304872	101-3001-521650-	VERIZON WIRELESS	ACCT 68682493000001	$1,377.32	
			DEPARTMENT 3001 TOTAL:	$177,478.66	

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 3003	**POLICE DEPT CRIMINAL INVEST**				
					$1,600.00
304739	231-3003-540110-	IL LAW ENFORCEMENT ALARM SYSTEM	TRAVEL & TRAINING	$1,600.00	
					$255.02
304815	231-3003-540010-	PET PROS	K9 SUPPLIES	$93.59	
304815	231-3003-540010-	PET PROS	K9 SUPPLIES	$161.43	
					$6,840.25
304885	231-3003-540010-	VETERINARY SPECIALTY CENTER	VETERINARY SERVICES	$6,840.25	
			DEPARTMENT 3003 TOTAL:	$8,695.27	

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 3501	**FIRE ADMIN**				
					$1,327.50
304648	101-3501-521110-	AMAZON COM CAPITAL SERVICES	OFFICE SUPPLIES	$11.59	
304648	101-3501-522030-	AMAZON COM CAPITAL SERVICES	TRAVEL & TRAINING	$546.88	
304648	101-3501-530050-	AMAZON COM CAPITAL SERVICES	OFFICE SUPPLIES	($28.37)	
304648	101-3501-530050-	AMAZON COM CAPITAL SERVICES	OFFICE SUPPLIES	$29.93	
304648	101-3501-530050-	AMAZON COM CAPITAL SERVICES	OFFICE SUPPLIES	$32.16	
304648	101-3501-530050-	AMAZON COM CAPITAL SERVICES	OFFICE SUPPLIES	$37.64	
304648	101-3501-530050-	AMAZON COM CAPITAL SERVICES	OFFICE SUPPLIES	$46.62	
304648	101-3501-530050-	AMAZON COM CAPITAL SERVICES	OFFICE SUPPLIES	$59.35	
304648	101-3501-530050-	AMAZON COM CAPITAL SERVICES	OFFICE SUPPLIES	$141.87	
304648	101-3501-530050-	AMAZON COM CAPITAL SERVICES	OFFICE SUPPLIES	$449.83	
					$559.94
304713	101-3501-533500-	DELTA GLOVES	MEDICAL SUPPLIES	$559.94	
					$2,724.72
304777	401-3501-550100-	NATL BUSINESS FURNITURE	FIRE EQUIPMENT & SUPPLY	$2,724.72	
					$17,380.68
304782	101-3501-520370-	NORTHWEST CENTRAL DISPATCH SYS	MEMBER ASSESSMENT	$17,380.68	
					$2,265.00
304783	101-3501-521160-	NORTHWEST COMMUNITY HOSP	TRAVEL & TRAINING	$2,265.00	
					$391.75
304786	101-3501-522030-	OATES, MATTHEW	TUITION REIMBURSEMENT	$391.75	
					$184.64
304787	101-3501-530050-	ODP BUSINESS SOLUTIONS	OFFICE SUPPLIES	$184.64	
					$1,604.46

VILLAGE OF ARLINGTON HEIGHTS
WARRANT REGISTER
CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
304813	101-3501-533500-	PENNCARE	FIRE EQUIPMENT & SUPPLY	$263.34	
304813	101-3501-533500-	PENNCARE	MEDICAL SUPPLIES	$1,341.12	
					$2,400.00
304831	101-3501-522030-	ROMEOVILLE FIRE DEPARTMENT	TRAVEL & TRAINING	$1,200.00	
304831	101-3501-522030-	ROMEOVILLE FIRE DEPARTMENT	TRAVEL & TRAINING	$1,200.00	
					$3,459.48
304848	101-3501-533500-	STRYKER SALES CORP	MEDICAL EQUIPMENT	$3,459.48	
					$2,151.35
304858	101-3501-530350-	TODAY'S UNIFORMS	CLOTHING & APPAREL	$49.95	
304858	101-3501-530350-	TODAY'S UNIFORMS	CLOTHING & APPAREL	$74.95	
304858	101-3501-530350-	TODAY'S UNIFORMS	CLOTHING & APPAREL	$74.95	
304858	101-3501-530350-	TODAY'S UNIFORMS	CLOTHING & APPAREL	$74.95	
304858	101-3501-530350-	TODAY'S UNIFORMS	CLOTHING & APPAREL	$74.95	
304858	101-3501-530350-	TODAY'S UNIFORMS	CLOTHING & APPAREL	$76.95	
304858	101-3501-530350-	TODAY'S UNIFORMS	CLOTHING & APPAREL	$76.95	
304858	101-3501-530350-	TODAY'S UNIFORMS	CLOTHING & APPAREL	$84.95	
304858	101-3501-530350-	TODAY'S UNIFORMS	CLOTHING & APPAREL	$84.95	
304858	101-3501-530350-	TODAY'S UNIFORMS	CLOTHING & APPAREL	$99.90	
304858	101-3501-530350-	TODAY'S UNIFORMS	CLOTHING & APPAREL	$99.90	
304858	101-3501-530350-	TODAY'S UNIFORMS	CLOTHING & APPAREL	$103.90	
304858	101-3501-530350-	TODAY'S UNIFORMS	CLOTHING & APPAREL	$149.85	
304858	101-3501-530350-	TODAY'S UNIFORMS	CLOTHING & APPAREL	$149.85	
304858	101-3501-530350-	TODAY'S UNIFORMS	CLOTHING & APPAREL	$149.90	
304858	101-3501-530350-	TODAY'S UNIFORMS	CLOTHING & APPAREL	$155.95	
304858	101-3501-530350-	TODAY'S UNIFORMS	CLOTHING & APPAREL	$157.90	
304858	101-3501-530350-	TODAY'S UNIFORMS	CLOTHING & APPAREL	$185.85	

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
304858	101-3501-530350-	TODAY'S UNIFORMS	CLOTHING & APPAREL	$224.80	
					$913.91
304877	101-3501-521650-	VERIZON WIRELESS	ACCT 44205897800001	$913.91	
					$3,522.87
304894	401-3501-550150-	WS DARLEY & CO	FIRE EQUIPMENT & SUPPLY	$3,522.87	
			DEPARTMENT 3501 TOTAL:	$38,886.30	

VILLAGE OF ARLINGTON HEIGHTS
WARRANT REGISTER
CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 3701	**FOREIGN FIRE INSURANCE ADMIN**				
304670	227-3701-522030-	BELLUSCI, ALEXANDER	TUITION REIMBURSEMENT	$937.02	**$937.02**
304688	227-3701-522030-	CHAPMAN, ROSS	TUITION REIMBURSEMENT	$213.00	**$862.42**
304688	227-3701-522030-	CHAPMAN, ROSS	TUITION REIMBURSEMENT	$649.42	
304694	227-3701-522030-	CHUBB, BRENT	TUITION REIMBURSEMENT	$10.00	**$396.00**
304694	227-3701-522030-	CHUBB, BRENT	TUITION REIMBURSEMENT	$118.00	
304694	227-3701-522030-	CHUBB, BRENT	TUITION REIMBURSEMENT	$118.00	
304694	227-3701-522030-	CHUBB, BRENT	TUITION REIMBURSEMENT	$150.00	
304726	227-3701-522030-	FORDE, JOSEPH	TUITION REIMBURSEMENT	$653.64	**$653.64**
304748	227-3701-550150-	KUHN STUART J	REIMBURSEMENT	$44.64	**$44.64**
304766	227-3701-522030-	MERKAU, CHRISTIAN	TUITION REIMBURSEMENT	$281.00	**$281.00**
304823	227-3701-522030-	QUECKBOENRNER, CHAD	TUITION REIMBURSEMENT	$223.25	**$223.25**
304839	227-3701-522030-	SIELIG, ADAM	TUITION REIMBURSEMENT	$386.28	**$386.28**
304858	227-3701-530350-	TODAY'S UNIFORMS	CLOTHING & APPAREL	$13,324.85	**$13,324.85**
304869	227-3701-522030-	VASICEK, SCOTT	TUITION REIMBURSEMENT	$565.16	**$565.16**

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
			DEPARTMENT 3701 TOTAL:	$17,674.26	

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 4001	**PLANNING PLANNING**				
304672	101-4001-540400-	BISNOW LLC	ADVERTISING	$7,250.00	**$7,250.00**
304679	266-4001-550250-	BUILDERS PAVING LLC	CONSTRUCTION SERVICES	$165,000.00	**$165,000.00**
304707	101-4001-540400-	COSTAR REALTY INFORMATION INC	OFFICE EQUIPMENT	$1,243.27	**$1,243.27**
304711	101-4001-522010-	DAILY HERALD	ADVERTISING	$291.60	**$1,468.80**
304711	101-4001-522010-	DAILY HERALD	ADVERTISING	$1,177.20	
304722	101-4001-530050-	FASTSIGNS	OFFICE SUPPLIES	$25.00	**$25.00**
304812	266-4001-520050-	PATRICK ENGINEERING, INC	PROFESSIONAL SERVICES	$678.00	**$678.00**
304833	267-4001-520050-	RYAN LLC	CONSULTING SERVICES	$3,552.50	**$3,552.50**
304883	101-4001-521650-	VERIZON WIRELESS	ACCT 38042002700001	$42.30	**$42.30**
			DEPARTMENT 4001 TOTAL:	$179,259.87	

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 4101	**COMMUNITY DEVL BLK GRNTADMIN**				
					$10,687.50
304715	215-4101-541010-	DICKSON CONTRACTORS INC	CDBG PROGRAM	$10,687.50	
			DEPARTMENT 4101 TOTAL:	$10,687.50	

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 4501	**BUILDING ADMIN**				
					$425.00
304673	101-4501-530350-	BRAND IT ON APPAREL CO	CLOTHING & APPAREL	$175.00	
304673	101-4501-530350-	BRAND IT ON APPAREL CO	CLOTHING & APPAREL	$250.00	
					$3,822.50
304723	101-4501-520350-	FIRE SAFETY CONSULTANTS INC	PROFESSIONAL SERVICES	$3,102.50	
304723	101-4501-520350-	FIRE SAFETY CONSULTANTS INC	SERVICE BUILDING MAINTENANCE	$720.00	
					$22.00
304816	101-4501-522030-	PETTY CASH	TRAVEL & TRAINING	$22.00	
					$100.00
304850	101-4501-522020-	SUBURBAN BLDG OFFICALS CONFER	DUES	$100.00	
					$100.00
304852	101-4501-522100-	SUMMIT PRINT SOLUTIONS	PRINTING SERVICES	$100.00	
					$290.00
304856	101-4501-521650-	THOMPSON ELEVATOR INSPECTION	SERVICE BUILDING MAINTENANCE	$35.00	
304856	101-4501-521650-	THOMPSON ELEVATOR INSPECTION	SERVICE BUILDING MAINTENANCE	$35.00	
304856	101-4501-521650-	THOMPSON ELEVATOR INSPECTION	SERVICE BUILDING MAINTENANCE	$70.00	
304856	101-4501-521650-	THOMPSON ELEVATOR INSPECTION	SERVICE BUILDING MAINTENANCE	$150.00	
					$466.27
304879	101-4501-521650-	VERIZON WIRELESS	ACCT 5420974780001	$466.27	
					$345.03
304880	101-4501-521650-	VERIZON WIRELESS	ACCT 54209747800002	$345.03	
			DEPARTMENT 4501 TOTAL:	$5,570.80	

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 7001	**HEALTH ADMIN**				
304639	101-7001-521650-	5 STAR INTERPRETING	PROFESSIONAL SERVICES	$190.00	**$190.00**
304652	101-7001-520250-	ARLINGTON CENTER FOR RECOVERY	COUNSELING SUBSIDY	$1,012.00	**$1,012.00**
304655	101-7001-541160-	ARLINGTON HTS PARK DISTRICT	CDBG CHILDREN AT PLAY	$2,374.63	**$2,374.63**
304676	101-7001-520250-	BRIGHTER LIFE BEHAVIORAL SERVICES	COUNSELING SUBSIDY	$100.00	**$350.00**
304676	101-7001-520250-	BRIGHTER LIFE BEHAVIORAL SERVICES	COUNSELING SUBSIDY	$250.00	
304724	101-7001-521100-	FLECKS LANDSCAPING	LANDSCAPING SERVICES	$160.00	**$160.00**
304760	101-7001-533100-	MC KESSON MEDICAL SURGICAL	NURSING SUPPLIES	$431.79	**$431.79**
304816	101-7001-530050-	PETTY CASH	MISCELLANEOUS SUPPLIES	$9.45	**$9.45**
304873	101-7001-521650-	VERIZON WIRELESS	ACCT 88556712200001	$356.40	**$356.40**
			DEPARTMENT 7001 TOTAL:	$4,884.27	

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 7007	**HEALTH SENIOR SERVICES**				
304642	101-7007-531650-	ACCURATE BIOMETRICS	PROFESSIONAL SERVICES	$42.00	**$42.00**
304714	101-7007-531650-	DES PLAINES HARMONAIRES	PROGRAM INSTRUCTIONAL FEE	$175.00	**$175.00**
304732	101-7007-531650-	HARPER COLLEGE	PROGRAM INSTRUCTIONAL FEES	$300.00	**$300.00**
304733	101-7007-531650-	HAZELGROVE, WILLIAM	PROGRAM INSTRUCTIONAL FEES	$900.00	**$900.00**
304736	101-7007-521020-	HOFFMANN PIANO SERVICE	PIANO TUNING	$120.00	**$120.00**
304762	101-7007-531650-	MCIVER, TIFFANY	PROGRAM INSTRUCTIONAL FEES	$200.00	**$200.00**
304836	101-7007-521020-	SENSOURCE INC	OFFICE EQUIPMENT	$150.00	**$150.00**
			DEPARTMENT 7007 TOTAL:	$1,887.00	

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 7101	**PUBLIC WORKS ADMIN**				
					$477.00
304641	101-7101-531550-	ABT ELECTRONICS	BUILDING MAINTENANCE SUPPLY	$477.00	
					$18,978.41
304644	101-7101-531550-	ACTIVE ELECTRICAL SUPPLY CO	BUILDING MAINTENANCE SUPPLY	$243.47	
304644	101-7101-531550-	ACTIVE ELECTRICAL SUPPLY CO	BUILDING MAINTENANCE SUPPLY	$302.40	
304644	101-7101-531750-	ACTIVE ELECTRICAL SUPPLY CO	STREET SUPPLIES	$15,394.44	
304644	101-7101-531750-	ACTIVE ELECTRICAL SUPPLY CO	STREET SUPPLY	$3,038.10	
					$300.00
304646	101-7101-521110-	AFTERMATH	BUILDING MAINTENANCE SUPPLY	$300.00	
					$68.42
304649	101-7101-522700-	AMERICAN MESSAGING	ACCT U1109311	$68.42	
					$12,251.60
304651	101-7101-521550-	APEX LANDSCAPING INC	LANDSCAPING SERVICES	$12,251.60	
					$1,672.35
304659	101-7101-521360-	ARLINGTON RENTAL INC	EVENT SUPPLIES	$760.00	
304659	101-7101-521360-	ARLINGTON RENTAL INC	EVENT SUPPLIES	$912.35	
					$111.15
304660	101-7101-522700-	AT & T	ACCT 84743978686650	$111.15	
					$1,932.89
304662	101-7101-522700-	AT & T	ACCT 84725331203952	$1,932.89	
					$2,120.18
304663	101-7101-522700-	AT & T	ACCT 217S667106106	$2,120.18	
					$495.00
304666	101-7101-521110-	AUTOMATIC DOOR AUTHORITY, INC	SERVICE BUILDING MAINTENANCE	$495.00	
					$1,592.50

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
304669	426-7101-550250-	BAXTER & WOODMAN	PROFESSIONAL SERVICES	$1,592.50	
					$579.56
304671	101-7101-531550-	BENJAMIN MOORE MT PROSPECT PAINT	BULIDING MAINTENANCE SUPPLY	$439.58	
304671	101-7101-531550-	BENJAMIN MOORE MT PROSPECT PAINT	BUILDING MAINTENANCE SUPPLY	$139.98	
					$1,259.36
304678	101-7101-531650-	BRONNER'S COMMERCIAL DISPLAY	MISCELLANEOUS SUPPLY	$1,259.36	
					$577,905.71
304679	211-7101-550400-	BUILDERS PAVING LLC	CONSTRUCTION SERVICES	$180,573.94	
304679	235-7101-550250-	BUILDERS PAVING LLC	CONSTRUCTION SERVICES	$0.00	
304679	401-7101-550300-	BUILDERS PAVING LLC	CONSTRUCTION SERVICES	$397,331.77	
304679	401-7101-550450-	BUILDERS PAVING LLC	CONSTRUCTION SERVICES	$0.00	
					$6,505.80
304682	101-7101-521360-	C C CARTAGE INC	DISPOSAL SERVICES	$649.91	
304682	101-7101-521360-	C C CARTAGE INC	DISPOSAL SERVICES	$1,523.70	
304682	101-7101-521360-	C C CARTAGE INC	DISPOSAL SERVICES	$2,457.51	
304682	101-7101-521620-	C C CARTAGE INC	DISPOSAL SERVICES	$93.59	
304682	101-7101-521620-	C C CARTAGE INC	DISPOSAL SERVICES	$219.41	
304682	101-7101-521620-	C C CARTAGE INC	DISPOSAL SERVICES	$353.88	
304682	101-7101-531900-	C C CARTAGE INC	DISPOSAL SERVICES	$169.50	
304682	101-7101-531900-	C C CARTAGE INC	DISPOSAL SERVICES	$397.38	
304682	101-7101-531900-	C C CARTAGE INC	DISPOSAL SERVICES	$640.92	
					$57.84
304692	101-7101-531650-	CHRISTMAS LIGHTS, ETC	MISCELLANEOUS SUPPLY	$57.84	
					$17,833.75
304693	101-7101-521550-	CHRISTOPHER B BURKE LTD	PROFESSIONAL SERVICES	$1,753.75	

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
304693	401-7101-550300-	CHRISTOPHER B BURKE LTD	PROFESSIONAL SERVICES	$2,772.44	
304693	401-7101-550300-	CHRISTOPHER B BURKE LTD	PROFESSIONAL SERVICES	$13,307.56	
					$11,902.30
304697	101-7101-521550-	CLEAN CUT TREE SERVICE INC	LANDSCAPING SERVICES	$11,902.30	
					$63.17
304698	101-7101-522700-	COMCAST CABLE	ACCT 8771100720901436	$63.17	
					$124.90
304699	101-7101-522700-	COMCAST CABLE	ACCT 8771100721360921	$124.90	
					$42.12
304702	101-7101-522700-	COMCAST CABLE	ACCT 8771100720049004	$42.12	
					$31.59
304703	101-7101-522700-	COMCAST CABLE	ACCT 8771100720048998	$31.59	
					$415.00
304706	401-7101-550300-	CONSTRUCTION & GEOTECHNICAL	PROFESSIONAL SERVICES	$415.00	
					$162,015.84
304708	426-7101-550250-	CRAWFORD MURPHY AND TILLY	PROFESSIONAL SERVICES	$162,015.84	
					$32,800.00
304709	101-7101-521110-	CRYSTAL MAINTENANCE & MGMT SRVS	CUSTODIAL SERVICES	$16,400.00	
304709	101-7101-521110-	CRYSTAL MAINTENANCE & MGMT SRVS	CUSTODIAL SERVICES	$16,400.00	
					$3,890.00
304716	101-7101-521150-	DURABILT FENCE	STREET & SIDEWALK MAINTENANCE	$1,795.00	
304716	101-7101-521150-	DURABILT FENCE	STREET & SIDEWALK MAINTENANCE	$2,095.00	
					$6,447.75
304718	101-7101-520050-	ENGINEERING ENTERPRISES INC	PROFESSIONAL SERVICES	$6,447.75	
					$4,513.48

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
304719	426-7101-550250-	ENGINEERING RESOURCE ASSOCIATES	PROFESSIONAL SERVICES	$4,513.48	
					$25,242.20
304724	101-7101-521550-	FLECKS LANDSCAPING	LANDSCAPING SERVICES	$442.00	
304724	101-7101-521550-	FLECKS LANDSCAPING	LANDSCAPING SERVICES	$2,418.00	
304724	101-7101-521550-	FLECKS LANDSCAPING	LANDSCAPING SERVICES	$3,247.40	
304724	101-7101-521550-	FLECKS LANDSCAPING	LANDSCAPING SERVICES	$9,534.80	
304724	101-7101-521550-	FLECKS LANDSCAPING	LANDSCAPING SERVICES	$9,600.00	
					$1,825.00
304727	101-7101-521020-	FOUNTAIN PROS LLC	SERVICE BUILDING MAINTENANCE	$1,825.00	
					$915.06
304730	101-7101-531550-	GRAINGER W W INC	BUILDING MAINTENANCE SUPPLY	$889.15	
304730	101-7101-531850-	GRAINGER W W INC	SMALL TOOLS & SUPPLIES	$25.91	
					$76,959.00
304731	235-7101-550250-	HAMMER CONSTRUCTION, LLC	CONSTUCTION SERVICES	$76,959.00	
					$79,921.96
304735	101-7101-521550-	HENDRICKSEN ROBERT W COMPANY	LANDSCAPING SERVICES	$8,278.73	
304735	101-7101-521550-	HENDRICKSEN ROBERT W COMPANY	LANDSCAPING SERVICES	$14,124.23	
304735	101-7101-521550-	HENDRICKSEN ROBERT W COMPANY	LANDSCAPING SERVICES	$25,270.69	
304735	101-7101-521550-	HENDRICKSEN ROBERT W COMPANY	LANDSCAPING SERVICES	$27,635.66	
304735	101-7101-521620-	HENDRICKSEN ROBERT W COMPANY	LANDSCAPING SERVICES	$1,722.65	
304735	101-7101-521620-	HENDRICKSEN ROBERT W COMPANY	LANDSCAPING SERVICES	$2,890.00	
					$432.00
304742	101-7101-521110-	INTL EXTERMINATORS INC	SERVICE BUILDING MAINTENANCE	$432.00	
					$171.71

VILLAGE OF ARLINGTON HEIGHTS
WARRANT REGISTER
CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
304745	101-7101-522030-	JULIUS, NANCI	TRAVEL & TRAINING	$171.71	
					$1,894.21
304753	101-7101-531550-	LOWES COMMERCIAL SERVICES	BUILDING MAITNENANCE SUPPLY	$505.37	
304753	101-7101-531650-	LOWES COMMERCIAL SERVICES	MISCELLANEOUS SUPPLY	$551.20	
304753	101-7101-531650-	LOWES COMMERCIAL SERVICES	MISCELLANEOUS SUPPLY	$274.95	
304753	101-7101-531650-	LOWES COMMERCIAL SERVICES	MISCELLANEOUS SUPPLY	$541.31	
304753	101-7101-531800-	LOWES COMMERCIAL SERVICES	STREET SUPPLY	$21.38	
					$682.00
304754	101-7101-531900-	LURVEY LANDSCAPE SUPPLY	STREET AND SIDEWALK SUPPLY	$682.00	
					$53,931.67
304758	426-7101-550250-	MARTAM CONSTRUCTION INC	CONSTRUCTION SERVICES	$53,931.67	
					$5,267.82
304763	101-7101-521010-	MEADE ELECTRIC CO INC	TRAFFIC SIGNAL MAINTENANCE	$889.82	
304763	401-7101-550450-	MEADE ELECTRIC CO INC	EQUIPMENT MAINTENANCE	$4,378.00	
					$3,000.00
304764	101-7101-520050-	MECO CONSULTING	PROFESSIONAL SERVICES	$3,000.00	
					$429.54
304765	101-7101-531450-	MENARDS-LONG GROVE	JANITORIAL SUPPLY	$354.76	
304765	101-7101-531550-	MENARDS-LONG GROVE	BUILDING MAINTENANCE SUPPLY	$8.95	
304765	101-7101-531550-	MENARDS-LONG GROVE	BUILDING MAINTENANCE SUPPLY	$17.99	
304765	101-7101-531550-	MENARDS-LONG GROVE	BUILDING MAINTENANCE SUPPLY	$47.84	
					$12,436.95
304767	101-7101-521020-	METRO DOOR AND DOCK	SERVICE BUILDING MAINTENANCE	$453.54	
304767	101-7101-521020-	METRO DOOR AND DOCK	SERVICE BUILDING MAINTENANCE	$630.00	
304767	101-7101-521020-	METRO DOOR AND DOCK	SERVICE BUILDING MAINTENANCE	$813.79	
304767	101-7101-521020-	METRO DOOR AND DOCK	SERVICE BUILDING MAINTENANCE	$851.07	

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
304767	101-7101-521020-	METRO DOOR AND DOCK	SERVICE BUILDING MAINTENANCE	$975.00	
304767	101-7101-521020-	METRO DOOR AND DOCK	SERVICE BUILDING MAINTENANCE	$1,337.34	
304767	101-7101-521020-	METRO DOOR AND DOCK	SERVICE BUILDING MAINTENANCE	$2,321.21	
304767	401-7101-550200-	METRO DOOR AND DOCK	SERVICE BUILDING MAINTENANCE	$1,900.00	
304767	401-7101-550200-	METRO DOOR AND DOCK	SERVICE BUILDING MAINTENANCE	$3,155.00	
304772	101-7101-521020-	MID AMERICAN ELEVATOR CO INC	SERVICE BUILDING MAINTENANCE	$752.26	**$752.26**
304773	401-7101-550300-	MIDWEST GROUNDCOVERS	LANDSCAPING SUPPLY	$2,159.73	**$2,159.73**
304778	401-7101-550200-	NATL DECORATING SERVICE INC	SERVICE BUILDING MAINTENANCE	$3,950.00	
304778	401-7101-550200-	NATL DECORATING SERVICE INC	SERVICE BUILDING MAINTENANCE	$3,980.00	**$7,930.00**
304779	101-7101-521500-	NICOR	ACCT 01701843946	$2,236.34	**$2,236.34**
304784	401-7101-550200-	NORTHWEST ELECTRICAL SUPPLY CO	BUILDING MAINTENANCE SUPPLY	$202.56	**$202.56**
304785	515-7101-533050-	NUTOYS LEISURE PRODUCTS	MISCELLANEOUS SUPPLIES	$22,524.00	**$22,524.00**
304787	101-7101-530050-	ODP BUSINESS SOLUTIONS	OFFICE SUPPLIES	$26.74	
304787	101-7101-530050-	ODP BUSINESS SOLUTIONS	OFFICE SUPPLIES	$256.61	**$283.35**
304788	101-7101-530390-	OFFEN PETROLEUM LLC	FUEL	$20,845.53	**$20,845.53**
304795	401-7101-550300-	ANNETTE SMITH	RESIDENT REIMBURSEMENT	$375.00	**$375.00**

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
					$750.00
304796	401-7101-550300-	LISA MARTINEAU	RESIDENT REIMBURSEMENT	$750.00	
					$11,250.00
304797	426-7101-550250-	PAUL LACNY	ENHANCED SEWER REBATE	$11,250.00	
					$50.00
304798	101-7101-522020-	SHAWN MC ALPIN	EMPLOYEE REIMBURSEMENT	$50.00	
					$165.00
304810	101-7101-522700-	PACIFIC TELEMANAGEMENT SERVICES	PHONE SERVICES	$75.00	
304810	101-7101-522700-	PACIFIC TELEMANAGEMENT SERVICES	PHONE SERVICES	$90.00	
					$161.48
304814	101-7101-531400-	PESCHES FLOWER SHOP	LANDSCAPING SUPPLY	$161.48	
					$98.80
304816	101-7101-531650-	PETTY CASH	MISCELLANEOUS SUPPLIES	$20.89	
304816	101-7101-531650-	PETTY CASH	MISCELLANEOUS SUPPLIES	$38.77	
304816	101-7101-531650-	PETTY CASH	MISCELLANEOUS SUPPLIES	$39.14	
					$3,262.00
304821	101-7101-521150-	POTHOLE PROS INC	CONSTRUCTION SERVICES	$3,262.00	
					$609.74
304826	101-7101-530350-	RED WING BUSINESS ADVANTAGE ACCT	CLOTHING & APPAREL	$200.00	
304826	101-7101-530350-	RED WING BUSINESS ADVANTAGE ACCT	CLOTHING & APPAREL	$200.00	
304826	101-7101-530350-	RED WING BUSINESS ADVANTAGE ACCT	CLOTHING & APPAREL	$209.74	
					$2,746.25
304827	101-7101-520050-	RITTER GIS	PROFESSIONAL SERVICES	$2,746.25	
					$9,080.00

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
304828	101-7101-520050-	ROADWAY ASSET SERVICES, LLC	PROFESSIONAL SERVICES	$9,080.00	
					$1,798.00
304829	101-7101-521020-	ROBERTS ENVIRONMENTAL CONTROL CORP	SERVICE BUILDING MAINTENANCE	$1,798.00	
					$7,485.00
304837	515-7101-533050-	SERVICE SANITATION	EQUIPMENT RENTAL	$7,485.00	
					$142.84
304838	101-7101-531400-	SHERWIN ACE HARDWARE	LANDSCAPING SUPPLY	$11.99	
304838	101-7101-531400-	SHERWIN ACE HARDWARE	LANDSCAPING SUPPLY	$39.98	
304838	101-7101-531400-	SHERWIN ACE HARDWARE	LANDSCAPING SUPPLY	$10.38	
304838	101-7101-531400-	SHERWIN ACE HARDWARE	LANDSCAPING SUPPLY	$16.98	
304838	101-7101-531850-	SHERWIN ACE HARDWARE	SMALL TOOLS & EQUIPMENT	$17.97	
304838	101-7101-531850-	SHERWIN ACE HARDWARE	SMALL TOOLS & EQUIPMENT	$45.54	
					$436.38
304840	101-7101-522700-	SOUND INCORPORATED	PHONE SERVICES	$72.73	
304840	101-7101-522700-	SOUND INCORPORATED	PHONE SERVICES	$72.73	
304840	101-7101-522700-	SOUND INCORPORATED	PHONE SERVICES	$72.73	
304840	101-7101-522700-	SOUND INCORPORATED	PHONE SERVICES	$72.73	
304840	101-7101-522700-	SOUND INCORPORATED	PHONE SERVICES	$72.73	
304840	101-7101-522700-	SOUND INCORPORATED	PHONE SERVICES	$72.73	
					$27,293.40
304846	211-7101-550400-	STATE OF IL TREASURER	TRAFFIC SIGNAL MAINTENANCE	$27,293.40	
					$928.80
304847	101-7101-531550-	STEINER ELECTRIC	BUILDING MAINTENANCE SUPPLY	$928.80	
					$9,627.48
304857	401-7101-550200-	TIMS GLASS AND MIRROR INC	SERVICE BUILDING MAINTENANCE	$9,627.48	

VILLAGE OF ARLINGTON HEIGHTS
WARRANT REGISTER
CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
					$1,250.00
304860	101-7101-531800-	TRAFFIC CONTROL & PROTECTION	SIGN SUPPLY	$1,250.00	
					$30,592.00
304861	101-7101-531700-	TRAFFIC CONTROL CORP	TRAFFIC SIGNAL SUPPLY	$220.00	
304861	101-7101-531700-	TRAFFIC CONTROL CORP	TRAFFIC SUPPLY	$3,189.00	
304861	401-7101-550150-	TRAFFIC CONTROL CORP	EQUIPMENT	$10,246.00	
304861	401-7101-550300-	TRAFFIC CONTROL CORP	TRAFFIC SUPPLY	$16,937.00	
					$573.90
304864	101-7101-531450-	ULINE INC	JANITORIAL SUPPLY	$573.90	
					$13,342.32
304867	101-7101-521020-	US UPFITTERS	EQUIPMENT MAINTENANCE	$13,342.32	
					$2,816.40
304882	101-7101-522700-	VERIZON WIRELESS	ACCT 58675303500001	$2,816.40	
					$47.74
304890	101-7101-530390-	WEX BANK	FUEL	$47.74	
					$1,148.50
304893	101-7101-531650-	WINDY CITY LIGHTS	MISCELLANEOUS SUPPLY	$271.69	
304893	101-7101-531650-	WINDY CITY LIGHTS	MISCELLANEOUS SUPPLY	$876.81	
					$639.34
802342	101-7101-522700-	AT & T	ACCT 84739420624707	$55.57	
802342	101-7101-522700-	AT & T	ACCT 84739443682112	$55.57	
802342	101-7101-522700-	AT & T	ACCT 84739893361501	$57.07	
802342	101-7101-522700-	AT & T	ACCT 84779713213488	$57.71	
802342	101-7101-522700-	AT & T	ACCT 84739271083278	$58.02	
802342	101-7101-522700-	AT & T	ACCT 84734215365273	$58.29	
802342	101-7101-522700-	AT & T	ACCT 84739208661733	$60.04	

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
802342	101-7101-522700-	AT & T	ACCT 84739893901330	$61.45	
802342	101-7101-522700-	AT & T	ACCT 84759391411742	$61.47	
802342	101-7101-522700-	AT & T	ACCT 84725334382001	$114.15	
					$8,638.49
802343	101-7101-521500-	COMMONWEALTH EDISON COMPANY	ACCT 0002031003	$31.55	
802343	101-7101-521500-	COMMONWEALTH EDISON COMPANY	ACCT 4321662000	$554.91	
802343	101-7101-521500-	COMMONWEALTH EDISON COMPANY	ACCT 4643388009	$611.31	
802343	101-7101-521500-	COMMONWEALTH EDISON COMPANY	ACCT 7363016029	$7,440.72	
					$899.19
802344	101-7101-521500-	CONSTELLATION NEW ENERGY INC	ACCT 8063218	$899.19	
					$11,362.95
802345	101-7101-521500-	NICOR	ACCT 06802945268	$49.28	
802345	101-7101-521500-	NICOR	ACCT 40178600009	$71.87	
802345	101-7101-521500-	NICOR	ACCT 15839647334	$77.88	
802345	101-7101-521500-	NICOR	ACCT 38178600003	$108.69	
802345	101-7101-521500-	NICOR	ACCT 19426400008	$181.03	
802345	101-7101-521500-	NICOR	ACCT 43278600002	$219.78	
802345	101-7101-521500-	NICOR	ACCT 28178600004	$226.25	
802345	101-7101-521500-	NICOR	ACCT 94830700004	$238.36	
802345	101-7101-521500-	NICOR	ACCT 38096400007	$272.61	
802345	101-7101-521500-	NICOR	ACCT 72489260108	$306.12	
802345	101-7101-521500-	NICOR	ACCT 53278600001	$309.90	
802345	101-7101-521500-	NICOR	ACCT 58401600000	$348.78	
802345	101-7101-521500-	NICOR	ACCT 9540740001	$567.51	
802345	101-7101-521500-	NICOR	ACCT 97034457784	$713.77	

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
802345	101-7101-521500-	NICOR	ACCT 96945600003	$2,008.87	
802345	101-7101-521500-	NICOR	ACCT 25422686599	$2,747.76	
802345	101-7101-521500-	NICOR	ACCT 55616726109	$2,914.49	
					$995.00
902179	101-7101-521020-	BEST TECHNOLOGY SYSTEMS INC	BUILDING MAINTENANCE	$995.00	
			DEPARTMENT 7101 TOTAL:	$1,334,996.56	

VILLAGE OF ARLINGTON HEIGHTS
WARRANT REGISTER
CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 7201	**WATER AND SEWER ADMIN**				
304669	505-7201-520050-	BAXTER & WOODMAN	PROFESSIONAL SERVICES	$2,935.00	**$2,935.00**
304682	505-7201-521360-	C C CARTAGE INC	DISPOSAL SERVICES	$743.49	**$9,484.53**
304682	505-7201-521360-	C C CARTAGE INC	DISPOSAL SERVICES	$1,743.12	
304682	505-7201-521360-	C C CARTAGE INC	DISPOSAL SERVICES	$2,811.39	
304682	505-7201-521620-	C C CARTAGE INC	DISPOSAL SERVICES	$197.57	
304682	505-7201-521620-	C C CARTAGE INC	DISPOSAL SERVICES	$463.21	
304682	505-7201-521620-	C C CARTAGE INC	DISPOSAL SERVICES	$747.08	
304682	505-7201-531900-	C C CARTAGE INC	DISPOSAL SERVICES	$389.94	
304682	505-7201-531900-	C C CARTAGE INC	DISPOSAL SERVICES	$914.22	
304682	505-7201-531900-	C C CARTAGE INC	DISPOSAL SERVICES	$1,474.51	
304701	505-7201-522700-	COMCAST CABLE	ACCT 8771100720175502	$194.85	**$194.85**
304704	505-7201-522700-	COMCAST CABLE	ACCT 8771100720048980	$2.10	**$2.10**
304719	505-7201-520050-	ENGINEERING RESOURCE ASSOCIATES	PROFESSIONAL SERVICES	$4,750.00	**$4,750.00**
304721	505-7201-531650-	ENZ USA INC	MISCELLANEOUS SUPPLIES	$1,471.00	**$1,471.00**
304730	505-7201-531550-	GRAINGER W W INC	BUILDING MAINTENANCE SUPPLY	$1,158.00	**$1,158.00**
304734	505-7201-521350-	HBK WATER METER SERVICE INC	METER SERVICES	$4,149.01	**$9,461.93**

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
304734	505-7201-521350-	HBK WATER METER SERVICE INC	METER SERVICES	$5,312.92	
					$13.06
304753	505-7201-531550-	LOWES COMMERCIAL SERVICES	BUILDING MAINTENANCE SUPPLY	$13.06	
					$3,530.50
304757	505-7201-520050-	MANHARD CONSULTING	PROFESSIONAL SERVICES	$1,307.00	
304757	505-7201-520050-	MANHARD CONSULTING	PROFESSIONAL SERVICES	$2,223.50	
					$99.90
304765	505-7201-531850-	MENARDS-LONG GROVE	SMALL TOOLS & EQUIPMENT	$99.90	
					$425.00
304770	505-7201-522030-	MICHAEL RAMSEY	TRAVEL & TRAINING	$425.00	
					$523.51
304818	505-7201-521250-	PIZZO & ASSOCIATES, LTD	MISCELLANEOUS SERVICES	$130.00	
304818	505-7201-521250-	PIZZO & ASSOCIATES, LTD	PROFESSIONAL SERVICES	$393.51	
					$200.00
304826	505-7201-530350-	RED WING BUSINESS ADVANTAGE ACCT	CLOTHING & APPAREL	$200.00	
					$57.26
304838	505-7201-531550-	SHERWIN ACE HARDWARE	BUILDING MAINTENANCE SUPPLY	$7.99	
304838	505-7201-531550-	SHERWIN ACE HARDWARE	BUILDING MAINTENANCE SUPPLY	$21.29	
304838	505-7201-531650-	SHERWIN ACE HARDWARE	WATER SUPPLY	$12.99	
304838	505-7201-531850-	SHERWIN ACE HARDWARE	SMALL TOOLS & EQUIPMENT	$14.99	
					$1,569.85
304845	505-7201-531020-	STANDARD PIPE & SUPPLY INC	METER SUPPLY	$1,569.85	
					$3,558.00
304851	505-7201-520050-	SUBURBAN LABORATORIES INC	PROFESSIONAL SERVICES	$3,558.00	
					$1,285.40

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
304853	505-7201-531650-	SWAN ANALYTICAL INSTRUMENTS	WATER SUPPLY	$1,285.40	
					$128.99
304868	505-7201-531850-	USA BLUEBOOK	SMALL TOOL & EQUIPMENT	$128.99	
					$686.26
304870	505-7201-522700-	VERIZON WIRELESS	ACCT 78635116200001	$686.26	
					$1,877.60
304882	505-7201-522700-	VERIZON WIRELESS	ACCT 58675303500001	$1,877.60	
					$2,487.00
304886	505-7201-531010-	WATER PRODUCTS CO	WATER SUPPLY	$1,212.00	
304886	505-7201-531010-	WATER PRODUCTS CO	WATER SUPPLY	$1,275.00	
					$1,246.00
304887	505-7201-531070-	WELCH BROS INC	SEWER SUPPLY	$1,246.00	
					$902.80
304895	505-7201-531010-	ZIEBELL WATER SERVICE PRODUCTS	WATER SUPPLY	$902.80	
					$1,125.13
802342	505-7201-522700-	AT & T	ACCT 84725301748135	$57.35	
802342	505-7201-522700-	AT & T	ACCT 84759080850047	$119.02	
802342	505-7201-522700-	AT & T	ACCT 84759021056118	$948.76	
					$378.64
802343	505-7201-521500-	COMMONWEALTH EDISON COMPANY	ACCT 0368380009	$32.89	
802343	505-7201-521500-	COMMONWEALTH EDISON COMPANY	ACCT 1092085063	$64.86	
802343	505-7201-521500-	COMMONWEALTH EDISON COMPANY	ACCT 0684023014	$75.02	
802343	505-7201-521500-	COMMONWEALTH EDISON COMPANY	ACCT 0111076085	$205.87	
					$12,407.95

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
802344	505-7201-521500-	CONSTELLATION NEW ENERGY INC	ACCT 8063213	$246.84	
802344	505-7201-521500-	CONSTELLATION NEW ENERGY INC	ACCT 1050218	$2,570.43	
802344	505-7201-521500-	CONSTELLATION NEW ENERGY INC	ACCT 1050217	$2,854.16	
802344	505-7201-521500-	CONSTELLATION NEW ENERGY INC	ACCT 1050220	$6,736.52	
					$1,312.51
802345	505-7201-521500-	NICOR	ACCT 05850400002	$52.19	
802345	505-7201-521500-	NICOR	ACCT 42567835683	$55.02	
802345	505-7201-521500-	NICOR	ACCT 58544400003	$67.55	
802345	505-7201-521500-	NICOR	ACCT 90920700003	$163.02	
802345	505-7201-521500-	NICOR	ACCT 16797600000	$167.70	
802345	505-7201-521500-	NICOR	ACCT 04055600003	$209.78	
802345	505-7201-521500-	NICOR	ACCT 19278600002	$289.33	
802345	505-7201-521500-	NICOR	ACCT 76830700001	$307.92	
			DEPARTMENT 7201 TOTAL:	$63,272.77	

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 7301	**PARKING ADMIN**				
304661	235-7301-521500-	AT & T	ACCT 847R0608437214	$243.94	**$243.94**
304665	235-7301-531900-	ATLAS FIRST ACCESS INC	STREET SUPPLY	$164.26	**$164.26**
304717	235-7301-521110-	ECO CLEAN MAINTENANCE INC	JANITORIAL SERVICES	$419.16	**$419.16**
304754	235-7301-531900-	LURVEY LANDSCAPE SUPPLY	LANDSCAPING SUPPLIES	($7.00)	**($7.00)**
802343	235-7301-521500-	COMMONWEALTH EDISON COMPANY	ACCT 4643715006	$19.83	**$684.92**
802343	235-7301-521500-	COMMONWEALTH EDISON COMPANY	ACCT 5231622008	$53.02	
802343	235-7301-521500-	COMMONWEALTH EDISON COMPANY	ACCT 4286290000	$612.07	
			DEPARTMENT 7301 TOTAL:	$1,505.28	

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 7302	**PARKING VAIL ST. GARAGE OPER**				
304665	235-7302-531900-	ATLAS FIRST ACCESS INC	STREET SUPPLY	$164.26	**$164.26**
304700	235-7302-521500-	COMCAST CABLE	ACCT 8771100721377909	$124.90	**$124.90**
304717	235-7302-521110-	ECO CLEAN MAINTENANCE INC	JANITORIAL SERVICES	$1,327.34	**$1,327.34**
304747	235-7302-521020-	KINGS III OF AMERICA, LLC	EQUIPMENT MAINTENANCE	$227.00	**$227.00**
304772	235-7302-521020-	MID AMERICAN ELEVATOR CO INC	SERVICE BUILDING MAINTENANCE	$429.86	**$429.86**
802342	235-7302-521500-	AT & T	ACCT 84725309782425	$242.06	**$242.06**
			DEPARTMENT 7302 TOTAL:	$2,515.42	

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 7303	**PARKING NORTH GARAGE OPER**				
304665	235-7303-531900-	ATLAS FIRST ACCESS INC	STREET SUPPLY	$164.26	**$164.26**
304717	235-7303-521110-	ECO CLEAN MAINTENANCE INC	JANITORIAL SERVICES	$1,327.34	**$1,327.34**
304772	235-7303-521020-	MID AMERICAN ELEVATOR CO INC	SERVICE BUILDING MAINTENANCE	$214.94	**$214.94**
802344	235-7303-521500-	CONSTELLATION NEW ENERGY INC	ACCT 1060231	$1,153.48	**$1,153.48**
802345	235-7303-521500-	NICOR	ACCT 12690400002	$49.28	**$49.28**
			DEPARTMENT 7303 TOTAL:	$2,909.30	

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 7304	**PARKING EVERGREEN ST GAR OPER**				
304665	235-7304-531900-	ATLAS FIRST ACCESS INC	STREET SUPPLY	$164.26	**$164.26**
304717	235-7304-521110-	ECO CLEAN MAINTENANCE INC	JANITORIAL SERVICES	$419.16	**$419.16**
304744	235-7304-521020-	JOHNSON CONTROLS SECURITY SOLUTIONS	SERVICE BUILDING MAINTENANCE	$1,644.50	**$1,644.50**
304772	235-7304-521020-	MID AMERICAN ELEVATOR CO INC	SERVICE BUILDING MAINTENANCE	$214.94	**$214.94**
802345	235-7304-521500-	NICOR	ACCT 92296400002	$173.15	**$173.15**
			DEPARTMENT 7304 TOTAL:	$2,616.01	

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 7401	**SOLID WASTE DISPSL SWANCCADMIN**				
					$4,315.57
902189	511-7401-521540-	SOLID WASTE AGENCY	JAN 2024 TIPPING FEES	$4,315.57	
			DEPARTMENT 7401 TOTAL:	$4,315.57	

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 7501	**MUNICIPAL FLEET SVCS ADMIN**				
					$377.67
304653	621-7501-531510-	ARLINGTON HTS FORD	VEH MAINTENANCE SUPPLY	$108.68	
304653	621-7501-531510-	ARLINGTON HTS FORD	VEH MAINTENANCE SUPPLY	$129.01	
304653	621-7501-531510-	ARLINGTON HTS FORD	VEH MAINTENANCE SUPPLY	$139.98	
					$548.11
304680	621-7501-531510-	BUMPER TO BUMPER	VEH MAINTENANCE SUPPLY	$8.82	
304680	621-7501-531510-	BUMPER TO BUMPER	VEH MAINTENANCE SUPPLY	$40.59	
304680	621-7501-531510-	BUMPER TO BUMPER	VEH MAINTENANCE SUPPLY	$57.22	
304680	621-7501-531510-	BUMPER TO BUMPER	VEH MAINTENANCE SUPPLY	$130.39	
304680	621-7501-531510-	BUMPER TO BUMPER	VEH MAINTENANCE SUPPLY	$311.09	
					$938.00
304690	621-7501-531510-	CHICAGO PARTS AND SOUND LLC	VEH MAINTENANCE SUPPLY	$23.56	
304690	621-7501-531510-	CHICAGO PARTS AND SOUND LLC	VEH MAINTENANCE SUPPLY	$133.20	
304690	621-7501-531510-	CHICAGO PARTS AND SOUND LLC	VEH MAINTENANCE SUPPLY	$221.16	
304690	621-7501-531510-	CHICAGO PARTS AND SOUND LLC	VEH MAINTENANCE SUPPLY	$560.08	
					$126.72
304695	621-7501-521360-	CITY WELDING SALES & SERVICE	EQUIPMENT RENTAL	$126.72	
					$480.87
304756	621-7501-531510-	MACQUEEN EMERGENCY GROUP	VEH MAINTENANCE SUPPLY	$40.54	
304756	621-7501-531510-	MACQUEEN EMERGENCY GROUP	VEH MAINTENANCE SUPPLY	$108.89	
304756	621-7501-531510-	MACQUEEN EMERGENCY GROUP	VEH MAINTENANCE SUPPLY	$331.44	
					$87.00
304771	621-7501-522030-	MICHAEL, DANIEL	TRAVEL & TRAINING	$87.00	
					$2,581.80
304776	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	($44.32)	

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
304776	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	$8.78	
304776	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	$16.68	
304776	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	$17.78	
304776	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	$23.33	
304776	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	$30.39	
304776	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	$46.66	
304776	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	$71.76	
304776	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	$83.27	
304776	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	$115.08	
304776	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	$148.50	
304776	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	$158.80	
304776	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	$238.76	
304776	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	$244.88	
304776	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	$244.88	
304776	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	$245.57	
304776	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	$392.50	
304776	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	$538.50	
					$394.32
304811	621-7501-531510-	PATLIN INC	VEH MAINTENANCE SUPPLY	$394.32	
					$200.00
304826	621-7501-530350-	RED WING BUSINESS ADVANTAGE ACCT	CLOTHING & APPAREL	$200.00	
					$5,310.23
304832	621-7501-531510-	RUSH TRUCK CENTER-CAROL STREAM	VEH MAINTENANCE SUPPLY	($813.11)	
304832	621-7501-531510-	RUSH TRUCK CENTER-CAROL STREAM	VEH MAINTENANCE SUPPLY	($498.75)	
304832	621-7501-531510-	RUSH TRUCK CENTER-CAROL STREAM	VEH MAINTENANCE SUPPLY	($414.26)	

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
304832	621-7501-531510-	RUSH TRUCK CENTER-CAROL STREAM	VEH MAINTENANCE SUPPLY	($20.43)	
304832	621-7501-531510-	RUSH TRUCK CENTER-CAROL STREAM	VEH MAINTENANCE SUPPLY	$33.67	
304832	621-7501-531510-	RUSH TRUCK CENTER-CAROL STREAM	VEH MAINTENANCE SUPPLY	$37.84	
304832	621-7501-531510-	RUSH TRUCK CENTER-CAROL STREAM	VEH MAINTENANCE SUPPLY	$55.08	
304832	621-7501-531510-	RUSH TRUCK CENTER-CAROL STREAM	VEH MAINTENANCE SUPPLY	$81.94	
304832	621-7501-531510-	RUSH TRUCK CENTER-CAROL STREAM	VEH MAINTENANCE SUPPLY	$84.02	
304832	621-7501-531510-	RUSH TRUCK CENTER-CAROL STREAM	VEH MAINTENANCE SUPPLY	$104.45	
304832	621-7501-531510-	RUSH TRUCK CENTER-CAROL STREAM	VEH MAINTENANCE SUPPLY	$327.90	
304832	621-7501-531510-	RUSH TRUCK CENTER-CAROL STREAM	VEH MAINTENANCE SUPPLY	$467.52	
304832	621-7501-531510-	RUSH TRUCK CENTER-CAROL STREAM	VEH MAINTENANCE SUPPLY	$491.46	
304832	621-7501-531510-	RUSH TRUCK CENTER-CAROL STREAM	VEH MAINTENANCE SUPPLY	$545.91	
304832	621-7501-531510-	RUSH TRUCK CENTER-CAROL STREAM	VEH MAINTENANCE SUPPLY	$813.11	
304832	621-7501-531510-	RUSH TRUCK CENTER-CAROL STREAM	VEH MAINTENANCE SUPPLY	$4,013.88	
					$219.95
304843	621-7501-521070-	SPRING ALIGN	VEH MAINTENANCE SERVICE	$219.95	
					$487.22
304844	621-7501-531510-	STANDARD EQUIPMENT CO	VEH MAINTENANCE SUPPLY	$487.22	
					$150.00
304849	621-7501-521070-	SUBURBAN ACCENTS INC	VEH MAINTENANCE SERVICE	$150.00	
					$145.00
304854	621-7501-521020-	SYN-TECH SYSTEMS INC	EQUIPMENT MAINTENANCE	$145.00	
					$1,045.00

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
304865	621-7501-521070-	ULTRA STROBE COMMUNICATIONS INC	VEH MAINTENANCE SERVICE	$1,045.00	
					$235.74
304866	621-7501-530350-	UNIFIRST CORPORATION	CLOTHING & APPAREL	$78.58	
304866	621-7501-530350-	UNIFIRST CORPORATION	CLOTHING & APPAREL	$78.58	
304866	621-7501-531510-	UNIFIRST CORPORATION	CLOTHING & APPAREL	$78.58	
					$152.44
304888	621-7501-531510-	WENTWORTH TIRE SERVICE	VEH MAINTENANCE SUPPLY	$152.44	
					$2,808.15
304889	621-7501-531510-	WEST SIDE TRACTOR SALES CO	VEH MAINTENANCE SUPPLY	$230.48	
304889	621-7501-531510-	WEST SIDE TRACTOR SALES CO	VEH MAINTENANCE SUPPLY	$2,577.67	
					$225.00
304891	621-7501-521070-	WICKSTROM FORD	VEH MAINTENANCE SERVICE	$225.00	
					$79.95
304892	621-7501-521070-	WINDSHIELD PROS INC	VEH MAINTENANCE SERVICE	$79.95	
					$734.91
304896	621-7501-531510-	ZORO TOOLS INC	VEH MAINTENANCE SUPPLY	$73.33	
304896	621-7501-531510-	ZORO TOOLS INC	VEH MAINTENANCE SUPPLY	$74.28	
304896	621-7501-531510-	ZORO TOOLS INC	VEH MAINTENANCE SUPPLY	$114.99	
304896	621-7501-531510-	ZORO TOOLS INC	VEH MAINTENANCE SUPPLY	$160.19	
304896	621-7501-531510-	ZORO TOOLS INC	VEH MAINTENANCE SUPPLY	$312.12	
			DEPARTMENT 7501 TOTAL:	$17,328.08	

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 9001	**CAPITAL ADMIN**				
304718	506-9001-550250-	ENGINEERING ENTERPRISES INC	PROFESSIONAL SERVICES	$2,967.00	**$2,967.00**
304759	505-9001-550250-	MAURO SEWER CONSTRUCTION	CONSTRUCTION SERVICES	$23,336.47	**$23,336.47**
			DEPARTMENT 9001 TOTAL:	$26,303.47	

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 12/15/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 9901	**NON-OPERATING**				
					$11,647.59
304768	515-9901-540830-	METROPOLIS COMMERCIAL CONDO ASSN	CAM CHARGE	$7,418.40	
304768	515-9901-540920-	METROPOLIS COMMERCIAL CONDO ASSN	CAM CHARGE	$4,229.19	
			DEPARTMENT 9901 TOTAL:	$11,647.59	
			WARRANT TOTAL:	**$4,768,015.01**	

Village Board
12/18/2023

Item: Cultural Arts Award

Department: Village Manager's Office

2023 Cultural Arts Award presentation to Sarah Wade.

The 2023 Arlington Heights Cultural Arts Award
The Arts Commission has established a Cultural Arts Award to be presented to an outstanding artist in Arlington Heights. The award celebrates achievements by artists and the goal of the award is to assist in building on the sense of pride and community in the Village and among local artists.

Village Board
12/18/2023

Item: 2023 Parking Garage Restoration - Change Order and Budget Amendment Ordinance Approval

Department: Public Works

Since 2013, the Village has continually rehabilitated its four parking structures as part of a decade-long maintenance plan created by the Village's Engineering consultant, Walker Consultants. Walker Consultants re-evaluated the parking garage rehabilitation plan in early 2023 and updated it with targeted repairs and maintenance activities recommended through 2033. The program's goal is to proactively perform structural and routine maintenance to ensure the longevity and safety of the parking structures.

This year also marks the first year of construction work under the refreshed parking garage rehabilitation program. The Village's contractor, Hammer Construction, completed nearly $900,000 of substantial construction in all four of the Village's parking structures over the last six months. In the Vail, North, and Evergreen parking structures, all construction was completed as designed; however, a large crack was discovered on a support beam in the Municipal parking garage. Upon further investigation to determine the severity of the crack, it was found that the damage was more than surface-level deterioration. Walker Consultants found that five of the ten post-tensioned tendons supporting a section of the parking garage structure had failed. Plans for emergency shoring were immediately designed by Walker Consultants and installed by Hammer Construction to reinforce the structure until repair work could be designed, tested, and completed.

The work required to restore the beam and the reinstallation of structural tendons is very rare and requires highly specialized knowledge and expertise to address. This required a highly collaborative effort between the Village, Walker Consultants, and Hammer Construction to identify a solution and proceed with construction. Further complicating the repair progress is the location of the compromised beam. The beam is directly above the drive lane on the ramp leading from the ground floor to the second level. To minimize disruptions to staff and the commuters that utilize the municipal garage, required repair work to the beam was scheduled to be completed on Saturdays.

With repair work projected to be completed by the end of December 2023, staff has identified the following final change orders for Walker Consultants and Hammer Construction necessary to complete the emergency repairs related to the municipal garage:

Walker Consultants
· Original Purchase Order for design and inspection of parking garage rehabilitation project - $112,000
· Change orders for the design of emergency shoring, beam repair design, and beam repair inspections - $32,800
· Total with Change Order = $144,800

Hammer Construction
· Original Purchase Order for repairs work at all four Village parking structures - $891,755
· Change orders for installation and removal of emergency shoring, emergency shoring rental, and beam repair work - $144,409.50
· Total with Change Orders = $1,036,164.50

RECOMMENDATION

Staff recommends that the Village Board approve the final balancing change orders for the contracts associated with the 2023 parking garage rehabilitation program to cover the additional costs for construction associated with the emergency structural beam repair in the municipal parking garage and budget amendment ordinance. The existing purchase order for Walker Consultants of Hoffman Estates, Illinois, should be increased by $32,800 for a total cost of $144,800. The existing purchase order for Hammer Construction of East Dundee, Illinois, should be increased by $144,409.50 for a total cost of $1,036,164.5. No additional funding is available in the account that originally funded this project; therefore, $177,300 should be transferred from the Municipal Parking Fund reserves account to BL0006-Parking Structure Maintenance/Repairs cover the overage associated with the emergency repairs.

ATTACHMENTS:

Description	Type
Budget Amendment Ordinance - Parking Structure Maintenance Repairs	Ordinance

AN ORDINANCE AMENDING THE ANNUAL BUDGET OF THE VILLAGE OF ARLINGTON HEIGHTS, COUNTY OF COOK, STATE OF ILLINOIS, FOR THE FISCAL YEAR BEGINNING JANUARY 1, 2023 AND ENDING DECEMBER 31, 2023

WHEREAS, by Ordinance 2022-066, the President and Board of Trustees of the Village of Arlington Heights, Illinois adopted the Annual Budget of the Village of Arlington Heights for the fiscal year beginning January 1, 2023, and ending December 31, 2023; and

WHEREAS, the President and Board of Trustees has determined that it will serve and be in the best interest of the Village to adopt an Ordinance amending the Annual Budget;

NOW, THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF ARLINGTON HEIGHTS:

SECTION ONE: RECITALS. The foregoing recitals are incorporated into, and made a part of, this Ordinance as the findings of the President and Board of Trustees.

SECTION TWO: ADOPTION OF AMENDMENTS. The Annual Budget shall be, and it is hereby, amended as follows:

Account Being Amended	Original	Amendment Incr./(Decr.)	Revised
235-7101-550250 BL0006 - PARKING STRUCTURE MAINTENANCE / REPAIRS	$1,517,447	$177,300	$1,694,747

SECTION THREE: PUBLICATION. The Village Clerk is hereby directed to publish this Ordinance in pamphlet form pursuant to the Statutes of the State of Illinois.

SECTION FOUR: EFFECTIVE DATE. This Ordinance will be in full force and effect from and after its passage, approval, and publication in the manner as provided by law.

AYES:

NAYS:

PASSED AND APPROVED THIS 18th of December, 2023.

_____
Village President

ATTEST:

_____
Village Clerk

Village Board
12/18/2023

Item: Paver Equipment Purchase for Public Works Department

Department: Public Works

The 2023 Capital Improvement Plan allocates $182,300 for the Maintenance Division of Public Works. Staff is proposing replacement of the 2013 Pathmaster Paver in the Streets Unit. After a careful evaluation by the mechanics in the Fleet Services Unit, it was recommended for replacement, due to use and wear as it has reached the end of its useful life.

Public Works has been performing edge grinding for over a decade. When this program started, a paver was rented to evaluate the feasibility and benefits of establishing an edge-grinding program. In 2013, the Department purchased a paver as the program transitioned to a permanent annual maintenance activity. The paver purchased was sized for pathways and walkways but adequately served the program for ten years. In recent years, the paver has developed significant maintenance issues resulting in costs that exceed its annual depreciation contributions. Staff believes this disproportional amount of maintenance, given its age, is a result of the paver being undersized for the work the Department is currently performing. Due to the smaller paver size, it also is not built with the same level of quality and durability as a larger, roadway-sized paver. These observed maintenance issues are prompting this request for replacement and deviation from the existing Capital Improvement Plan.

The proposed asphalt paver replacement is a 2024 Weiler P195. Staff have extensively reviewed and evaluated numerous different pavers and recommend purchasing this specific equipment model. Public Works Staff is able to leverage competitive pricing through the Sourcewell cooperative purchasing program for this paver model. Sourcewell (formerly NJPA) is a joint purchasing cooperative similar to Northwest Municipal Conference that uses multiple government agencies and collaborative purchasing to obtain more competitive bid pricing. Altorfer CAT of Elmhurst, Illinois, holds the Sourcewell bid award for Weiler equipment.

The total cost of the replacement paver is $173,950 and is $8,350 under the 2023 capital funding allocation. Staff recommends award to Altorfer CAT of Elmhurst, IL.

Funds are available in the 2023 Fleet Budget, Account No. 621-9003-550050 VH9501.

RECOMMENDATION

It is recommended that the Village Board award the purchase of a 2024 Weiler P195 Asphalt Paver to Altorfer CAT of Elmhurst, Illinois, in an amount not-to-exceed $173,950 and authorize Staff to execute the necessary documents.

Village Board
12/18/2023

Item: Historical Museum Campus - Roof Replacement

Department: Public Works

The approved 2023 Capital Improvement Plan includes $22,547.38 for maintenance-related activities for the historical museum campus and $288,900 for roofing repair and replacement projects for Village-owned facilities.

The Public Works Department manages a ten-year roof replacement plan. One of the projects identified this year was the mechanical roof at the Pop Factory. The findings of an onsite roofing assessment conducted early in the year align with this project occurring in 2023. Further, water intrusion issues have been associated with the historical clay tile coping caps and flashing failing on this section of the pop factory roof. They will be addressed within the scope of this project. The roof will be entirely replaced with commercial-grade materials, new gravel, and new flashings. The existing copper flashing along the southern facade will be re-soldered to keep the building envelope watertight. Finally, the timing of this project will coincide with an in-house project to replace the failed rooftop units that provide cooling and supplemental heating to the pop factory facility. This replacement project will complete the building's roofing system, as the lower roofing system was replaced nearly five years ago.

During the roof assessment earlier this year, staff observed several other minor roofing repair needs in the historic museum campus, which were included as alternate bid items for the pop factory roof replacement. These smaller projects include new gutter systems for the Muller and Coach House and the replacement of all rotten wooden trim and fascia. The porch on the Banta House will be cleared of all debris and resealed to stop all potential water entry points. The exposed front facade rafter tails will also be restored. All replacements will be period-correct for each facility.

Garland/DBS, Inc. conducted a competitive process for obtaining quotes through OMNIA Partners - Public Sector (Formerly U.S. Communities) to obtain a lower market-adjusted project cost. As a result, three contractors submitted quotes for the project:

Pop Factory Mechanical Roof

- CIC Corporation - $123,554
- BA Lighting LLC - $126,370
- Restco Roofing - $128,986

Muller and Coach House Alternate Bid #1
- CIC Corporation - $51,121

Banta House Alternate Bid #2
- CIC Corporation - $27,498

The Village's roofing consultant, Garland/DBS, Inc., has worked with CIC Corporation and recommends approval. Therefore, Public Works staff recommends an award to CIC Corporation via Garland/DBS, Inc., for a total cost of $202,173.

Funds for this work are available in Account No. BL9506-Roof Maintenance Program ($179,633) and Account No. BL9604-Historical Society Building Repairs ($22,540).

RECOMMENDATION

It is recommended that the Village Board approve the contract with Garland/DBS, Inc. of Racine County, Wisconsin, and OMNIA Partners Purchasing Cooperative for a complete roofing replacement with alternate items at the historical museum campus in an amount not-to-exceed $202,173.

Village Board
12/18/2023

Item: Pickup Truck Vehicle Purchase for Police Department

Department: Public Works

The approved 2024 Capital Budget includes $63,297 for replacing a Police Department forensic crime scene vehicle. The proposed vehicle is a 2023 Chevrolet Silverado Pickup Truck.

The current vehicle is five years old and has exceeded its useful life for daily Police operations. This determination was confirmed when the Fleet Services Unit technicians inspected the current forensic crime scene vehicle and independently concluded it was ready for replacement. While the vehicle is no longer suitable for the Police Department, it will either be repurposed for the Village's Pool Vehicle Program, transitioned to another Village Department, or surplused under Village guidelines.

Staff proposes purchasing a 2023 Chevrolet Silverado Pickup Truck for $55,752 through the Suburban Purchasing Cooperative (SPC). SPC is a joint purchasing cooperative administered by the Northwest Municipal Conference (NWMC) and represents 143 municipalities in the Chicagoland area. SPC uses multiple government agencies and collaborative purchasing to obtain competitive bid pricing. Currie Motors Chevrolet of Forest Park, Illinois, holds the SPC contract for the Chevrolet Silverado Pickup Truck.

Funds are available for this purchase in Account No. 621-9003-550050 (VH9503).

RECOMMENDATION

It is recommended that the Village Board approve the purchase of a 2023 Chevrolet Silverado Pickup Truck from Currie Motors Chevrolet of Forest Park, Illinois, in an amount not-to-exceed $55,752 and authorize Staff to execute the necessary documents.

Village Board
12/18/2023

Item: Resolution Approving Final Design Agreement for Algonquin Road Sewer Capacity Improvement

Department: Public Works

In 2022, a capacity sewer study was conducted by the Village's sewer consultant RJN Group, Inc. for the South Arlington Heights Road Corridor. The report identified several sewer sections that do not have efficient sewer capacity to handle normal wet weather flows.

A preliminary design study was authorized by the Village Board in March of 2023, using information from the 2022 study. The design study modeled the current capacity and incorporated future use. The design study also identified the most advantageous route for a new sewer line, which has been preliminarily approved by both IDOT and MWRD. Staff is attempting to meet the schedule demands of potential developers in the area.

The next step in the process is to complete final design of the sewers; meet with numerous agencies to receive appropriate approvals; as well as minimize impact to residents and commuters in the area. The proposed plan is to install a parallel 27" sewer in the right westbound lane on Algonquin Road from Cedar Glen to the MWRD interceptor sewer line located on Busse Road. The proposed final design contract includes developer construction documents, providing an engineer's estimate, as well as providing bidding assistance to the Village. If approved, final design is expected in the 3rd quarter of 2024.

Funds for these services are available in Account #267-4001-550250 ($102,600) South Arlington Heights Road TIF, #263-4001-520050 ($34,200) TIF 4, and #505-9001-550250 (SW2401) ($136,800).

RECOMMENDATION

It is recommended that the Village Board approve the final design agreement with RJN Group, Inc. in an amount not-to-exceed $273,600 for the FY2024 budget and approve the attached Resolution relating to this agreement.

ATTACHMENTS:

Description	Type
Resolution Approving Final Design Agreement for Algonquin Rd. Sewer Capacity Improvement	Resolution
AH Algonquin Sewer Capacity Improvements - Revisded Design Proposal - RJN	Agreement

A RESOLUTION APPROVING
FINAL DESIGN AGREEMENT FOR
ALGONQUIN ROAD SEWER CAPACITY IMPROVEMENT

BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF ARLINGTON HEIGHTS:

SECTION ONE: The Village Board of Trustees hereby approves that certain Agreement by and between the Village of Arlington Heights and RJN Group, Inc. related to the Final Design for Algonquin Road Sewer Capacity Improvement, with a date of December 18, 2023. Funds for these services are available in Account Numbers 267-4001-550250 ($102,600) South Arlington Heights Road TIF, 263-4001-520050 ($34,200) TIF 4, and 555-9001-550250 (SW2401) ($136,800).

SECTION TWO: The Village President is hereby authorized and directed to execute said Agreement on behalf of the Village of Arlington Heights.

SECTION THREE: This Resolution shall be in full force and effect from and after its passage and approval in the manner provided by law.

AYES:

NAYS:

PASSED AND APPROVED this 18th day of December, 2023.

_____
Village President

ATTEST:

_____
Village Clerk

December 11, 2023

Mr. Cris Papierniak
Public Works Director
Village of Arlington Heights, IL
222 North Ridge Avenue
Arlington Heights, IL 60005

Subject: Algonquin Road Sewer Capacity Improvement – Final Design Services
Proposal/Review of Smart Cover Data

Dear Mr. Papierniak:

RJN Group, Inc. (RJN) is pleased to provide this proposal to the Village of Arlington Heights (Village) for the final design of improvements to increase the capacity of the sanitary sewer on Algonquin Road.

Key Project Goals and Objectives

Algonquin Road Sewer Capacity Improvement

RJN has completed a preliminary design to increase the undersized existing 18" sewer along Algonquin Road and Dempster Street between Cedar Glen Drive and Busse Road to a 27" sewer to accommodate current flows and projected flows from a new development. Due to the high flows expected by certain businesses planned for this development, it is critical that the Village complete this project before the new businesses are operating. A separate proposal for the surveying work was submitted to expedite the schedule.

The plan is to install a parallel sewer in the right westbound lane of Algonquin Road from Cedar Glen Drive all the way to Busse Road. It will deviate from the existing sewer that jogs onto Dempster Street. The parallel sewer will minimize the bypass pumping needs on this project, which could have otherwise been significant.

There are many stakeholders for this project, so project coordination is a critical element of this design. In addition to the Village, the key stakeholders on this project include the following:

- Metropolitan Water Reclamation District of Greater Chicago (MWRD)
- Illinois Department of Transportation (IDOT)
- Cook County Department of Transportation and Highways (CCDOTH)
- Village of Mt. Prospect (Mt. Prospect)
- Various utility companies
- Adjacent property owners

During the preliminary design, we received conceptual approval from MWRD and IDOT on the conceptual plan for the new sewer. There are additional details on this design that need to be

coordinated with these stakeholders early in the process, particularly with MWRD. Since the construction will be primarily in the IDOT right-of-way, they will dictate the terms of when the contractor will be able to work.

We will utilize the Village's standard "front end" contractual documents and add the technical specifications. We will utilize standard details from IDOT, MWRD and the Village (in that order) where applicable. Remaining standard details will be per the Standard Specifications for Water and Sewer constriction in Illinois.

SmartCover Analysis

The Village owns several SmartCover ultrasonic depth sensor for use in manholes. These SmartCovers were installed in manholes identified by RJN in the South Arlington Heights Road TIF area for evaluating the response of the sewer to rain events, to provide more understanding about where excess flows may be entering the sewer.

This analysis is to review that data and determine if there are any conclusions that can be made regarding sources of I/I in the sewer and to verify and/or reassess the level of sanitary sewer overflow (SSO) risk within the corridor between Algonquin Road and Interstate 90.

Assuring Quality and Safety

RJN is committed to providing **quality** deliverables. RJN's use of QC tools as well as our corporate training and QA processes in place will ensure that our services will provide value to the Village.

As an employee-owned firm, RJN's commitment to the **safety** of our employees and of the community is paramount. That commitment to safety is demonstrated in our internally developed and audited safety program where our goal is to have all field staff, engineers, and project managers "RJN Safety Certified." Included in the certification is confined-space entry training, temporary traffic control, OSHA 10-hour, fall protection, and many more.

Price and Schedule Summary

This project will be invoiced on a Time and Material Basis

- Final Design Base Services $247,435
- SmartCover Analysis $ 16,165
- Contingency $ 10,000

for a total base fee of **$263,600 plus a $10,000 contingency for a total not-to-exceed fee of $273,600**. Complete Scope of Services, Pricing, Schedule, and Project Map are provided in the following exhibits:

- Exhibit A – Scope of Services
- Exhibit B – Pricing
- Exhibit C – Schedule
- Exhibit D – Project Map

It is our pleasure to submit this proposal to continue the work in this area of Arlington Heights. We are looking forward to the opportunity to work with the Village of Arlington Heights on this important project. Please feel free to contact Karol Giokas at 630.364.4362 if you would like to discuss this proposal or have any questions.

Sincerely,

Akwasi Nketia, P.E.
Principal Project Manager

Karol G. Giokas, P.E.
Senior Project Manager

EXHIBIT A
SCOPE OF SERVICES

RJN is proposing the following scope of services for the:

Final design of the capacity improvements for the sanitary sewer along Algonquin Road for Arlington Heights.

1. Schedule and attend a design kick-off meeting with Village staff. Prepare the meeting agenda and minutes. Discuss the following at the meeting:
    a. Recent changes to the development plan that would impact the population equivalency calculations used to determine the needed sewer capacity.
    b. Key design elements and remaining questions to address.
    c. Coordination with project stakeholders
    d. Planned project schedule.

2. Incorporate the survey base sheets prepared under a separate proposal and prepare the design base files.

3. Review CCTV videos from existing sewer to confirm live service connections to be abandoned and relocated to new sewer or to a separate Mt. Prospect sewer. Coordinate with Mt. Prospect on services to be reconnected.

4. Schedule a coordination meeting with the Village, IDOT, CCDOTH and Mt. Prospect to discuss the planned construction.

5. Schedule a meeting with the MWRD to coordinate the following:
    a. Obtain approval to upsize the sewer to 27 inches (approval to upsize from 18 inches to 24 inches previously received)
    b. Options for service connections to Mt. Prospect buildings along Dempster Street (including coordination with Mt. Prospect).
    c. Potential abandonment of sewer on Dempster Street including connection to MWRD at Dempster Street and Busse Road.
    d. New connection to existing MWRD manhole at Algonquin Road and Busse Road.

6. Complete 11 soil bores with a depth of 20 feet with one at a depth of 30 feet. Prepare and submit a boring log and geotechnical report.

7. Provide an assessment as to whether the site is a potentially impacted property (PIP). Provide laboratory testing and analysis on two soil samples. Provide an assessment of the project site and the laboratory data for characterization and completion of Form LPC 663.

8. Request design-stage J.U.L.I.E. locates and identify potential utility conflicts.

9. Provide preliminary design submittal at 40% after preliminary quality control/quality assurance review on design, alignment, and sizing of the new interceptor. Submittal to include a memo summarizing route options, costs, materials, and coordination.

10. Identify traffic control and surface restoration needs during construction in compliance with jurisdictional requirements.

11. Prepare detailed schedules and design details for new sewer installation, service lateral installations, and manhole installations.

12. Prepare Contract Plans, including the following:
    a. Cover Sheet
    b. General Notes and Quantities
    c. MWRD General Notes
    d. Alignment and Ties
    e. Summary of Quantities
    f. Quantities Table
    g. Sewer Plan and Profile Sheets
    h. Storm Water Pollution and Prevention Plan
    i. Bypass Exhibits
    j. Restoration and Pavement Plans
    k. IDOT, CCDOTH, MWRD, and Village specific Details

13. Prepare Contract Front End Documents and detailed Specifications:
    a. Utilize Village front end documents with only project specific modifications.
    b. Prepare technical specifications.
    c. Appendices

14. Send 60% Plans to utility companies for review.

15. Prepare an Opinion of Probable Construction Cost.

16. Provide two additional progress review submittals at 60% and 90% of Plans, Specifications and Opinion of Probable Construction cost for Village review and comment prior to bidding.

17. Perform a final quality control/quality assurance review on final plans and specifications.

18. Coordinate permitting and construction plan with the Village, Mt. Prospect, MWRD, IDOT, CCDOTH and other governmental agencies. Obtain project approval from Mt. Prospect.

19. Prepare permit applications for MWRD, IDOT and CCDOTH. In addition to the contract documents, prepare exhibits and other documentation as needed. Address up to two rounds of permit review comments. As part of the permitting for this project, RJN will also

obtain clearance from the State Historic Preservation Agency.

20. Prepare and apply for a general NPDES permit for stormwater discharges from construction site activities through IEPA's online CDX Exchange portal.

21. After receiving construction permit from MWRD, prepare IEPA Sanitary Sewer Permit to construct, own and operate the proposed sanitary sewer.

22. Assist Village with contacting property owners impacted by the construction. Provide notification to the residents of impacts to sewer and water service, and any limitations to access to driveways/property.

23. Prepare bid package with plans, front-end documents, and specifications. Submit a pdf of the final bid package to the Village with one full size set of the final plans.

24. RJN will prepare for the Village a set of final construction documents in original AutoCAD or GIS and Microsoft Word formats.

25. Bidding Assistance:
    a. Post to on-line bidding service.
    b. Prepare Addenda.
    c. Respond to Contractors' questions.
    d. Prepare bid tabs and letter of recommendation.

26. Coordinate mandatory pre-bid meeting, prepare agenda, attend meeting, and prepare and distribute meeting minutes.

27. Project management service for the duration of the project and attend up to three in-person meetings and virtual meetings with the Village and other stakeholders.

Contingency:

The $10,000 contingency will only be used outside the base fee with Village approval in the event of:

1. Significant changes during the permitting process with the MWRD and other governmental agencies
2. Additional work required by Mount Prospect
3. Additional subsurface exploration work
4. Additional work requested and approved by the Village.

Smart Cover Analysis

1. Review of SmartCover Data
    a. Review of data looking for data outliers or evidence of overflows. Classify rain events that have occurred since installation, review depth levels.

2. Validate hydraulic model using SmartCover data
    a. Field data collection for approximately 10 structures
    b. Update physical model with additional data
    c. Evaluate observed differences between model and SmartCover data.
    d. This does not include a full recalibration of the model.

3. Provide Tech memo with results and recommendations.

4. Provide PM services for project, including one virtual meeting to discuss results.

Items Requested from the Village

1. Updated GIS for both sanitary and Storm Sewers
2. Assistance coordinating with other stakeholders.
3. Lead any required discussions with residents.
4. Provide traffic control assistance (arrow board, etc.) if needed.

Items Not Included in this Proposal.

1. Services related to obtaining easements (not anticipated to be required)
2. Engineering Construction Supervision Services.

EXHIBIT B
PRICING

The services provided for the Algonquin Road Sewer Capacity Improvement Final Design and SmartCover Analysis Services will be invoiced on a time and materials basis as shown below.

Task #	Task Description	Cost
1001	Kick-off Meeting	$3,548
1002	CCTV Review/Base file prep	$9,911
1003	Coordination Meetings w/Agencies/stakeholders	$15,975
1004	Geotech Coordination	$33,014
1005	Preliminary Design (40%)	$29,975
1006	Final Design Plans	$73,381
1007	Front End/Technical Specs	$25,597
1008	Opinion of Construction Costs	$7,590
1009	Permitting	$18,205
2001	Bidding Assistance	$14,685
2002	Project Management	$15,554
3001	SmartCover Analysis	$16,165
4001	Contingency**	$10,000
	Total Contract Amount	**$273,600**

***** Contingency amount would only be used with Village approval.***

Hourly Rate Schedule

	Classification	2024 Rates*
PD	Project Director	$255.00
SPM	Senior Project Manager	$225.00
PM	Project Manager	$190.00
SCM	Sr. Construction Manager	$180.00
CM	Construction Manager	$160.00
CO	Construction Observer	$140.00
SPE	Senior Project Engineer	$160.00
PE	Project Engineer	$145.00
EI	Engineer I	$130.00
GSS	GIS Specialist	$125.00
GIS	GIS Analyst	$110.00
SDA	Senior Data Analyst	$125.00
DA	Data Analyst	$105.00
FM	Field Manager	$110.00
FS	Field Supervisor	$100.00
FT	Field Technician	$95.00
AS	Administrative Support	$100.00

Notes

- The geotechnical services include a 10% markup on the subconsultant.

EXHIBIT C
PROPOSED SCHEDULE AND DELIVERABLES

RJN is prepared to begin work on this project upon an agreement. Assuming there are no delays with subconsultants, the anticipated schedule for the Algonquin Road Sewer Capacity Improvement is as follows:

Task	Timeline
Algonquin Rd Sewer Capacity Improvement:	
• **Subsurface Exploration and Soil Report**	Within 60 days of Notice to Proceed.
• **40% Preliminary Design Completion**	Within 60 days after topographic survey completion
• **90% Design Completion**	Within 75 days of preliminary design approval.
• **Final Bid Documents**	Within 30 days of 90% design comments.

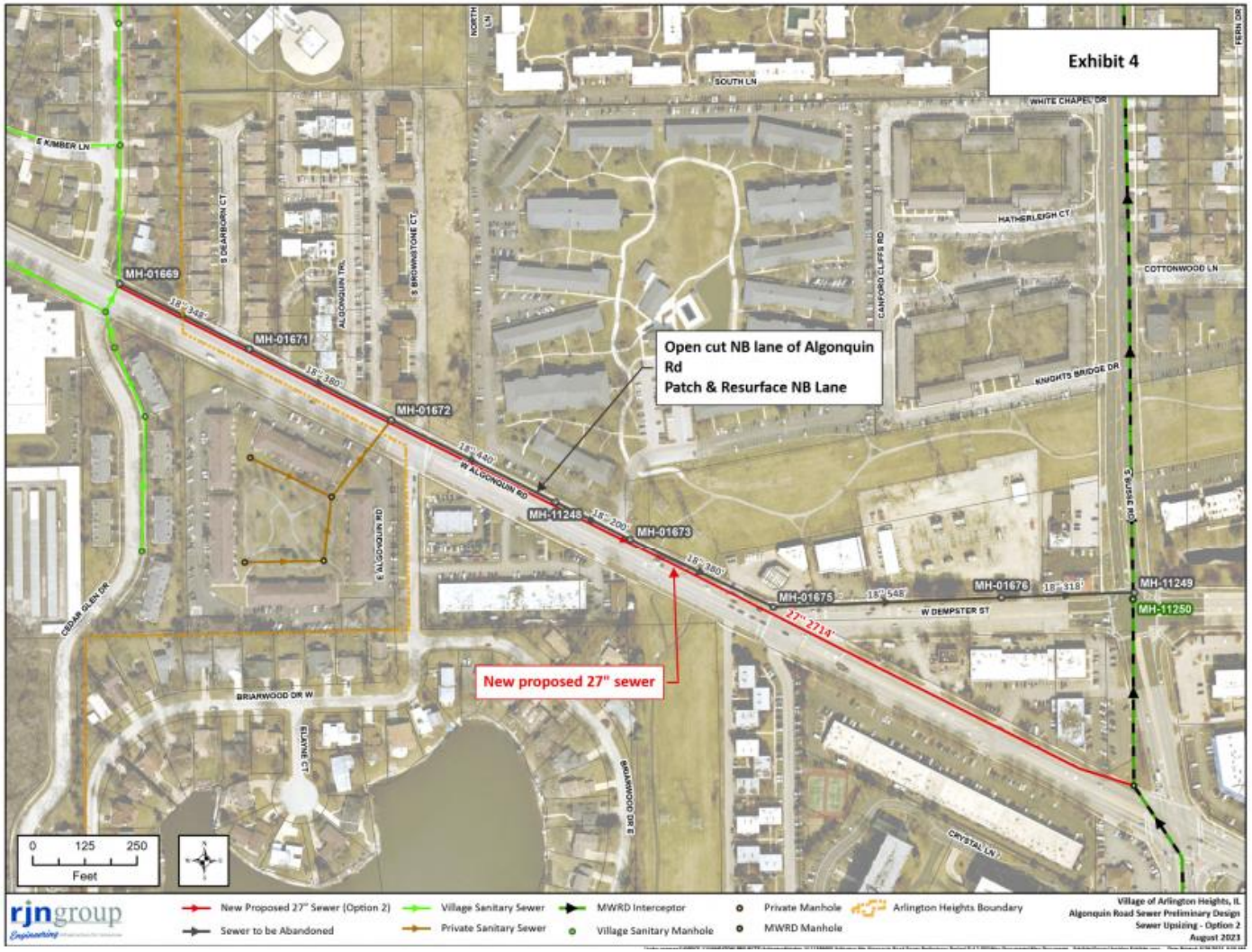
***The above design schedule is dependent on cooperation from various governmental agencies during the permitting process and delays in responses from these agencies may impact the schedule.

***The surveying services will be completed within 2 months of a notice to proceed.

The anticipated completion date for the SmartCover Analysis is **June 1, 2024.**

EXHIBIT D

PROJECT LOCATION MAP



Village Board
12/18/2023

Item: Agreement with AT&T - Hickory/Kensington Project

Department: Planning & Community Development

Background
Earlier this year Commonwealth Edison advised the Village that they were making infrastructure improvements in the area of Hickory and Kensington, as well as, other neighborhoods. Specifically, Commonwealth Edison is proposing to upgrade the electrical capacity from 4KV to 12KV lines. As a result of this notice, Village had conversations with Commonwealth Edison representatives and their attorney's regarding requirements for undergrounding overhead facilities.

In August the Village entered into an agreement with Commonwealth Edison to bury the overhead Commonwealth Edison lines just along Kensington Road between Hickory and Beverly. This would result in removal of approximately seven poles with some pole mounted transformers and require two ground mounted transformers/switch gear to be placed within the Kensington Road right of away and will be funded from the Hickory/Kensington TIF district. Two poles on the south side if Kensington would need to be installed to maintain service to buildings in the Kensington/Northwest Highway triangle. When redevelopment of the triangle occurs overhead lines in this area could be buried as part of that redevelopment. Since then, cost estimates have been obtained to relocate overhead AT & T services that are part of this project. The Letter of Agreement dated July 13, 2023 is the most current agreement we continue to work on with AT & T. The cost will be $96,642.75.

Funding
Staff recommends funding the undergrounding of the AT & T lines be paid from the Hickory/Kensington TIF district. The Hickory/Kensington TIF district runs until 2037. At the end of 2022, the TIF district had a positive fund balance of approximately $4M. The Village has committed to project costs for the Campbell Street extension and 4 N. Hickory public private partnerships in the amount approximately $1.5M plus $120,000 per year maximum commitment for 8 years for 4 N. Hickory. It is further anticipated that the 4 N. Douglas development will request public private partnership. However, projections indicate that the Village could pay for the Commonwealth Edison and AT & T undergrounding, as well as,

facilitate additional development while still maintaining a positive TIF fund balance to facilitate future redevelopment.

Recommendation

It is recommended that the Village Board authorize the Village Manager to execute an underground relocation agreement with AT & T to relocate the aboveground utility lines along the north side of Kensington Road between Hickory Avenue and South Beverly Lane. The cost estimate is $96,642.75 to be funded from the Hickory/Kensington TIF District – Account # 266-4001-550250

ATTACHMENTS:

Description	**Type**
AT&T LOA and Cost	Agreement

LETTER OF AGREEMENT FOR CUSTOM WORK and ESTIMATE OF ACTUAL COST

July 13, 2023

CR #: 230301
Project Number: A02NJER

Customer Name: 1 VILLAGE OF ARLINGTON HEIGHTS
Billing Address: 33 SOUTH ARLINGTON HEIGHTS ROAD,ARLINGTON HEIGHTS,IL,60005
Contact Name: STEVE MULLANY
Contact email Address: SMULLANY@VAH.COM
Contact Phone Number: (847) 368-5809
Site Location: VILLAGE OF ARLINGTON HEIGHTS, ARLINGTON HEIGHTS, IL

AT&T has received a request from you to perform the following work:

RELOCATE AERIAL LINES TO BURIED

Estimated Actual Cost Quote	
Expenses	**Amount**
ENGINEERING LABOR	**$ 22,713.27**
MATERIAL COST	**$ 5,304.07**
CONSTRUCTION LABOR	**$ 32,956.73**
CONTRACTOR COST	**$ 35,668.68**
MISC. COST	**$ 0.00**
Estimated Contract Price	**$ 96,642.75**
Less Credits/Payments	**$ 0.00**
Estimated Balance Due	**$ 96,642.75**

Charges of $25,000 or greater are billed at actual cost. However, an advance payment based on the estimated cost of the special construction charges is required before work can begin. At the completion of the project, an additional payment may be required if costs exceed the estimated amount. A refund will be issued if actual costs are less than the estimated amount.

This signed agreement and advance payment of **$ 96,642.75** must be received at the AT&T address shown below before AT&T will proceed with any work.

This quote is only valid for 60 days from the date of this letter.

CUSTOM WORK AGREEMENT

CR #: 230301

Project Number: A02NJER

This Custom Work Agreement ("Agreement") is entered into by and between

Illinois Bell Telephone Company d/b/a AT&T (hereafter "AT&T") and

1 VILLAGE OF ARLINGTON HEIGHTS (Customer).

AT&T and Customer hereby agree to following terms:

1. **Tariffs/Guidebooks.** This Agreement is subject to and controlled by the provisions of AT&T's tariffs/guidebooks as applicable and all such revisions to said documents as may be made from time to time.

2. **Special Construction.** This Agreement is for the special construction as further described on page 1, attached hereto and incorporated herein by this reference ("Special Construction"). As consideration for the Special Construction, Customer shall pay to AT&T **$ 96,642.75** . Advance payment based on estimated cost is required before work will begin for any project estimated to cost $25K or more. Payment in full for the remaining balance exceeding the advance payment based on actual costs is required within thirty days after AT&T issues an invoice to the Customer for the Special Construction Charges.

3. **Price Quote.** The price is guaranteed for 60 days from July 13, 2023 . If the charges are not accepted within 60 days the request will be canceled and a new request will need to be placed. The second estimate may be higher than the price that was originally quoted.

4. **Early Termination.** Should Customer terminate or cancel this Agreement prior to the completion of construction, Customer shall remain liable for the Special Construction Charges. Customer acknowledges and agrees AT&T shall incur substantial up-front costs in connection with its performance under this Agreement and that damages in the event of such early termination or cancellation are not readily ascertainable and that in such event of early termination payment of the Special Construction Charges is reasonable. Customer further acknowledges and agrees that it hereby waives any right to contest such payment of the Special Construction Charges for any reason, including, but not limited to reasonableness of the charges, quality of the work, or timeliness of the work.

5. **Limitation of Liability.** AT&T's maximum liability arising in, out of or in any way connected to this Agreement shall be as set forth in the tariffs and/or guidebooks, as applicable, and in no event shall exceed Special Construction Charges paid by Customer to AT&T.

6. **Changes in Scope of Work.** The parties recognize that this is an 'Actual Cost' contract. "Actual Cost" means that Customer will be provided with a final bill after the completion of all work and agrees to pay that final bill. The final bill will be calculated based on AT&T's billing practices and work performed, which Customer agrees to accept. Customer understands and agrees that the final bill for the Actual Cost may exceed the preliminary cost estimate that has been provided for this work. Consequently, AT&T is not required to provide the Customer with prior notice that the Actual Cost has exceeded the preliminary cost estimate prior to providing the final bill. Further, if the Customer initiates changes in the scope of the work after AT&T has provided the preliminary cost estimate or after executing this contract, the above cost estimate and this contract are null and void. A new cost estimate must be provided based on the new scope of work and a new contract entered. Additionally, if the contractor bid exceeds the estimated contractor costs the applicant will be responsible for additional costs and a change order will be issued for customer approval. Work will not commence until signed change order and additional payment has been received.

7. **Changes Due to Field Conditions.** In the event there exists any conditions in the field that differ from those that existed at the time AT&T provided the quote or from the time the Customer executes the contract, AT&T shall bill and Customer shall pay any additional cost. Field conditions that may alter the cost associated with this work include, but are not limited to, conditions that exist below the surface of the ground and could not have been anticipated at the time of the price quote, above ground barriers, Acts of God affecting the progress or sequencing of the work, labor disputes and other conditions or circumstances that AT&T could not have reasonably anticipated at the time the cost estimate was provided. Differing field conditions are but one example of why the Actual Cost may exceed the preliminary cost estimate. Further, items that Customer has agreed to provide in connection with the Special Construction work, such as (but not limited to) providing conduit and/or handholes, must be suitable to AT&T's purposes. If these items are not suitable or AT&T is forced to acquire or provide them, it will result in increased costs that Customer agrees to pay.

8. **Customer Obligations.** Customer agrees to provide appropriate easements and/or rights of way, as determined by AT&T, to AT&T for its lines and any facilities necessary for the Special Construction work. Further, Customer agrees to provide and place suitable conduit and handholes for AT&T's use in the Special Construction work. Should Customer not provide these items, Customer understands and agrees that it will result in increased costs above the estimate provided, which Customer agrees to pay.

9. **Time to Complete.** Any representation by AT&T, its contractors, or employees that the project will be complete by a certain date or certain time period is strictly an estimate and not binding. All estimated completion dates are subject to changing conditions in the field, changes in the scope of the work, relocation of existing utilities not within AT&T's control, Acts of God, weather delays, labor disputes, contractor disputes, pandemics and other conditions or circumstances could not reasonably anticipate at the time of the estimate.

10. **Indemnification and Hold Harmless.** Both parties, its agents, servants, and employees hereby agree to indemnify and hold harmless each other, and its employees, agents and contractors, from and against any and all claims, costs, expenses, judgments or actions for damage to property or injury or death to persons, and/or arising from or relating to the work that is the subject of this agreement, to the extent any such claims are caused by the negligent acts or omissions of each party, its agents, servants, or employees.

11. **Miscellaneous.**

A. Counterparts. This Agreement may be executed in one or more counterparts, each of which when so executed shall be deemed to be an original, but all of which when taken together shall constitute one and the same instrument.

B. Effect of Waiver. No consent or waiver, express or implied shall be deemed a consent to or waiver of any other breach of the same or any other covenant, condition, or duty.

C. Headings. The headings, captions, and arrangements used in this Agreement are for convenience only and shall not affect the interpretation of this Agreement.

D. Interpretation. The parties agree that this Agreement shall not be interpreted in favor or against either any party. The parties further agree that they entered into this Agreement after conferring with legal counsel, or after having a reasonable opportunity to confer with legal counsel.

E. Applicable Law. This Agreement shall be governed and interpreted in accordance with the laws of the state that the work site location is located without regard to that state conflict of law principles.

F. Attorneys' fees. If either party materially breaches this Agreement and should the non-breaching party seek to enforce it rights through legal action, the prevailing party shall recover from the other party all costs and expenses incurred, including, but not limited to, reasonable attorneys' fees.

G. Authority. The signatories to this Agreement represent and warrant that they are duly authorized to execute this Agreement.

H. No Precedent. Except for the matters resolved and released herein, this Agreement is of no value and shall not be considered precedent for resolving any dispute that may arise in the future.

I. Severability. Any provision of this Agreement held by a court of competent jurisdiction to be invalid or unenforceable shall not impair or invalidate the remainder of this Agreement and the effect thereof shall be confined to the provision so held to be invalid or unenforceable.

J. Successors and Assigns. This Agreement is binding upon and shall inure to the benefit of the parties and their respective successors and assigns.

12. **Final Agreement.** THIS AGREEMENT REPRESENTS THE ENTIRE AND FINAL EXPRESSION OF THE PARTIES WITH RESPECT TO THE SUBJECT MATTER HEREOF. EXCEPT AS PROVIDED HEREIN, THIS AGREEMENT MAY NOT BE CONTRADICTED BY EVIDENCE OF PRIOR, CONTEMPORANEOUS OR SUBSEQUENT ORAL AGREEMENTS OF THE PARTIES; THERE ARE NO UNWRITTEN ORAL AGREEMENTS BETWEEN THE PARTIES.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their duly authorized representative on the dates set below. This quote is only valid for 60 days from the date of this letter.

CR #: 230301

Project Number: A02NJER

Date Quote Expires: 9/12/2023

AT&T Design Engineer: KASPER, RAY <rk1561@att.com>

ACCEPTED FOR CUSTOMER:

Authorized Signature

Title:

Company:

Printed Name:

Date:

AT&T CWO Manager Contact Information

Tom Adams

Digitally signed by Tom Adams
Date: 2023.10.25 14:44:08 -05'00'

CWO Manager

Phone Number: (724) 203-8879

Email Address: ta1863@att.com

Date: July 13, 2023

Please send check payable to AT&T CWO along with original signed agreement to:

AT&T CWO 220 Wisconsin Avenue, FLR 2, Waukesha, WI 53186

Village Board
12/18/2023

Item: Replacement of Office Chairs

Department: ISD

Village staff are seeking Village Board approval to purchase 64 new desk chairs for four departments. These various departments have expressed the need to purchase new office chairs as current equipment is original to the building and is failing due to regular wear and tear after 15 plus years. At this time, Integrated Services, Human Resources, Finance and Building & Life Safety Departments are scheduled to purchase replacement office chairs for staff.

Staff was able to leverage competitive pricing through OMNIA Partners, a nation-wide purchasing group that ensures competitive pricing in government purchasing contracts. Chairs will be ordered through the same office furniture supply company that the Village used to furnish Village Hall when it was constructed, Henricksen & Company. The total cost of the 64 replacement office chairs is $36,143.77 and includes labor and delivery.

Funds are available in the Capital Projects Fund for the purchase of this office equipment.

RECOMMENDATION
It is recommended that the Village Board approve the purchase of 64 Office Chairs from Henricksen & Company of Itasca, IL in an amount not-to-exceed $36,143.77 and authorize Staff to execute the necessary documents.

Village Board
12/18/2023

Item: Resolution Approving a Settlement Agreement and Release of All Claims

Department: Village Manager's Office

Resolution Approving a Settlement Agreement and Release of All Claims

Daniel and Sarah Brown have sought relief from the Village and its contactor, DiMeo Brothers, Inc. related to damages that occurred to their pool during the 2021 Greenbrier/Roanoke Stormwater Control Project. As a result of the settlement reached between all the parties the Village agrees that it will waive all permit fees for the Browns in the event that they install a new swimming pool. DiMeo Brothers will pay a settlement amount of $116,667. It should be noted that DiMeo, Inc. paid all of the Village's legal bills on this matter.

Recommendation:
It is recommended that the Village Board approve a resolution authorizing the settlement of the case of Daniel Brown and Sara Brown v. Village of Arlington Heights, et al. and the execution of all settlement documents.

ATTACHMENTS:

Description	Type
Resolution Approving Brown Settlement Agreement	Resolution
Settlement Agreement	Agreement

VILLAGE OF ARLINGTON HEIGHTS

RESOLUTION NO. _____

A RESOLUTION APPROVING A SETTLEMENT AGREEMENT
AND RELEASE OF ALL CLAIMS

WHEREAS, Daniel Brown and Sara Brown (collectively, "*Brown*") and the Village are involved in a lawsuit pending in the Circuit Court of Cook County, bearing Case No. 22 L 002880; and

WHEREAS, in order to avoid the time, expense, and uncertainty of possible litigation, the Village and Brown desire to enter into a settlement agreement and release all claims between them related to the pending lawsuit (*"Agreement"*); and

WHEREAS, the Village President and Board of Trustees have determined that approving the Agreement will serve and be in the best interest of the Village;

NOW, THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF ARLINGTON HEIGHTS, AS FOLLOWS:

SECTION 1. RECITALS. The facts and statements contained in the preamble to this Resolution are found to be true and correct and are hereby adopted as part of this Resolution.

SECTION 2. APPROVAL OF AGREEMENT. The Agreement is hereby approved in substantially the form attached to this Resolution as Exhibit A, and in a final form to be approved by the Village Manager and the Village Attorney.

SECTION 3. EXECUTION OF AGREEMENT. The Village Manager and the Village Clerk are hereby authorized and directed to execute and attest, on behalf of the Village, the Agreement and all necessary documentation related thereto.

SECTION 4. EFFECTIVE DATE. This Resolution will be in full force and effect from and after its passage and approval in the manner provided by law.

[SIGNATURE PAGE FOLLOWS]

AYES:

NAYS:

PASSED AND APPROVED THIS ___ day of _____, 2023

_____
Village President

ATTEST:

_____
Village Clerk

EXHIBIT A

AGREEMENT

IN THE CIRCUIT COURT OF COOK COUNTY, ILLINOIS
COUNTY DEPARTMENT – LAW DIVISION

DANIEL BROWN and SARA BROWN, Plaintiffs, vs. THE VILLAGE OF ARLINGTON HEIGHTS, an Illinois Municipal Corporation, CHRISTOPHER B. BURKE ENGINEERING, LTD., an Illinois Corporation and DI MEO BROTHERS, INC., an Illinois Corporation, Defendants.	)	Case No.: 22 L 002880

SETTLEMENT AGREEMENT

Subject to the terms and conditions set forth below, the Plaintiffs, DANIEL BROWN and SARA BROWN, and their attorney, Mark L. LeFever, enter into this settlement agreement with the Defendants, THE VILLAGE OF ARLINGTON HEIGHTS, CHRISTOPHER B. BURKE ENGINEERING, LTD., and DIMEO BROTHERS, INC.

AGREEMENT

1. Definitions. When used in this Agreement, the following terms shall mean as follows:

   a. Plaintiffs. The term "Plaintiffs" shall refer to Daniel Brown and Sara Brown.

   b. Defendants. When used in the plural, the term "Defendants" shall refer to the Village of Arlington Heights, Christopher B. Burke Engineering, Ltd., and DiMeo Brothers, Inc.

   c. Village. The term "Village" shall refer to the Village of Arlington

Heights.

d. Parties. The term "Parties" shall refer to all of the Plaintiffs and all of the Defendants.

e. Construction Project. The term "Construction Project" shall refer to the construction project commonly known as the "Greenbrier/Roanoke Stormwater Control Project," and specifically includes not only street construction but also construction work performed in the vicinity of 2118 N. Verde, Arlington Heights in 2021, including in Happiness Park.

f. Plaintiffs' Property. The term "Plaintiff's Property" or "Property" shall refer to all property located at 2118 N. Verde, Arlington Heights, including the structures on the Property, the swimming pool, fence, retaining walls and the land itself.

g. Lawsuit. The term "Lawsuit" shall refer to the lawsuit filed by Plaintiffs against the Defendants with the cause number 2022 L 002880 (Cook County, Illinois), and shall include each of the various complaints filed in the Lawsuit.

2. Background. This Lawsuit has been brought by Plaintiffs against Defendants making certain allegations concerning injuries to person and Property sustained by the Plaintiffs as a result of the Construction Project.

3. Denial of Liability. The Defendants deny each and every allegation of

wrongdoing asserted in Plaintiffs' complaint(s), and, further, denied liability and denied Plaintiffs' damages. Nevertheless, the Defendants desire to settle all claims solely to avoid the expense, burden, and uncertainty of further litigation, and to put to rest all claims, known or unknown, that have been or might have been asserted by the Plaintiffs.

4. No Admission of Liability. The Parties acknowledge and agree that this settlement is made to avoid the uncertainty of the outcome of litigation and the expense in time and money of further litigation and for the purpose of judicial economy. The Parties acknowledge and agree that this settlement is not an admission of liability or wrongful conduct by or on the part of any Defendant or their respective officers, agents, employees, subcontractors or board members and shall not serve as evidence or notice of any wrongdoing by or on the part of any Defendant. The Parties agree that this Agreement is a compromise of disputed claims. The Parties agree that as a result, this Agreement may not be construed, in whole or in part, as an admission of liability to any person, nor shall this Agreement or any part or draft thereof be offered or received in evidence in any action or proceeding as an admission of liability by the Defendants.

5. Effective Date: The Parties agree that the effective date of this settlement shall be the date of the final signature on this agreement.

6. Total Settlement Amount. Plaintiffs agree to accept a settlement totaling ONEHUNDRED FORTY THOUSAND DOLLARS ($140,000.00), (hereafter, "the total settlement amount"), with each side bearing its own costs and attorneys' fees. The total

settlement amount shall be paid as follows:

- Payment by Grange Insurance. ONE HUNDRED SIXTEEN THOUSAND, SIX HUNDRED SIXTY-SIX DOLLARS AND SIXTY-SEVEN CENTS ($116,666.67) shall be paid by Grange Insurance, on behalf of both DiMEO BROTHERS, INC. and the VILLAGE OF ARLINGTON HEIGHTS, and
- Payment by Christopher B. Burke Engineering, Ltd. TWENTY-THREE THOUSAND, THREE HUNDRED THIRTY-THREE DOLLARS AND THIRTY-THREE CENTS ($23,333.33) to be paid by and/or on behalf of CHRISTOPHER B. BURKE ENGINEERING, LTD.

7. Settlement Payment Date. The Parties agree that payment of the total settlement amount will be made within 30 days after receipt of the fully executed copy of this Settlement Agreement signed by all parties, and receipt of tax identification documents, including a W-9 from Plaintiffs' Counsel.

8. Settlement Checks. Plaintiffs DANIEL AND SARA BROWN explicitly agrees and instructs that the checks shall be made payable to: "Daniel Brown, Sara Brown, and ML LeFevour & Associates, Ltd." Settlement checks shall be delivered to Plaintiffs' Attorney, Mark L. LeFevour.

9. Village Agrees to Waive Pool Permit Fee. In addition to the total settlement amount, the Village shall waive the permit fees required for a Pool Construction Permit along with the associated permit fees required for the Pool Construction Permit (specifically, the fees for the Electrical Permit and Plumbing

Permit) in the event Plaintiffs decide to replace the swimming pool on the Property at 2118 N. Verde, Arlington Heights. Plaintiffs understand and agree that they shall still be responsible for complying with all applicable building codes and regulations of the Village should they undertake the work to replace the swimming pool on the Property."

10. Plaintiffs Solely Responsible For Liens. Plaintiffs DANIEL AND SARA BROWN understand, agree, and acknowledge that they may be required to divide the total settlement amount between themselves and other claimants or lienholders, including their attorney, in a manner determined between DANIEL AND SARA BROWN and such other claimants or lienholders (including their attorney) and as may be adjudicated by the Court. Plaintiffs shall be solely responsible for paying all such liens or claims on the settlement proceeds.

11. Dismissal With Prejudice. Plaintiffs DANIEL AND SARA BROWN agree that they will dismiss the Lawsuit with prejudice within 10 days of payment of the total settlement amount. The Plaintiffs may dismiss the lawsuit with prejudice in advance of that time and agree to have the trial court retain jurisdiction to enforce this Agreement.

12. Releases. The Parties make the following releases:

a. Plaintiffs' Release of Defendants. Plaintiffs DANIEL AND SARA BROWN, upon advice of counsel and in consideration of the benefits provided in Paragraphs 6 and 9 of this Agreement, release and forever discharge the Defendants, their officers, directors, partners, shareholders, employees (including but not limited to Patrick Kielty,

John DiMeo, and Mark DiMeo), agents, representatives, attorneys, insurers, subcontractors on the Construction Project, and all associated, affiliated, successor, apparent agents and subsidiary companies, of and from any and all existing or potential claims, demands, disputes, disagreements, matters, controversies, actions, causes of action, Lawsuits, claims for damages, judgments, awards, fees, costs, expenses, losses, injuries, liability and compensation of any nature whatsoever, which the Plaintiffs have, claimed to have had, or may have in the future against the Defendants, whether based on tort, contract, quasi-contract, statute, fraud, fraudulent inducement, reformation, emotional distress or any other theory in law or equity, and whether for compensatory, punitive, consequential, statutory or contractual damages, regardless of whether presently known or unknown, including but not limited to any and all future and past claims arising out of or relating in any way to or that in any way concerns the Lawsuit or the damages asserted therein, or which might have been asserted in the Lawsuit, along with all derivative actions, potential claims or Lawsuits, including but not limited to actions for damages, derivative actions, subrogation, claims for insurance coverage, claims for indemnity, contribution, spoliation of evidence, contribution, attorneys fees, and all other expenses or costs paid or

incurred in connection with the lawsuit.

b. Defendants' Releases of Plaintiffs. In exchange for the dismissal of the lawsuit, Defendants agree to, and hereby release and forever discharge Plaintiffs Daniel and Sara Brown of any and all claims that they had against them related solely to allegations contained in this Lawsuit, and of any counterclaim relating to the transactions that form the bases of this Lawsuit.

c. Defendants' releases of one another. Defendants release and forever discharge any and all claims asserted or that could have been asserted against the other Defendants to this Lawsuit in a crossclaim or complaint for contribution, arising solely out of the transactions that form the bases of this lawsuit.

d. Agreement is complete defense. This Agreement may be pleaded as a full and complete defense to any action, suit, or other proceeding that may be instituted or prosecuted with respect to the claims released herein.

13. Indemnify, defend, and hold harmless. Further, in consideration of this settlement entered pursuant to this Agreement, Plaintiffs DANIEL AND SARA BROWN and their below-signed attorney agree to defend, indemnify and hold harmless the Defendants, VILLAGE OF ARLINGTON HEIGHTS, CHRISTOPHER B. BURKE ENGINEERING, LTD, DiMEO BROTHERS, INC., as well as their future,

current, or former officers, agents and employees as well as their insurance companies and Grange Insurance, from any claims losses, damages or expenses, including attorneys' fees and costs, arising by reason of any lien, any other interest or claim held by or asserted by any person, entity, government or corporation against any moneys received or to be received by Plaintiffs under this settlement entered pursuant to this Agreement. This agreement to defend, indemnify and hold harmless shall specifically include (but not be limited to) any claim concerning any physicians' lien(s), hospital liens, ambulance liens, Medicare liens, Social Security liens, and any other type of lien. Plaintiffs, DANIEL AND SARA BROWN and their attorney agree that they shall be solely responsible for satisfying all liens; neither Defendants, nor their insurance carriers, nor their respective officials, employees or agents shall be responsible for satisfying any lien.

14. Entire Agreement. This Release and Settlement Agreement contains the entire agreement between the parties with regard to the settlement and shall be binding upon and inure to the benefit of the Parties hereto, and the heirs, executors, administrators, personal representatives, successors, and assigns of each.

15. Applicable law. This Release and Settlement Agreement is entered into in the State of Illinois and shall be construed and interpreted in accordance with its laws.

16. Mutual Integration. The Parties agree and stipulate that this Agreement was negotiated at an arm's-length basis between the Parties of equal bargaining power and the Parties jointly participated in drafting the Agreement. Therefore, no ambiguity

shall be construed in favor of or against any party, even if that party was the principal drafter of this Agreement.

17. Understanding and Capacity. In entering into this Agreement, Plaintiffs DANIEL AND SARA BROWN represents that they have relied upon the advice of their attorney, who is the attorney of their own choice, and that the terms of this Release and Settlement Agreement have been interpreted, completely read, and explained them by their attorney, and that those terms are fully understood and voluntarily accepted by Plaintiffs. Plaintiffs represent that at the time they signed this agreement, they had the mental capacity to enter into this agreement and to fully understand the agreement, its terms, and its implication. Plaintiffs represent that no medication, drug, substance, or the failure to take such medication, drug or substance has impaired their ability to comprehend and understand the terms of this Agreement. Plaintiffs also represent and warrant that no other person or entity has or has had any interest in the claims or causes of action referred to herein, that they and their attorney have the sole right and exclusive authority to execute this Release and Settlement Agreement and receive the sums specified herein, and that they have not sold, assigned, transferred, conveyed, or herein disposed of any of the clams or causes of action referred to herein.

18. Subject to Approval by the Board of Trustees for the Village. The Parties agree that all terms contained in this Agreement are subject to approval of the Board of Trustees for the Village, and shall not be effective until approved by the Village Board of Trustees.

19. Headings. The headings, captions, numbering system, etc. are inserted only as a matter of convenience and may under no circumstances be considered in interpreting the provisions of the Agreement.

20. Counterparts. This Agreement may be executed in any number of counterparts, each of which will for all purposes be deemed to be an original and all of which are identical.

21. Construction of this Agreement. Terms contained herein shall not be construed against a party merely because that party or its attorney is or was the principal drafter. It is understood and agreed that should any provision, portion, or term of this Agreement be declared unlawful, null, void or against public policy or illegal, such declaration or determination shall have no effect upon the enforceability of the remaining provisions, portions, or terms of this Agreement and that this Agreement shall remain in full force and effect.

22. Modification of Agreement. This Agreement may not be changed, modified or assigned except by written agreement of the Parties.

AGREED:

Plaintiff, DANIEL BROWN

(Signature)

11/30/2023
(Date)

360-82-9379
(SSN)

Plaintiff, SARA BROWN

(Signature)

11/30/2023
(Date)

399-94-5601
(SSN)

Plaintiff's Counsel, Mark L. LeFevour

(Signature)

ML LeFevour & Associates, Ltd.
1333 Burr Ridge Parkway, Suite 200
Burr Ridge, Illinois 60527
Phone: 847-768-9903
mll@mllalaw.com

Defendant Village of Arlington Heights

_____
(Signature)

_____
(Printed Name)

_____
(Title)

_____
(Date)

Defendant Christopher B. Burke Engineering, Ltd.

_____
(Signature)

_____
(Printed Name)

_____
(Title)

_____
(Date)

Defendant DiMeo Brothers, Inc.

_____
(Signature)

_____
(Printed Name)

_____
(Title)

_____
(Date)

Village Board
12/18/2023

Item: Ordinance - Golf VX - 622, 626 & 644 E. Rand Rd.

Department: Planning & Community Development Department

At the November 20, 2023 Village Board meeting, a request for a Special Use Permit to allow an approximately 11,938 square foot Large Amusement Facility on the subject property, and a Special Use Permit to allow a Restaurant with food and liquor service on the subject property, and a variation to waive the requirement for a traffic and parking study, was discussed and approved. The ordinance setting forth the provisions and conditions of approval is attached.

ATTACHMENTS:

Description	**Type**
Golf VX - 622, 626 & 644 E. Rand Rd.	Ordinance

VILLAGE OF ARLINGTON HEIGHTS

ORDINANCE NO. 2023-_____

AN ORDINANCE GRANTING SPECIAL USE PERMITS AND A VARIATION FOR AN AMUSEMENT FACILITY AND RESTAURANT FOR GOLF VX
(622, 626, and 644 E. Rand Rd.)

ADOPTED BY THE
PRESIDENT AND BOARD OF TRUSTEES
OF THE VILLAGE OF ARLINGTON HEIGHTS
THIS ____ DAY OF _____, 2023.

Published in pamphlet form
by the authority of the
President and Board of Trustees
of the Village of Arlington Heights,
Cook County, Illinois this
_____ day of _____, 2023

_____
Village Clerk

AN ORDINANCE GRANTING SPECIAL USE PERMITS AND A VARIATION FOR AN AMUSEMENT FACILITY AND RESTAURANT FOR GOLF VX
(622, 626, and 644 E. Rand Rd.)

WHEREAS, Golf VX Corp. (***"Applicant"***) is the lessee of record of that certain property owned by MJK Real Estate Holding Company, LLC (***"Owner"***) located in the B-3 General Service, Wholesale, and Motor Vehicle District (***"B-3 District"***), commonly known as 622, 626, and 644 E. Rand Rd., and legally described in Exhibit A attached to and, by this reference, made a part of this Ordinance (***"Property"***); and

WHEREAS, the Property is currently improved with a vacant commercial structure, parking lots, and other related improvements (collectively, the ***"Existing Improvements"***); and

WHEREAS, the Applicant desires to construct an 11,938 square foot amusement facility within the commercial structure on the Property containing a restaurant with food and liquor service (collectively, the ***"Proposed Improvements"***); and

WHEREAS, pursuant to Section 8.6 of "The 2002 Comprehensive Amendment of the Zoning Ordinance of the Village of Arlington Heights," as amended (***"Zoning Code"***), the amusement facility and restaurants with food and liquor service portions of the Proposed Improvements may only be constructed and used on the Property upon issuance by the Village Board of Trustees of special use permits therefor; and

WHEREAS, pursuant to Section 6.12-1(3) of the Zoning Code, a traffic study and parking analysis prepared by a qualified engineer or prepared in a manner acceptable to the Village is required for any special use that is not adjacent to a major or secondary arterial street as defined by the Village's Thoroughfare Plan; and

WHEREAS, pursuant to Sections 8 and 12 of the Zoning Code, the Applicant has filed an application for approval of: (i) special use permits to permit the construction and operation of the Proposed Improvements on the Property; and (ii) a variation from Section 6.12-1(3) of the Zoning Code to waive the requirement for a traffic and parking study from a qualified engineer (collectively, the ***"Requested Relief"***); and

WHEREAS, a public hearing of the Plan Commission of the Village to consider approval of the Requested Relief was duly advertised in the *Daily Herald* on October 24, 2023, and held on November 8, 2023; and

WHEREAS, on November 8, 2023, the Plan Commission made findings and recommendations in support of the Requested Relief, with conditions; and

WHEREAS, the President and Board of Trustees have determined that the Requested Relief meets the required standards for special use permits and variations as set forth in Sections 8.2 and 12.2 of the Zoning Code; and

WHEREAS, the President and Board of Trustees have determined that it will serve and be in the best interest of the Village to grant the Requested Relief, subject to the conditions, restrictions, and provisions of this Ordinance;

NOW, THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF ARLINGTON HEIGHTS:

SECTION 1. RECITALS. The facts and statements contained in the preamble to this Ordinance are found to be true and correct and are hereby adopted as part of this Ordinance.

SECTION 2. GRANT OF SPECIAL USE PERMITS. Subject to, and contingent upon, the conditions, restrictions, and provisions set forth in Section 4 of this Ordinance, and in accordance with, and pursuant to, Section 8 of the Zoning Code and the home rule powers of the Village, the Village hereby grants special use permits to the Applicant for both a large amusement facility and for a restaurant with food and liquor service, to authorize the construction and use of the Proposed Improvements on the Property.

SECTION 3. GRANT OF VARIATION. Subject to, and contingent upon, the conditions, restrictions, and provisions set forth in Section 4 of this Ordinance, and in accordance with, and pursuant to, Section 12 of the Zoning Code and the home rule powers of the Village, the Village hereby grants a variation from Section 6.12-1(3) of the Zoning Code to waive the requirement for a traffic and parking study from a qualified professional engineer to the Applicant in connection with the Proposed Improvements of the Property:

SECTION 4. CONDITIONS. Notwithstanding any use or development right that may be applicable or available pursuant to the provisions of the Zoning Code, the approvals granted pursuant to Sections 2 and 3 of this Ordinance are hereby expressly subject to, and contingent upon, the development, use, and maintenance of the Property in compliance with each and all of the following conditions:

A. Compliance with Regulations. Except to the extent specifically provided otherwise in this Ordinance, the development, use, operation, and maintenance of the Proposed Improvements and the Property must comply at all times with all applicable Federal, State, and Village statutes, codes, ordinances, and regulations, as the same have been or may be amended from time to time.

B. Compliance with Plans. Except for minor changes and site work approved by the Village Director of Building & Life Safety (for matters within their permitting authority) in accordance with all applicable Village standards, and except as may be approved pursuant to Sections 4.C and 4.D of this Ordinance, the development, use, operation, and maintenance of the Proposed Improvements and of the Property must be substantially compliant with the following plans (collectively, the ***"Plans"***):

1. The Shopping Center Site Plan, prepared by Applicant and undated, consisting of one sheet, a copy of which is attached to and, by this reference, made a part of this Ordinance as Exhibit B;

2. The Premises and Employee Parking Plan, prepared by Applicant and undated, consisting of one sheet, a copy of which is attached to and, by this reference, made a part of this Ordinance as Exhibit C;

3. The Furniture Floor Plan, prepared by GLAD Studio and consisting of one sheet, with a last revision date of September 8, 2023, a copy of which is attached to and, by this reference, made a part of this Ordinance as Exhibit D;

4. The Kitchen Floor Plan, prepared by GLAD Studio and consisting of one sheet, with a last revision date of August 29, 2023, a copy of which is attached to and, by this reference, made a part of this Ordinance as Exhibit E; and

5. The Exterior Elevations, prepared by Soos & Associates, Inc., consisting of three sheets, with a last revision date of August 22, 2023, a copy of which is attached to and, by this reference, made a part of this Ordinance as Exhibit F.

C. Façade Enhancements. Applicant and Owner must design and implement exterior enhancements to the façade of the Property, including architectural upgrades to the building entry to create an enhanced gateway to this portion of the shopping center, of which the Property is a part, which are subject to Village review and approval and which may require Design Commission consideration. A building permit for the façade enhancements must be obtained no later than occupancy of the Property by Applicant and must be completed no later than six months after issuance of an occupancy permit for the Applicant on the Property.

D. Sound Attenuation. Adequate sound attenuation for noise emanating from the dog boarding facility adjacent to the Property, as determined by the Village, must be provided by the Applicant and included in the interior remodel work building permit application.

E. Parking Lot Paving and Striping. Prior to issuance of a building permit for the Proposed Improvements, a paving and striping plan for the parking lot adjacent to the Property must be provided to the Village (***"Paving Plan"***) for review and approval. The Paving Plan must identify the entity responsible for parking lot repairs in accordance with the reciprocal easement agreement for the shopping center, of which the Property is a part, the number of parking spots, the location and number of Americans with Disabilities Act accessible (***"ADA"***) parking spots, and installation of an ADA curb ramp that is oriented in-line with ADA parking with a corresponding continental-style crosswalk.

SECTION 5. RECORDATION; BINDING EFFECT. A copy of this Ordinance will be recorded on title to the Property with the Cook County Clerk's Recording Division. This Ordinance and the privileges, obligations, and provisions contained herein inure solely to the benefit of, and are binding upon the Applicant and each of its heirs, representatives, successors, and assigns.

SECTION 6. FAILURE TO COMPLY WITH CONDITIONS. Upon the failure or refusal of the Applicant to comply with any or all of the conditions, restrictions, or provisions of this Ordinance, as applicable, the approvals granted in Sections 2 and 3 of this Ordinance may, at the sole discretion of the Village President and Board of Trustees, by ordinance duly adopted, be revoked and become null and void; provided, however, that the Village President and Board of Trustees may not so revoke the approvals granted in Sections 2 and 3 of this Ordinance unless they first provide the Applicant with two months advance written notice of the reasons for revocation and an opportunity to be heard at a regular meeting of the Village President and Board of Trustees. In the event of revocation, the development and use of the Property will be governed solely by the regulations of the B-3 District and the applicable provisions of the Village Code, as the same may, from time to time, be amended. Further, in the event of such revocation, the Village Manager and Village Attorney are hereby authorized and directed to bring such enforcement action as may be appropriate under the circumstances.

SECTION 7. AMENDMENTS. Any amendments to the approvals granted in Sections 2 or 3 of this Ordinance that may be requested by the Applicant after the effective date of this Ordinance may be

granted only pursuant to the procedures, and subject to the standards and limitations, provided in the Zoning Code.

SECTION 8. SEVERABILITY. If any provision of this Ordinance or part thereof is held invalid by a court of competent jurisdiction, the remaining provisions of this Ordinance are to remain in full force and effect, and will be interpreted, applied, and enforced so as to achieve, as near as may be, the purpose and intent of this Ordinance to the greatest extent permitted by applicable law.

SECTION 9. EFFECTIVE DATE.

A. This Ordinance will be effective only upon the occurrence of all of the following events:

1. Passage by the Village President and Board of Trustees in the manner required by law; and

2. The filing by the Applicant with the Village Clerk of an Unconditional Agreement and Consent, in the form of Exhibit G attached to and, by this reference, made a part of this Ordinance, to accept and abide by each and all of the terms, conditions, and limitations set forth in this Ordinance and to indemnify the Village for any claims that may arise in connection with the approval of this Ordinance.

B. In the event the Applicant does not file fully executed copies of the Unconditional Agreement and Consent, as required by Section 9.A.2 of this Ordinance, within 30 days after the date of final passage of this Ordinance, the Village President and Board of Trustees will have the right, in their sole discretion, to declare this Ordinance null and void and of no force or effect.

AYES:

NAYS:

PASSED AND APPROVED THIS ___ day of _____, 2023

_____
Village President

ATTEST:

_____
Village Clerk

EXHIBIT A

LEGAL DESCRIPTION OF THE PROPERTY

PART OF LOT 1 IN THE CUB ADDITION, BEING A SUBDIVISION IN THE NORTH WEST ¼ OF THE NORTH EAST ¼ OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTH EAST CORNER OF SAID LOT 1, THENCE SOUTH 0 DEGREES, 01 MINUTES, 11 SECONDS EAST ALONG THE EAST LINE OF LOT 1 A DISTANCE OF 533 FEET TO THE SOUTH EAST CORNER OF LOT 1; THENCE SOUTH 59 DEGREES, 58 MINUTES, 49 SECONDS WEST ALONG THE SOUTHERLY LINE OF SAID LOT 1 A DISTANCE OF 140 FEET TO A CORNER OF LOT 1; THENCE SOUTH 89 DEGREES, 58 MINUTES, 49 SECONDS WEST ALONG THE SOUTHERLY LINE OF SAID LOT 1 A DISTANCE OF 179.40 FEET; THENCE NORTH 0 DEGREES, 01 MINUTES, 11 SECONDS WEST 46.57 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING NORTH 0 DEGREES, 01 MINUTES, 11 SECONDS WEST 105 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 49 SECONDS EAST 150 FEET; THENCE SOUTH 0 DEGREES, 01 MINUTES, 11 SECONDS EAST 40.30 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 11 SECONDS EAST 80 FEET; THENCE SOUTH 0 DEGREES, 01 MINUTES, 11 SECONDS EAST 64.70 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 49 SECONDS WEST 240 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

Commonly known as: 622, 626, and 644 E. Rand Rd.

P.I.N.: 03-20-200-008

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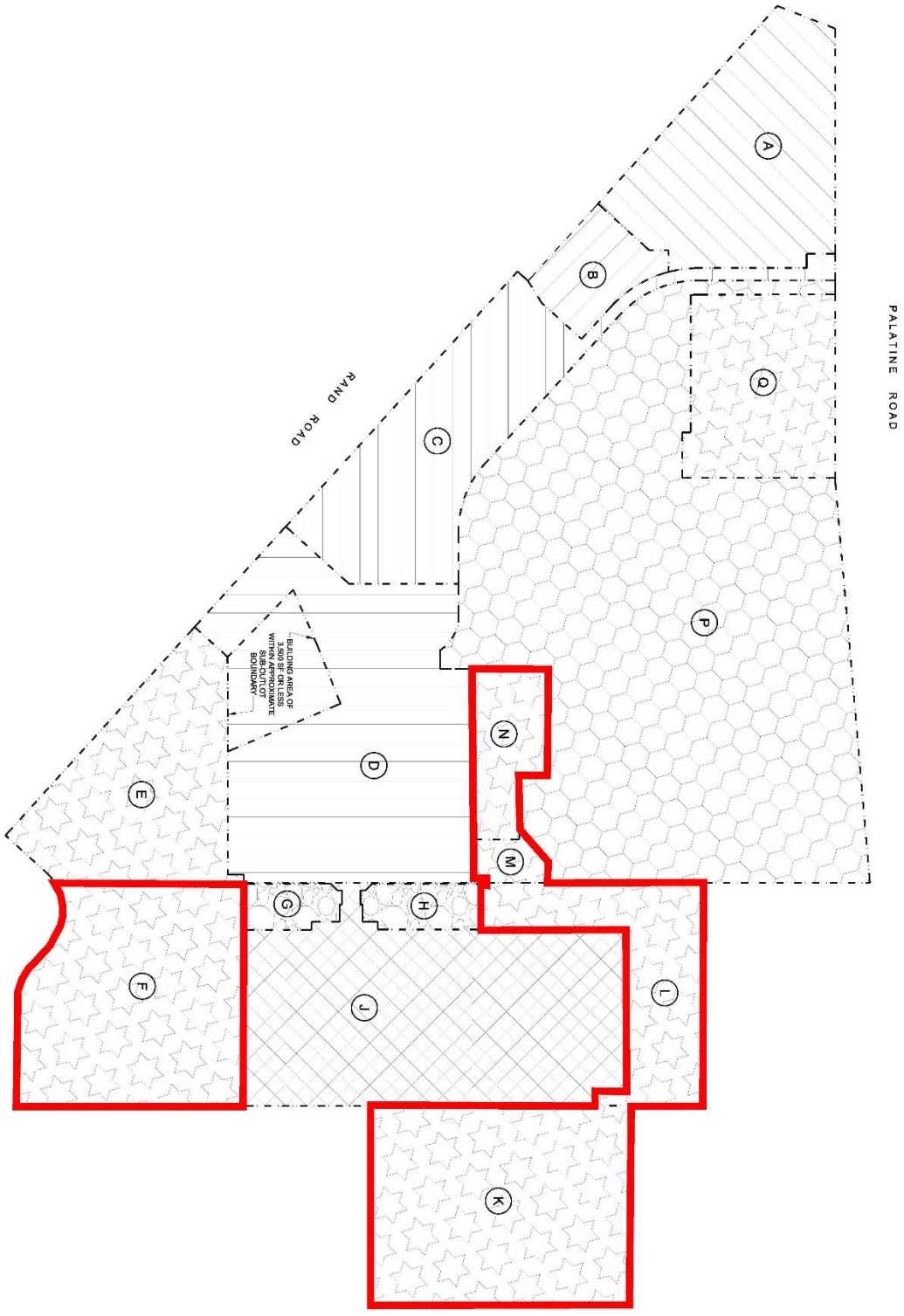
SHOPPING CENTER SITE PLAN



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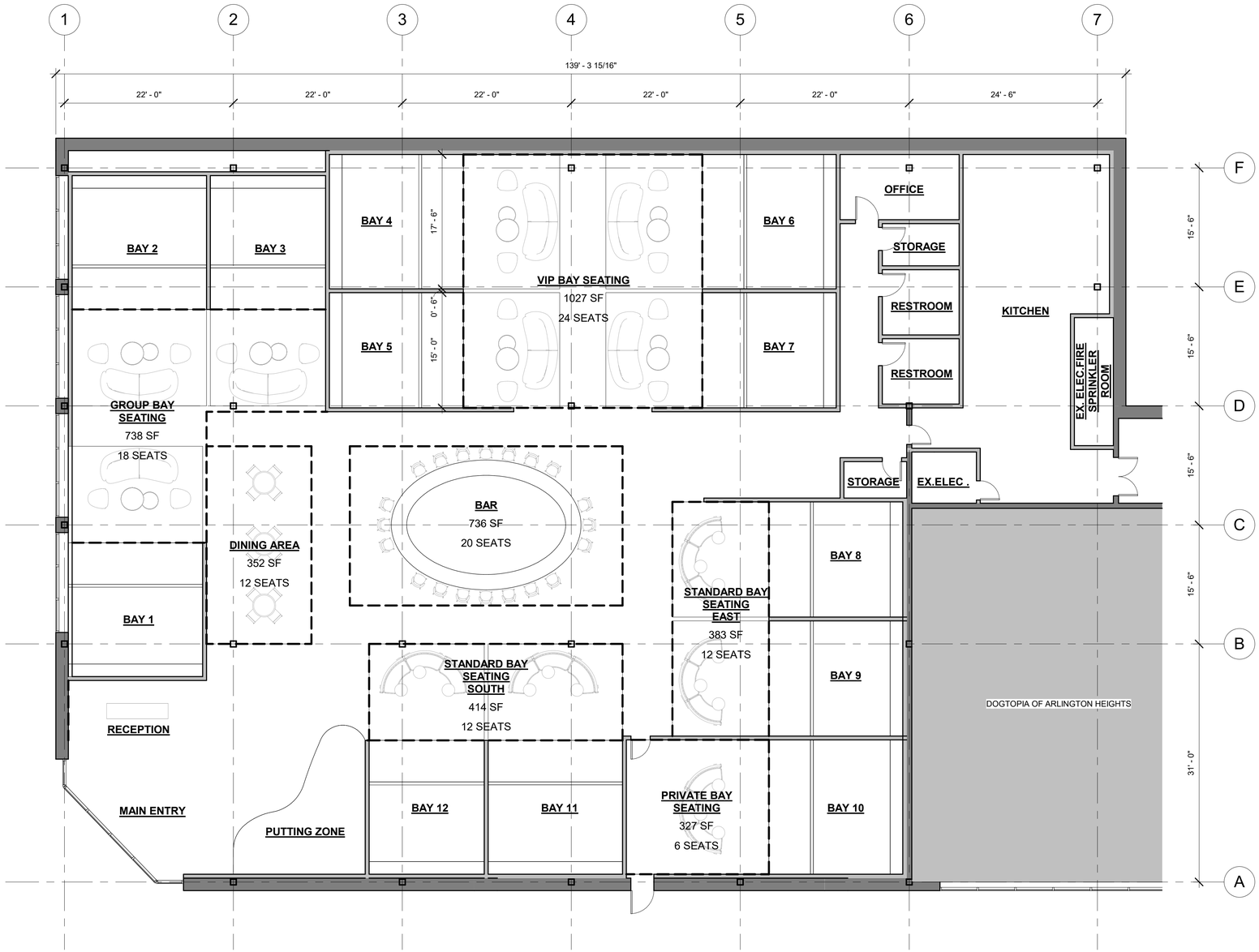
PREMISES AND EMPLOYEE PARKING



1 FURNITURE FLOOR PLAN
1/8" = 1'-0"

GLAD STUDIO

Architecture | Interior Design | Sustainable Design

Revision	Description	Date

Client:

Golf VX Corp.

Project Description:

GOLF VX ARLINGTON HEIGHTS

644 E Rand Rd, Arlington Heights, IL 60004

Drawing Description:

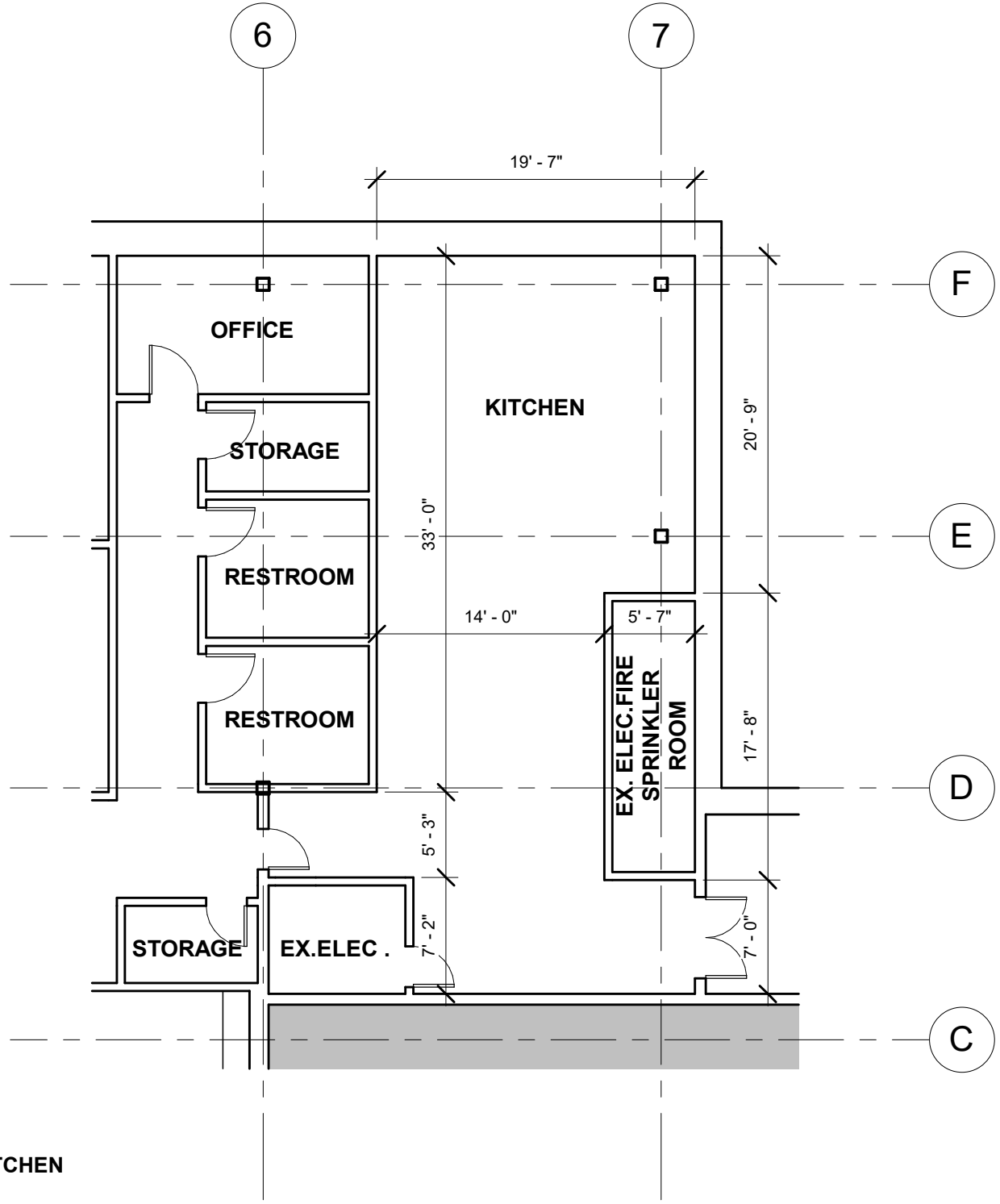
Furniture Floor Plan

Project Number	23-001
Date	09/08/2023
Drawn By	JP
Checked By	JP

Drawing No.

ASK-003

Scale at ANSI Standard D 1/8" = 1'-0"



2023.08.29

ASK-002 FLOOR PLAN_KITCHEN

SCALE: 1/8" = 1'-0" (Letter)

1 SOUTHWEST ELEVATION
1" = 10'-0"

2 WEST ELEVATION
1" = 10'-0"

3 SOUTH ELEVATION
1" = 10'-0"

A SOOSOCIATES
Soos & Associates, Inc.
Architecture
105 Schelter Road, Lincolnshire, Illinois 60069
Phone: 847 821 7667

THESE DRAWINGS AND SPECIFICATIONS ARE THE CONFIDENTIAL AND PROPRIETARY PROPERTY OF SOOS & ASSOCIATES, INC AND SHALL NOT BE COPIED OR REPRODUCED WITHOUT WRITTEN AUTHORIZATION. THE CONTRACT DOCUMENTS WERE PREPARED FOR USE ON THIS SPECIFIC SITE IN CONJUCTION WITH ITS ISSUE DATE AND ARE NOT SUITABLE FOR USE ON A DIFFERENT SITE OR AT A LATER TIME. USE OF THESE DRAWINGS FOR REFERENCE OR EXAMPLE ON ANOTHER PROJECT REQUIRES THE SERVICES OF SOOS & ASSOCIATES, INC. REPRODUCTION OF THE CONTRACT DOCUMENTS FOR REUSE ON ANOTHER PROJECT IS NOT AUTHORIZED.

ILLINOIS DESIGN FIRM # 184003287

MJK REAL ESTATE
HOLDING COMPANY, LLC
1622 WILLOW ROAD, SUITE 201
NORTHFIELD, IL 60093
CLIENT

SOUTHPOINT
SHOPPING CENTER
REDEVELOPMENT
660, 664, 668, 676 EAST RAND ROAD
ARLINGTON HEIGHTS, IL 60004

PROJECT

CONSULTANT

	TENANT COORDINATION	2023-08-22

NO.	ISSUE	DATE

SEAL

CURSORY REVIEW

DATE	JULY 25, 2019
PROJECT NO.	17 MJ 048
DRAWN	Author
CHECKED	Checker
APPROVED	Approver

TITLE

EXTERIOR
ELEVATIONS

SHEET

A2

8/22/2023 10:23:54 AM C:\Revit\MJK_ArlingtonHeights_CENTRAL 5_ovivacqua@soosarchitects.com.rvt

Golf VX_1

A SOOSOCIATES
Soos & Associates, Inc.
Architecture
105 Schelter Road, Lincolnshire, Illinois 60069
Phone: 847 821 7667

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ILLINOIS DESIGN FIRM # 184003287

MJK REAL ESTATE
HOLDING COMPANY, LLC
1622 WILLOW ROAD, SUITE 201
NORTHFIELD, IL 60093

CLIENT

SOUTHPOINT
SHOPPING CENTER
REDEVELOPMENT
660, 664, 668, 676 EAST RAND ROAD
ARLINGTON HEIGHTS, IL 60004

PROJECT

CONSULTANT

	TENANT COORDINATION	2023-08-22

NO.	ISSUE	DATE

SEAL

CURSORY REVIEW

DATE	JULY 25, 2019
PROJECT NO.	17 MJ 048
DRAWN	Author
CHECKED	Checker
APPROVED	Approver

TITLE

PERSPECTIVE

SHEET

A3

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Golf VX_2

Golf VX_3

A SOOSOCIATES
Soos & Associates, Inc.
Architecture
105 Schelter Road, Lincolnshire, Illinois 60069
Phone: 847 821 7667

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ILLINOIS DESIGN FIRM # 184003287

MJK REAL ESTATE
HOLDING COMPANY, LLC
1622 WILLOW ROAD, SUITE 201
NORTHFIELD, IL 60093

CLIENT

SOUTHPOINT
SHOPPING CENTER
REDEVELOPMENT
660, 664, 668, 676 EAST RAND ROAD
ARLINGTON HEIGHTS, IL 60004

PROJECT

CONSULTANT

	TENANT COORDINATION	2023-08-22

NO.	ISSUE	DATE

SEAL

CURSORY REVIEW

DATE	JULY 25, 2019
PROJECT NO.	17 MJ 048
DRAWN	Author
CHECKED	Checker
APPROVED	Approver

TITLE

PERSPECTIVES

SHEET

A4

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EXHIBIT G

UNCONDITIONAL AGREEMENT AND CONSENT

TO: The Village of Arlington Heights, Illinois (*"**Village**"*):

WHEREAS, Golf VX Corp. (***"Applicant"***) is the lessee of record of that certain property owned by MJK Real Estate Holding Company, LLC (***"Owner"***) located in the B-3 General Service, Wholesale, and Motor Vehicle District (***"B-3 District"***), commonly known as 622, 626 & 644 E. Rand Rd., and legally described in Exhibit A attached to and, by this reference, made a part of this Ordinance (***"Property"***); and

WHEREAS, Ordinance No. 2023-_____, adopted by the Village President and Board of Trustees on _____, 2023 (***"Ordinance"***), approves special use permits and grants a variation to the Applicant for the construction of a large amusement facility with a restaurant with food and liquor service on the Property; and

WHEREAS, Section 9 of the Ordinance provides, among other things, that the Ordinance will be of no force or effect unless and until the Applicant and Owner file, within 30 days following the passage of the Ordinance, their unconditional agreement and consent to accept and abide by each and all of the terms, conditions, and limitations set forth in the Ordinance;

NOW, THEREFORE, the Applicant and Owner hereby agree and covenant as follows:

1. The Applicant and Owner hereby unconditionally agree to, accept, consent to, and will abide by, each and all of the terms, conditions, limitations, restrictions, and provisions of the Ordinance.

2. The Applicant and Owner acknowledge that public notices and hearings have been properly given and held with respect to the adoption of the Ordinance, have considered the possibility of the revocation provided for in the Ordinance, and agree not to challenge any such revocation on the grounds of any procedural infirmity or a denial of any procedural right.

3. The Applicant and Owner acknowledge and agree that the Village is not and will not be, in any way, liable for any damages or injuries that may be sustained as a result of the Village's granting of the special use permits and the variation for the Property or its adoption of the Ordinance, and that the Village's approvals do not, and will not, in any way, be deemed to insure the Applicant or Owner against damage or injury of any kind and at any time.

4. The Applicant and Owner hereby agree to hold harmless and indemnify the Village, the Village's corporate authorities, and all Village elected and appointed officials, officers, employees, agents, representatives, and attorneys, from any and all claims that may, at any time, be asserted against any of such parties in connection with the Village's adoption of the Ordinance granting the special use permits and the variation for the Property.

[SIGNATURES ON FOLLOWING PAGE]

Dated: _____, 2023

ATTEST:	GOLF VX CORP.
By: _____	By: _____
Its: _____	Its: _____
ATTEST:	MJK REAL ESTATE HOLDING COMPANY, LLC
By: _____	By: _____
Its: _____	Its: _____

Village Board
12/18/2023

Item: Ordinance - Paragon Mechanical - 2400 S. Arlington Heights Rd.

Department: Planning & Community Development Department

Background

On October 2, 2023, the Village Board voted to direct the Village Attorney to draft an ordinance granting approval of Plan Commission application PC 22-010 (Paragon Mechanical LUV Amendment). Subsequent to the meeting, there was a significant amount of communication between the petitioner and staff in order to finalize the Ordinance. The Ordinance has now been finalized and reviewed by both staff and the petitioner, and is now ready for approval by the Village Board.

Modifications to Ordinance:

During discussion of this application, the Village Board granted an allowance to give the Village Manager the authority to extend the completion deadline for the sitework/landscape work to beyond May 31st, 2024, provided the petitioner was working in good faith to complete the site improvements. The petitioner has concerns that they will not be able to complete the work by May 31st, and accordingly, Staff agreed to extend the completion deadline to September 30, 2024, as follows:

• Completion of Sitework and Landscape Work: The Applicant must (1) obtain all required building permits for all sitework and landscape work depicted in the Plans on or before March 29, 2024, and (2) complete all sitework and landscape depicted in the Plans, to the Village's satisfaction, no later than September 30, 2024, or a later date approved by the Village Manager in their sole discretion.

It should be noted that on December 8, 2023, Paragon Mechanical obtained a permit to allow for the proposed work and posted the landscape security bond.

Recommendation:

Staff recommends that the Village Board approve the ordinance as drafted.

ATTACHMENTS:

Description	Type
Ordinance - Paragon Mechanical - 2400 S. Arlington Heights Rd.	Ordinance

Prepared by and return to:
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, Illinois 60005
Attention: Village Clerk

VILLAGE OF ARLINGTON HEIGHTS

ORDINANCE NO. 2023-_____

AN ORDINANCE AMENDING ORDINANCE NO. 20-022
(2400 S. ARLINGTON HEIGHTS ROAD)

ADOPTED BY THE
PRESIDENT AND BOARD OF TRUSTEES
OF THE VILLAGE OF ARLINGTON HEIGHTS
THIS ____ DAY OF _____, 2023.

Published in pamphlet form
by the authority of the
President and Board of Trustees
of the Village of Arlington Heights,
Cook County, Illinois this
_____ day of _____, 2023

_____
Village Clerk

AN ORDINANCE AMENDING ORDINANCE NO. 20-022
(2400 S. ARLINGTON HEIGHTS ROAD)

WHEREAS, Paragon Mechanical, Inc. (***"Applicant"***) is the owner of that certain property located in the B-2 General Business District (***"B-2 District"***), commonly known as 2400 S. Arlington Heights Road, Arlington Heights, Illinois, and legally described in Exhibit A attached to and, by this reference, made a part of this Ordinance (***"Property"***); and

WHEREAS, on July 20, 2020, the Village Board adopted Ordinance No. 20-022, approving the rezoning of the Property into the B-2 District, and granting a temporary two-year land use variation to allow the use of the Property for a contractor shop; and

WHEREAS, Applicant desires to amend Ordinance No. 20-022 to (i) modify the landscaping requirements set forth in the Ordinance, and (ii) eliminate the two-year deadline set forth in Ordinance No. 20-022 for submitting a complete Plan Commission application and redevelopment plan for the Property (***"Proposed Amendment"***); and

WHEREAS, pursuant to Section 6.15-1.2(a) of "the 2002 Comprehensive Amendment of the Zoning Ordinance of the Village of Arlington Heights," as amended (***"Zoning Code"***), landscape screening along parking areas must be at least three feet high; and

WHEREAS, pursuant to Section 6.15-1.2(b) of the Zoning Code, landscaped parking islands improved with at least one live shade tree, at a minimum of four inches in diameter, must be installed at the end of certain parking rows; and

WHEREAS, the Applicant desires to perform site work and install landscaping on the Property that does not meet the requirements of Sections 6.15-12(a) and (b) of the Zoning Code; and

WHEREAS, pursuant to Section 12 of the Zoning Code, the Applicant has filed an application for (i) the Proposed Amendment, and (ii) variations from Sections 6.15-12(a) and (b) of the Zoning Code (collectively, the ***"Requested Relief"***); and

WHEREAS, a public hearing of the Plan Commission of the Village to consider approval of the Requested Relief was duly advertised in the *Daily Herald* newspaper on October 25, 2022, and held on November 9, 2022; and

WHEREAS, on November 9, 2022, the Plan Commission made findings and a recommendation against the Requested Relief; and

WHEREAS, the President and Board of Trustees have determined that only the Proposed Amendment portion of the Requested Relief, with additional conditions as set forth in this Ordinance, meets the required standards for variations as set forth in Section 12.2 of the Zoning Code; and

WHEREAS, the President and Board of Trustees have determined that the variations from Sections 6.15-12(a) and (b) of the Zoning Code portion of the Requested Relief does not meet the required standards for variations as set forth in Section 12.2 of the Zoning Code; and

WHEREAS, the President and Board of Trustees have determined that it will serve and be in the best interest of the Village to grant only the Proposed Amendment portion of the Requested Relief, subject to the conditions, restrictions, and provisions of this Ordinance;

NOW, THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF ARLINGTON HEIGHTS:

SECTION 1. RECITALS. The facts and statements contained in the preamble to this Ordinance are found to be true and correct and are hereby adopted as part of this Ordinance.

SECTION 2. AMENDMENT TO ORDINANCE NO. 20-022. Subject to, and contingent upon, the conditions, restrictions, and provisions set forth in Section 3 of this Ordinance, and in accordance with the home rule powers of the Village, Ordinance No. 20-022 is hereby amended as follows:

A. Condition #8 in Section 4 of Ordinance No. 20-022, restricting the term of the land use variation granted in that Ordinance to two years unless the Applicant submitted a complete application and redevelopment plan for the Property to the Village, is hereby deleted and is of no force or effect.

B. The land use variation granted in Ordinance No. 20-022 will continue in effect without a two year term restriction in accordance with, and subject to, the terms of this Ordinance and the Zoning Code.

SECTION 3. CONDITIONS. Notwithstanding any use or development right that may be applicable or available pursuant to the provisions of the Zoning Code, the approvals granted pursuant to Section 2 of this Ordinance are hereby expressly subject to, and contingent upon, the development, use, and maintenance of the Property in compliance with each and all of the following conditions:

A. Compliance with Regulations. Except to the extent specifically provided otherwise in this Ordinance, the development, use, operation, and maintenance of the Property must comply at all times with all applicable Federal, State, and Village statutes, codes, ordinances, and regulations, as the same have been or may be amended from time to time. All future changes and modifications to the Property must fully comply with applicable zoning and land use regulations then in effect.

B. Compliance with Plans. Except for minor changes and site work approved by the Village Director of Building & Life Safety (for matters within their permitting authority) in accordance with all applicable Village standards, the development, use, operation, and maintenance of the Property must substantially comply with the Village Recommended Alternative Landscape Plan prepared by Design Perspectives, Inc. and consisting of two sheets, with a last revision date of May 16, 2023, a copy of which is attached to and, by this reference made a part of this Ordinance as Exhibit B (***"Plans"***).

C. Completion of Sitework and Landscape Work. The Applicant must (1) obtain all required building permits for all sitework and landscape work depicted in the Plans on or before March 29, 2024, and (2) complete all sitework and landscape depicted in the Plans, to the Village's satisfaction, no later than September 30, 2024, or a later date approved by the Village Manager in their sole discretion.

D. Performance Guarantee. Applicant must provide the Village with a compliance bond for completion of the sitework and landscape work in the Plans, when and as required by Section 6.15-7 of the Zoning Code.

SECTION 4. RECORDATION; BINDING EFFECT. A copy of this Ordinance will be recorded on title to the Property with the Cook County Clerk's Recording Division. This Ordinance and the privileges, obligations, and provisions contained herein inure solely to the benefit of, and are binding upon the Applicant.

SECTION 5. FAILURE TO COMPLY WITH CONDITIONS. Upon the failure or refusal of the Applicant to comply with any or all of the conditions, restrictions, or provisions of this Ordinance, as applicable, the approvals granted in Section 2 of this Ordinance may, at the sole discretion of the Village President and Board of Trustees, by ordinance duly adopted, be revoked and become null and void; provided, however, that the Village President and Board of Trustees may not so revoke the approvals granted in Section 2 of this Ordinance unless they first provide the Applicant with two months advance written notice of the reasons for revocation and an opportunity to be heard at a regular meeting of the Village President and Board of Trustees. In the event of revocation, the development and use of the Property will be governed solely by the regulations of the B-2 District and the applicable provisions of the Village Code, as the same may, from time to time, be amended. Specifically, and without limitation of the foregoing, upon revocation of this Ordinance pursuant to this Section 5, the Property may not be used for a contractor shop or for any other use that is not permitted as of right in the B-2 District. Further, in the event of such revocation, the Village Manager and Village Attorney are hereby authorized and directed to bring such enforcement action as may be appropriate under the circumstances.

SECTION 6. AMENDMENTS. Any amendments to the approvals granted in Section 2 of this Ordinance that may be requested by the Applicant after the effective date of this Ordinance may be granted only pursuant to the procedures, and subject to the standards and limitations, provided in the Village Code.

SECTION 7. SEVERABILITY. If any provision of this Ordinance or part thereof is held invalid by a court of competent jurisdiction, the remaining provisions of this Ordinance are to remain in full force and effect, and will be interpreted, applied, and enforced so as to achieve, as near as may be, the purpose and intent of this Ordinance to the greatest extent permitted by applicable law.

SECTION 8. EFFECTIVE DATE.

A. This Ordinance will be effective only upon the occurrence of all of the following events:

1. Passage by the Village President and Board of Trustees in the manner required by law;

2. The filing by the Applicant with the Village Clerk of an Unconditional Agreement and Consent, in the form of Exhibit C attached to and, by this reference, made a part of this Ordinance, to accept and abide by each and all of the terms, conditions, and limitations set forth in this Ordinance and to indemnify the Village for any claims that may arise in connection with the approval of this Ordinance; and

B. In the event the Applicant does not file fully executed copies of the Unconditional Agreement and Consent, as required by Section 8.A.2 of this Ordinance, within 30 days after the date of final passage of this Ordinance, the Village President and Board of Trustees

will have the right, in their sole discretion, to declare this Ordinance null and void and of no force or effect.

AYES:

NAYS:

PASSED AND APPROVED THIS ___ day of _____, 2023

_____
Village President

ATTEST:

_____
Village Clerk

EXHIBIT A

LEGAL DESCRIPTION OF THE PROPERTY

PARCEL 1:

THAT PART OF LOT 7 OF AUGUST BUSSE'S DIVISION OF PARTS OF THE EAST HALF OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN THE COUNTY OF COOK, STATE OF ILLINOIS, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID LOT 7; THENCE EASTERLY ALONG THE SOUTH LINE OF SAID LOT 7 A DISTANCE OF 190.00 FEET TO A POINT ON THE SOUTH LINE OF LOT 7 FOR A POINT OF BEGINNING, SAID POINT BEING 229.37 FEET WEST OF THE SOUTHEAST CORNER OF SAID LOT 7; THENCE NORTHERLY AND PERPENDICULAR TO SAID SOUTH LINE OF LOT 7 A DISTANCE OF 160.80 FEET TO A POINT; THENCE SOUTHWESTERLY ALONG A COMPOUND CURVE TO THE LEFT HAVING A RADIUS OF 420.00 FEET FOR AN ARC DISTANCE OF 44.70 FEET, WHICH FORMS AN ANGLE AT POINT OF TANGENT OF 104° 11' 50" TO THE LEFT OF SAID LAST NORTH LINE EXTENDED; THENCE SOUTHWESTERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 123.00 FEET FOR AN ARC DISTANCE OF 182.21 FEET TO A POINT ON THE SOUTH LINE OF LOT 7; THENCE A EASTERLY ALONG THE SOUTH LINE OF LOT 7 A DISTANCE OF 118.71 FEET TO THE POINT OF BEGINNING.

PARCEL 2:

THAT PART OF LOT 7 OF AUGUST BUSSE'S DIVISION OF PARTS OF THE EAST 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID LOT 7; THENCE EASTERLY ALONG THE SOUTH LINE OF SAID LOT 7 A DISTANCE OF 190.00 FEET TO A POINT ON THE SOUTH LINE OF LOT 7 FOR A POINT OF BEGINNING, SAID POINT BEING 229.37 FEET WEST OF THE SOUTHEAST CORNER OF SAID LOT 7; THENCE CONTINUING EASTWARD ALONG SAID SOUTH LINE FOR A DISTANCE OF 178.01 FEET TO A POINT; THENCE NORTHERLY AND PERPENDICULAR TO SAID SOUTH LINE 166.87 FEET TO A POINT; THENCE NORTHWESTERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 420.00 FEET FOR AN ARC DISTANCE OF 179.48 FEET WHICH FORMS AN ANGLE AT A POINT OF TANGENT OF 79° 42' 48" TO THE LEFT OF SAID LAST NORTH LINE EXTENDED; THENCE SOUTHERLY ALONG A LINE, SAID LINE BEING PARALLEL WITH THE LAST DESCRIBED NORTH LINE FOR A DISTANCE OF 160.80 FEET TO THE POINT OF BEGINNING.

PARCEL 3:

THAT PART OF LOT 8 (LYING NORTHERLY OF THE NORTHERLY LINE OF THAT PART OF SAID LOT 8 CONVEYED TO THE ILLINOIS STATE TOLL HIGHWAY COMMISSION BY DEED RECORDED OCTOBER 15, 1956 AS DOCUMENT 16726440) IN AUGUST BUSSE'S DIVISION OF PARTS OF THE EAST HALF OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, (EXCEPTING FROM SAID LOT 8 THAT PART THEREOF CONVEYED TO THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY BY WARRANTY DEED RECORDED APRIL 21, 1970 AS DOCUMENT 21139137 AND RECORDED MAY 3, 1970 AS DOCUMENT 21154328, AND ALSO EXCEPTING FROM SAID LOT 8 THAT PART TAKEN BY CONDEMNATION IN CASE 96L50469 DESCRIBED AS FOLLOWS: BEGINNING AT THE INTERSECTION OF THE EASTERLY LINE OF SAID LOT 8 WITH THE NORTHERLY RIGHT OF WAY LINE OF THE NORTHWEST TOLLWAY ACCORDING TO DOCUMENT 16726440; THENCE ON AN ASSUMED BEARING OF NORTH 58 DEGREES 23 MINUTES 56 SECONDS WEST ALONG THE SAID NORTHERLY RIGHT OF WAY LINE OF THE NORTHWEST TOLLWAY ACCORDING TO DOCUMENT 16726440 A DISTANCE OF 33.75 FEET; THENCE NORTH 7 DEGREES 44 MINUTES 56 SECONDS EAST 255.25 FEET TO THE NORTHERLY LINE OF SAID LOT 8; THENCE SOUTH 82 DEGREES 56

MINUTES 03 SECONDS EAST ALONG THE SAID NORTHERLY LINE OF LOT 8 A DISTANCE OF 27.48 FEET TO THE NORTHEAST CORNER OF LOT 8; THENCE SOUTH 7 DEGREES 01 MINUTES 35 SECONDS WEST ALONG THE EASTERLY LINE OF SAID LOT 8 A DISTANCE OF 269.24 FEET TO THE POINT OF BEGINNING, AS DESCRIBED IN THE FINAL JUDGMENT ORDER RECORDED MARCH 17, 1999 AS DOCUMENT 99260978) IN COOK COUNTY, ILLINOIS.

PARCEL 4:

THAT PART OF LOT 7 IN AUGUST BUSSE'S DIVISION OF PARTS OF THE EAST 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, ACCORDING TO THE PLAT THEREOF RECORDED MAY 15, 1928 AS DOCUMENT 10023115, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SAID LOT 7; THENCE NORTH 82 DEGREES 56 MINUTES 03 SECONDS WEST, ALONG THE SOUTH LINE OF SAID LOT 7, A DISTANCE OF 27.48 FEET TO THE POINT OF BEGINNING; THENCE NORTH 7 DEGREES 44 MINUTES 56 SECONDS EAST, 61.80 FEET; THENCE NORTH 3 DEGREES 56 MINUTES 06 SECONDS EAST, 116.50 FEET; THENCE NORTH 82 DEGREES 15 MINUTES 15 SECONDS WEST, 44.00 FEET; THENCE SOUTH 7 DEGREES 44 MINUTES 45 SECONDS WEST, 7.92 FEET TO A POINT ON A NON TANGENTIAL CURVE, HAVING A RADIUS OF 420.00 FEET, CONCAVE TO THE SOUTHWEST WITH A CENTRAL ANGLE OF 3 DEGREES 33 MINUTES 09 SECONDS, A CHORD LENGTH OF 26.04 FEET AND A CHORD BEARING OF SOUTH 74 DEGREES 25 MINUTES 16 SECONDS EAST; THENCE SOUTHEASTERLY ALONG SAID CURVE, 26.04 FEET; THENCE SOUTH 7 DEGREES 03 MINUTES 57 SECONDS WEST, 166.87 FEET TO THE SOUTH LINE OF SAID LOT 7; THENCE SOUTH 82 DEGREES 56 MINUTES 03 SECONDS EAST, ALONG SAID SOUTH LINE, 23.96 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

Commonly known as: 2400 S. Arlington Heights Road, Arlington Heights, Illinois.

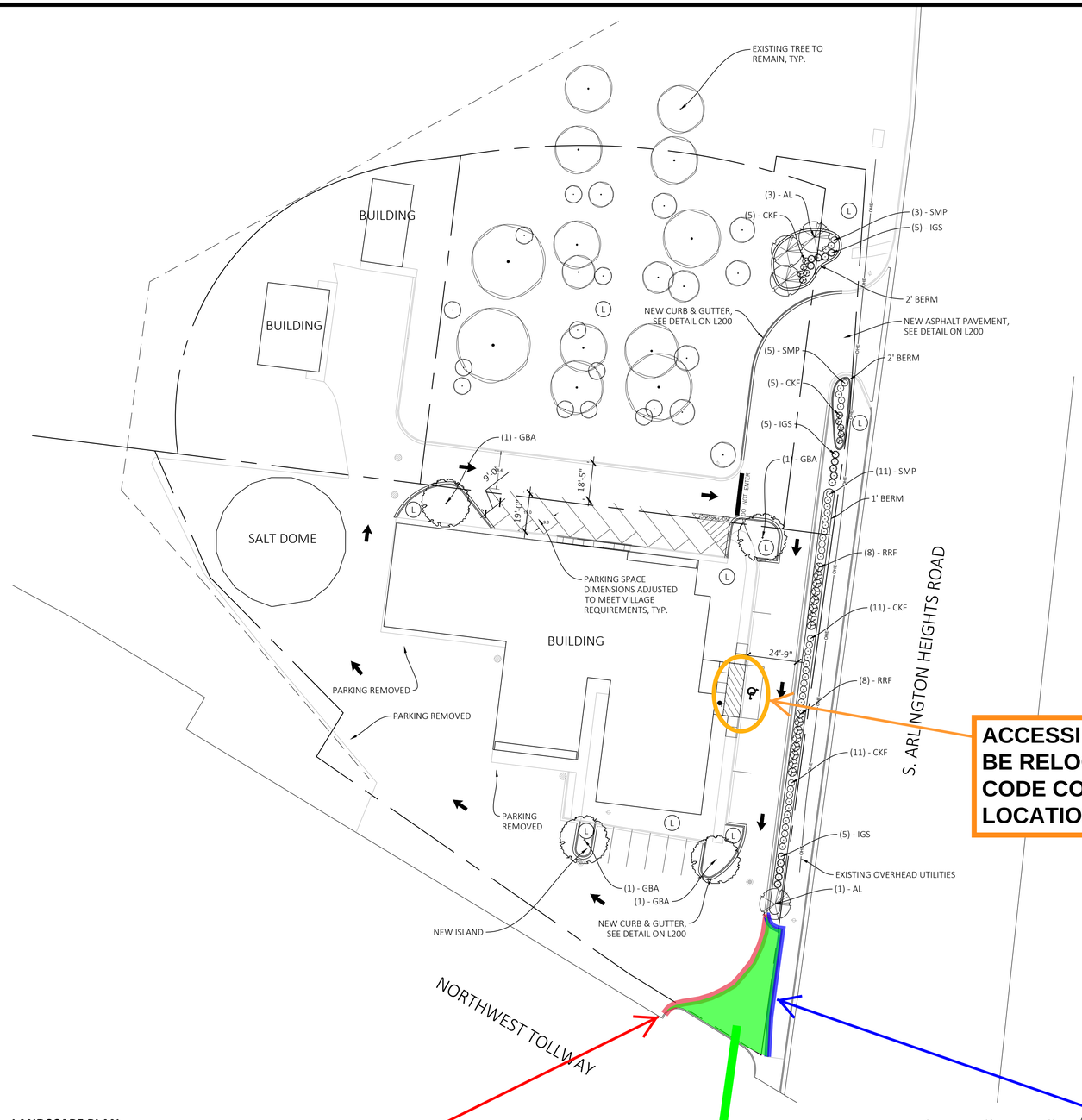
PIN: 08-16-400-033; 08-16-400-035

EXHIBIT B

LANDSCAPE PLAN

(attached)

VILLAGE RECOMMENDED ALTERNATIVE



LANDSCAPE PLAN

SCALE: 1" = 30'-0"

ACCESSIBLE STALL TO BE RELOCATED TO A CODE COMPLAINT LOCATION

NEW CURB

LANDSCAPE BED TO INCLUDE A MIX OF ORNAMENTAL GRASSES, DECIDUOUS AND EVERGREEN SHRUBS AND ONE SHADE TREE

REMOVE CURB

LAWN SEED MIX	
% OF MIX	**COMMON NAME**
30%	GOALKEEPER PERENNIAL RYEGRASS
30%	TOP GUN PERENNIAL RYEGRASS
20%	BLUE CHIP KENTUCKY BLUEGRASS
20%	FREEDOM III KENTUCKY BLUEGRASS
APPLY SEED MIX AT 5 POUND PER 100 SQUARE FEET, OR AS OTHERWISE DIRECTED BY THE SEED PROVIDER.	
BASIS OF LAWN SEED MIXTURE IS 'FIELD OF DREAMS' ATHLETIC MIXTURE BY NATIONAL SEED, LISLE, IL. PHONE # 1-888-963-7333	

LEGEND

- CANOPY TREE
- SHRUB MASSING
- L — LAWN (SEED & BLANKET), TYP.
- ORNAMENTAL TREE
- EXISTING TREE TO REMAIN

PLANTING SCHEDULE

KEY	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	COMMENTS
DECIDUOUS TREES						
GBA	4	GINKGO BILOBA 'AUTUMN GOLD'	AUTUMN GOLD GINKGO	4" CAL.	30' O.C.	B&B SPECIMEN
ORNAMENTAL TREES						
AL	4	AMELANCHIER LAEVIS	ALLEGHENY SERVICEBERRY	8' HT.	15' O.C.	SINGLE-TRUNK SPECIMEN
DECIDUOUS SHRUBS						
RRF	16	ROSA RUGOSA 'FRAU DAGMAR HASTRUP'	FRAU DAGMAR HASTRUP ROSE	#3 CONT.	48" O.C.	
SMP	19	SYRINGA MEYERI 'PALIBIN'	DWARF KOREAN LILAC	#3 CONT.	36" O.C.	
EVERGREEN SHRUBS						
IGS	15	ILEX GLABRA 'SHAMROCK'	SHAMROCK INKBERRY	#3 CONT.	36" O.C.	
ORNAMENTAL GRASSES						
CKF	32	CALAMOGROSTIS X 'KARL FOERSTER'	KARL FOERSTER FEATHER REED GRASS	#3 CONT.	36" O.C.	

LANDSCAPE ORDINANCE REVIEW: ARLINGTON HEIGHTS, ILLINOIS

SPECIFIC ORDINANCE	CODE REQUIRES	COMPLIANCE
PARKING	LANDSCAPED ISLANDS EQUAL IN AREA TO AT LEAST ONE PARKING SPACE, PROTECTED BY DURABLE MATERIALS, AND CONTAINING AT LEAST ONE LIVE SHADE TREE AT A MINIMUM OF FOUR INCHES IN DIAMETER SHALL BE LOCATED AT THE END OF EVERY TWENTY PARKING SPACES. IN ADDITION, THESE ISLANDS SHALL BE LOCATED AT EACH END OF ALL ROWS OF CAR STALLS.	4" TREES PROVIDED IN PARKING LOT ISLANDS AS REQUIRED. SEE PLANS AND PLANTING SCHEDULE.
PARKING	ALL PAVED SERVICE AREAS ABUTTING A RESIDENTIAL DISTRICT OR OFF-STREET PARKING AREAS CONTAINING MORE THAN FOUR PARKING SPACES SHALL BE EFFECTIVELY SCREENED ON EACH SIDE ADJOINING ANY PUBLIC WAY BY A WELL-MAINTAINED WALL, FENCE, OR DENSELY PLANTED COMPACT HEDGE DESIGNED TO PROVIDE YEAR ROUND OPACITY OR BERM AND HEDGE. SUCH SCREENING SHALL BE THREE FEET HIGH ON THE FRONTAGE OF A PUBLIC WAY, EXCEPT THAT IN THE INTERESTS OF SAFETY, SO THE LINE OF SIGHT WILL NOT BE OBSTRUCTED, THE MINIMUM HEIGHT SHALL BE LOWERED AT STREET INTERSECTIONS AND DRIVEWAYS TO NOT LESS THAN 18-INCHES.	MIN. 3' HT. HEDGE PLANTINGS PROVIDED ALONG S. ARLINGTON HEIGHTS ROAD. SEE PLANS AND PLANTING SCHEDULE. BERMS ALSO ADDEDED INSIDE PROPERTY LINE. HEIGHTS VARY 1'-2'. SEE PLANS.

LANDSCAPE NOTES

1. SEE L200 FOR NOTES & DETAILS.

PRELIMINARY DRAWINGS — NOT FOR CONSTRUCTION

Know what's below. Call before you dig.

PROJECT NAME:
PROPOSED IMPROVEMENTS
2400 S ARLINGTON HEIGHTS RD
ARLINGTON HEIGHTS, IL 60005

OWNER NAME:
PARAGON MECHANICAL, INC.
2400 S ARLINGTON HEIGHTS RD
ARLINGTON HEIGHTS, IL 60005
p: 847.321.9428

CONSULTANTS:

DesignPerspectives INC.
Grounded in Creativity
1167 HOBSON MILL DR. NAPERVILLE, IL 60540
T: (630) 606-0776 : WWW.DESIGN-PERSPECTIVES.NET

SUBMITTAL & REVISIONS	
1	02/21/23 SCHEMATIC DESIGN
2	03/02/23 SCHEMATIC DESIGN REVISED
3	03/29/23 SCHEMATIC DESIGN REVISED
4	04/26/23 SCHEMATIC DESIGN REVISED
5	05/16/23 REQUESTED REVISIONS

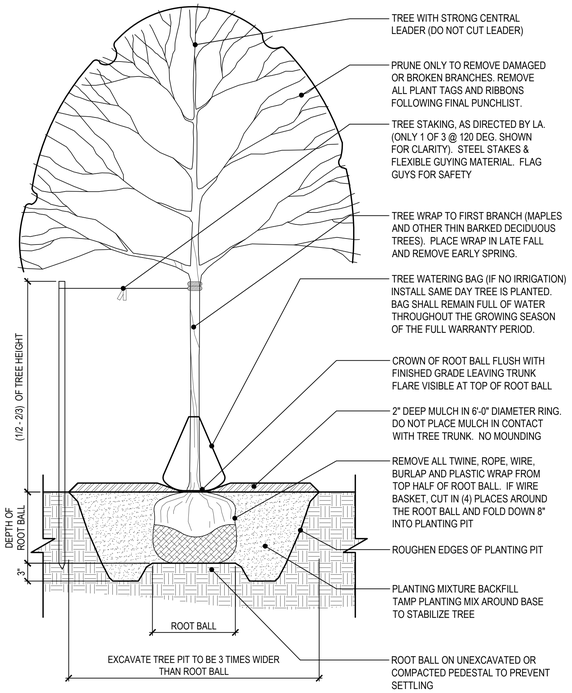
STAMP:
JAMES J. FORRESTER 157-001400 REGISTERED LANDSCAPE ARCHITECT STATE OF ILLINOIS

TITLE: **LANDSCAPE PLAN**

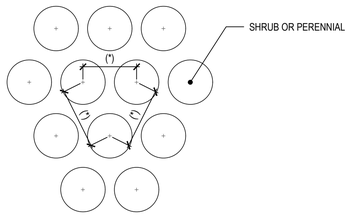
SHEET: L100

DRAWN BY: JJF
CHECK BY: JRR
PROJECT #: DP-002

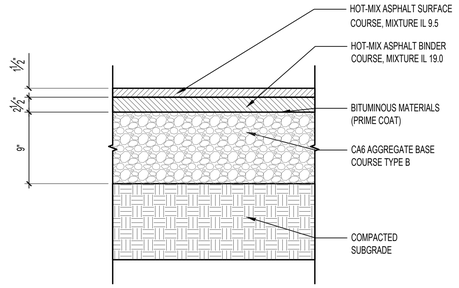
G:\Shared drives\Projects\Design Perspectives\Arlington Heights - Paragon Mechanical\cad\Paragon_LA_DP_v5.dwg



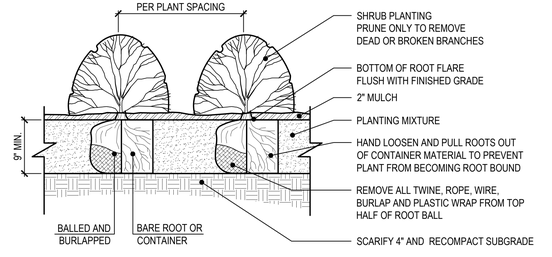
1 TREE PLANTING
SCALE: 1/2" = 1'-0"



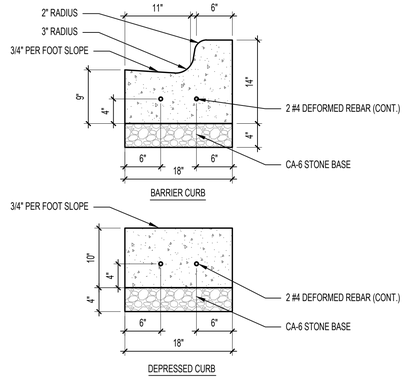
4 PLANT SPACING
NOT TO SCALE



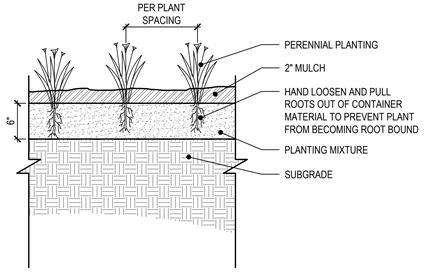
5 STANDARD ASPHALT PARKING PAVING
SCALE: N.T.S.



2 SHRUB PLANTING
SCALE: 1" = 1'-0"



6 CONCRETE CURB & GUTTER
SCALE: N.T.S.



3 PERENNIAL PLANTING
SCALE: 1" = 1'-0"

PLANTING NOTES

1. THE CONTRACTOR SHALL OBTAIN AND PAY FOR ALL PERMITS AND FEES THAT MAY BE REQUIRED FOR HIS PORTION OF WORK.
2. THE CONTRACTOR SHALL CONTACT 811 PRIOR TO WORK.
3. IN CASE OF DISCREPANCIES BETWEEN THE PLAN AND THE PLANT LIST, THE GRAPHIC SYMBOLS SHOWN ON THE PLAN SHALL DICTATE.
4. PLANT MATERIALS:
   - 4.1. ALL PLANT MATERIALS SHALL MEET OR EXCEED THE AMERICAN STANDARDS FOR NURSERY STOCK, MOST CURRENT EDITION, AS SET FORTH BY AMERICAN ASSOCIATION OF NURSERYMEN.
   - 4.2. PLANTS SHALL BE EQUAL TO OR EXCEED THE MEASUREMENTS SPECIFIED IN THE PLANT LIST.
   - 4.3. PLANTS SHALL BE SOUND, HEALTHY, VIGOROUS AND FREE FROM INSECT PESTS, PLANT DISEASES, AND INJURIES.
   - 4.4. TREES SHALL HAVE STRAIGHT TRUNK WITH LEADER INTACT, UNDAMAGED AND UNCUT. BRANCHING MUST BE WELL DEVELOPED.
   - 4.5. ALL PLANT MATERIAL AND SEED SHALL BE PROVIDED FROM A NURSERY (WITHIN 200 MILES) WITH A SIMILAR PLANT HARDINESS ZONE AS PROJECT LOCATION.
   - 4.6. NO SUBSTITUTIONS OF PLANT MATERIALS WILL BE ALLOWED. IF PLANTS ARE NOT AVAILABLE, THE CONTRACTOR SHALL NOTIFY OWNER AND LANDSCAPE ARCHITECT PRIOR TO BID IN WRITING.
   - 4.7. ALL PLANTS ARE SUBJECT TO INSPECTION AND APPROVAL. THE LANDSCAPE ARCHITECT AND OWNER RESERVE THE RIGHT TO SELECT AND TAG ALL PLANT MATERIAL AT THE NURSERY PRIOR TO PLANTING AND REJECT UNACCEPTABLE PLANT MATERIAL AT ANY TIME DURING THE PROGRESS OF THE PROJECT.
   - 4.8. CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT IN WRITING PRIOR TO BID DATE OF ANY PLANTS THEY FEEL MAY NOT SURVIVE IN LOCATIONS NOTED ON PLANS.
5. TOPSOIL & PLANTING MIXTURES:
   - 5.1. ENSURE THAT SOIL CONDITIONS AND COMPACTION ARE ADEQUATE TO ALLOW FOR PROPER DRAINAGE AROUND THE CONSTRUCTION SITE. UNDESIRABLE CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT PRIOR TO BEGINNING OF WORK. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ENSURE PROPER SURFACE AND SUBSURFACE DRAINAGE IN ALL AREAS
   - 5.2. SALVAGE TOPSOIL FROM THE EARTHWORK AREAS AS APPROPRIATE AND/OR AS DIRECTED BY LANDSCAPE ARCHITECT AND STOCKPILE FOR REUSE IN LOCATION APPROVED BY OWNER.
   - 5.3. TOPSOIL SHALL BE MATERIALS CONSISTING OF FERTILE, FRIABLE, FINE SANDY LOAM, UNIFORM IN COMPOSITION ANDFREE OF SUBSOIL, STONES, LUMPS, CLODS OF HARD EARTH, PLANTS, PLANT ROOTS, STICKS, NOXIOUS WEEDS, SLAG, CINDERS, DEMOLITION DEBRIS OR OTHER EXTRANEOUS MATTER OVER 1" IN LARGEST DIMENSION.
   - 5.4. EXISTING TOPSOIL SHALL BE PREPARED BY THOROUGHLY MIXING IN COMPOST AT THE RATE OF 1/3 VOLUME OF SOIL REPLACED.
   - 5.4. TOPSOIL SHALL BE TESTED AND AMENDED (AS SPECIFIED BY THE TESTING AGENCY) TO THE FOLLOWING:
     - 5.4.1. ADJUST SOIL TO A pH OF 6.0 TO 6.5.
     - 5.4.2. ORGANIC MATTER: 4% MIN, 10% MAX
     - 5.4.3. AVAILABLE PHOSPHORUS: 25 PPM, MIN
     - 5.4.4. EXCHANGEABLE POTASSIUM: 125 PPM, MIN
   - 5.5. THE FOLLOWING FERTILIZERS SHALL BE USED AS FOLLOWS, OR ALTERNATIVES SUBMITTED BY CONTRACTOR TO OWNER AND LANDSCAPE ARCHITECT FOR APPROVAL:
     - 5.5.1. TREES & SHRUBS = 14-4-6 BRIQUETTES @ 17g
     - 5.5.2. LAWN = HIGH NITROGEN STARTER FERTILIZER
   - 5.6. LAWN SEED & BLANKET AREAS SHALL RECEIVE A MINIMUM OF 4" DEPTH OF TOPSOIL.
   - 5.7. PLANTING BEDS SHALL RECEIVE MINIMUM 6" DEPTH OF AMENDED TOPSOIL.
   - 5.8. NATIVE LANDSCAPE SEEDING AREAS SHALL RECEIVE A MINIMUM 18" DEPTH OF TOPSOIL.
6. MULCH MATERIALS:
   - 6.1. ALL MULCH MATERIALS SHALL BE PROCESSED DOUBLE SHREDDED HARDWOOD BARK MULCH OF UNIFORM SIZE. NO UTILITY MULCH OR PROCESSED TREE TRIMMINGS WILL BE ALLOWED. SUBMIT SAMPLE TO ARCHITECT.
   - 6.2. MULCH SHALL BE 2-INCH THICK MINIMUM COVERAGE IN ALL AREAS OF TREE PITS OR PLANTING BEDS, UNLESS OTHERWISE NOTED.
   - 6.3. MULCH SHALL BE HELD 1" BELOW SURFACE ELEVATION OF DOWNHILL SIDE OF WALK, SLAB, CURB, LAWN, ETC.
7. LANDSCAPE BED EDGING:
   - 7.1. ALL LANDSCAPE BED EDGING SHALL BE SHOVEL-CUT SPADE EDGE BETWEEN LAWN AREAS UNLESS OTHERWISE NOTED.
8. STORAGE & INSTALLATION:
   - 8.1. CONFIRM LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO START OF CONSTRUCTION.
   - 8.2. EXISTING TREES FOUND ON SITE SHALL BE PROTECTED AND SAVED UNLESS NOTED TO BE REMOVED OR ARE LOCATED IN AN AREA TO BE GRADED. NO VEHICLES OR EQUIPMENT ARE ALLOWED WITHIN THE DRIP LINE OF TREES TO BE PROTECTED. QUESTIONS REGARDING EXISTING PLANT MATERIAL SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT PRIOR TO REMOVAL.
   - 8.3. PRUNING AND REMOVAL OF BRANCHES ON EXISTING TREES SHALL BE DIRECTED IN THE FIELD BY OWNER OR LANDSCAPE ARCHITECT.
   - 8.4. EQUIPMENT, PLANTS AND ALL OTHER MATERIALS TO BE STORED ON SITE WILL BE STORED OUTSIDE OF THE DRIPLINE OF TREES TO BE PROTECTED AND PLACED WHERE THEY WILL NOT CONFLICT W/ CONSTRUCTION OPERATIONS.
   - 8.5. NEW PLANTING AREAS ARE TO BE TREATED WITH HERBICIDE (APPROVED BY STATE CHEMIST) TO KILL ALL EXISTING GROUNDCOVER. THERE SHALL BE A MINIMUM OF TWO (2) APPLICATIONS SEPARATED BY 10 DAYS. IF ALL EXISTING GROUNDCOVER VEGETATION IS NOT KILLED WITHIN 10 DAYS OF 2ND APPLICATION, A 3RD APPLICATION IS REQUIRED.
   - 8.6. WHERE PROPOSED PLANTINGS ARE INDICATED IN EXISTING PAVING AREAS, CONTRACTOR SHALL EXCAVATE A MINIMUM OF 2'-0" BELOW PAVING SURFACE.
   - 8.7. FINAL PLACEMENT OF PLANT MATERIALS, ETC., ARE SUBJECT TO APPROVAL BY OWNER AND LANDSCAPE ARCHITECT BEFORE PLANTING OPERATIONS ARE TO PROCEED. ALL TREE LOCATIONS SHALL BE MARKED WITH A WOOD STAKE OR FLAG INDICATING VARIETY AND SIZE OF TREE. ALL GROUND COVER AND PLANTING BED LINES SHALL BE MARKED W/ HIGHLY VISIBLE PAINT LINES W/ OCCASIONAL WOOD STAKES FOR REFERENCE. ALL STAKES SHALL BE REMOVED FOLLOWING PLANTING OPERATIONS. OWNER RESERVES THE RIGHT TO ADJUST PLANT LOCATIONS ON SITE.
   - 8.8. ALL DISTURBED AREAS OUTSIDE THE LIMITS OF WORK SHALL BE RESTORED TO ORIGINAL OR BETTER CONDITION AT NO ADDITIONAL COST TO THE OWNER.
   - 8.9. PRIOR TO FINAL PAYMENT, CONTRACTOR SHALL COORDINATE A FINAL INSPECTION WALK-THROUGH WITH OWNER AND LANDSCAPE ARCHITECT FOR OWNER ACCEPTANCE. THE LANDSCAPE ARCHITECT WILL PROVIDE A PUNCHLIST OF ANY DEFICIENCIES AND PROVIDE TO OWNER AND CONTRACTOR FOR REVIEW AND REMEDIATION.
9. MAINTENANCE:
   - 9.1. INCLUDE PRICING WITH THE BID FOR A 60-DAY MAINTENANCE PERIOD OF ALL LANDSCAPE PLANTINGS FOLLOWING COMPLETE INSTALLATION AND FINAL INSPECTION BY OWNER AND LANDSCAPE ARCHITECT. MAINTENANCE SHALL INCLUDE WATERING, WEEDING, CULTIVATING, MULCHING, MOWING, AND ALL OTHER NECESSARY OPERATIONS REQUIRED FOR PROPER ESTABLISHMENT OF LAWNS AND PLANTINGS.
10. WARRANTY:
   - 10.1. ALL LANDSCAPE PLANTINGS SHALL BE WARRANTED FOR A PERIOD OF ONE YEAR FOLLOWING 60-DAY MAINTENANCE PERIOD. AT THE END OF THIS PERIOD, PLANT MATERIAL TERMED DEAD OR UNSATISFACTORY (EXCEPT FOR DEFECTS RESULTING FROM ABUSE OR DAMAGE BY OTHERS, OR OTHER ACTS DETERMINED AS FORCE MAJEURE) BY OWNER AND LANDSCAPE ARCHITECT SHALL BE REPLACED AT NO ADDITIONAL CHARGE BY THE CONTRACTOR. THE REPLACEMENTS SHALL ALSO BE WARRANTED FOR 1 YEAR.

PRELIMINARY DRAWINGS
NOT FOR CONSTRUCTION

811 Know what's below. Call before you dig.

PROJECT NAME:
PROPOSED IMPROVEMENTS
2400 S ARLINGTON HEIGHTS RD
ARLINGTON HEIGHTS, IL 60005

OWNER NAME:
PARAGON MECHANICAL, INC.
2400 S ARLINGTON HEIGHTS RD
ARLINGTON HEIGHTS, IL 60005
p: 847.321.9428

CONSULTANTS:

DesignPerspectives INC.
Grounded in Creativity
1167 HOBSON MILL DR. NAPERVILLE, IL 60540
T: (630) 606-0776 : WWW.DESIGN-PERSPECTIVES.NET

SUBMITTAL & REVISIONS

1	02/21/23	SCHEMATIC DESIGN
2	03/02/23	SCHEMATIC DESIGN REVISED
3	03/29/23	SCHEMATIC DESIGN REVISED
4	04/26/23	SCHEMATIC DESIGN REVISED
5	05/16/23	REQUESTED REVISIONS

STAMP:
JAMES J. FORRESTER 157-001400 LICENSED LANDSCAPE ARCHITECT STATE OF ILLINOIS

TITLE:
LANDSCAPE NOTES & DETAILS

SHEET: L200

DRAWN BY: JJF
CHECK BY: JRR
PROJECT #: DP-002

G:\Shared drives\Projects\Design Perspectives\Arlington Heights - Paragon Mechanical\cad\Paragon_LA_DP_v5.dwg

EXHIBIT C

UNCONDITIONAL AGREEMENT AND CONSENT

TO: The Village of Arlington Heights, Illinois (*"**Village**"*):

WHEREAS, Paragon Mechanical, Inc. (***"Applicant"***) is the Applicant of that certain property located in the B-2 General Business District (***"B-2 District"***), commonly known as 2400 S. Arlington Heights Road, Arlington Heights, Illinois (***"Property"***); and

WHEREAS, Ordinance No. 2023-_____, adopted by the Village President and Board of Trustees on _____, 2023 (***"Ordinance"***), amends Ordinance Number 20-022; and

WHEREAS, Section 8 of the Ordinance provides, among other things, that the Ordinance will be of no force or effect unless and until the Applicant files, within 30 days following the passage of the Ordinance, its unconditional agreement and consent to accept and abide by each and all of the terms, conditions, and limitations set forth in the Ordinance;

NOW, THEREFORE, the Applicant hereby agrees and covenants as follows:

1. The Applicant hereby unconditionally agrees to, accepts, consents to, and will abide by, each and all of the terms, conditions, limitations, restrictions, and provisions of the Ordinance.

2. The Applicant acknowledges that public notices and hearings have been properly given and held with respect to the adoption of the Ordinance, has considered the possibility of the revocation provided for in the Ordinance, and agrees not to challenge any such revocation on the grounds of any procedural infirmity or a denial of any procedural right.

3. The Applicant acknowledges and agrees that the Village is not and will not be, in any way, liable for any damages or injuries that may be sustained as a result of the Village's amending of Ordinance Number 20-022 or its adoption of the Ordinance, and that the Village's approvals do not, and will not, in any way, be deemed to insure the Applicant against damage or injury of any kind and at any time.

4. The Applicant hereby agrees to hold harmless and indemnify the Village, the Village's corporate authorities, and all Village elected and appointed officials, officers, employees, agents, representatives, and attorneys, from any and all claims that may, at any time, be asserted against any of such parties in connection with the Village's adoption of the Ordinance amending Ordinance Number 20-022.

[SIGNATURES ON FOLLOWING PAGE]

Dated: _____, 2023

ATTEST:	PARAGON MECHANICAL, INC.
By: _____	By: _____
Its: _____	Its: _____

Village Board
12/18/2023

Item: Ordinance - 116-120 W. Eastman Development

Department: Planning & Community Development Department

At the December 4, 2023 Village Board meeting, a request for a Planned Unit Development to allow a 135-unit multi-family residential development, a Land Use Variation to allow a predominately multi-family residential development in the B-5 District, a Conceptual Special Use Permit for a restaurant on the subject property, and various variations, was discussed and approved. The ordinance setting forth the provisions and conditions of approval is attached.

ATTACHMENTS:

Description	Type
Ordinance - 116-120 W Eastman Development	Ordinance

VILLAGE OF ARLINGTON HEIGHTS

ORDINANCE NO. 2023-_____

AN ORDINANCE APPROVING A PLANNED UNIT DEVELOPMENT AND VARIATIONS FOR THE CONSTRUCTION AND OPERATION OF A MIXED-USE DEVELOPMENT
(116-120 W. Eastman Street)

ADOPTED BY THE
PRESIDENT AND BOARD OF TRUSTEES
OF THE VILLAGE OF ARLINGTON HEIGHTS
THIS ____ DAY OF _____, 2023.

Published in pamphlet form
by the authority of the
President and Board of Trustees
of the Village of Arlington Heights,
Cook County, Illinois this
_____ day of _____, 2023

_____
Village Clerk

AN ORDINANCE APPROVING A PLANNED UNIT DEVELOPMENT AND VARIATIONS FOR THE CONSTRUCTION AND OPERATION OF A MIXED-USE DEVELOPMENT
(116-120 W. Eastman Street)

WHEREAS, MYLO Residential Arlington Heights Property LLC ("*Applicant*") is the owner of record of that certain property located in the B-5 Downtown District ("*B-5 District*"), commonly known as 116-120 W. Eastman Street, and legally described in Exhibit A attached to and, by this reference, made a part of this Ordinance ("*Property*"); and

WHEREAS, the Property is currently improved with two vacant commercial buildings, parking lots, and other related improvements (collectively, the "*Existing Improvements*"); and

WHEREAS, the Applicant desires to demolish the Existing Improvements and construct a 135-unit multi-family rental development on the Property with space for a restaurant or other commercial use (collectively, the "*Proposed Development*"); and

WHEREAS, pursuant to Section 9.2(c) of "The 2002 Comprehensive Amendment of the Zoning Ordinance of the Village of Arlington Heights," as amended ("*Zoning Code*"), in order to construct and operate the Proposed Development, the Applicant must obtain Village approval of a planned unit development ("*PUD*"); and

WHEREAS, pursuant to Section 12 of the Zoning Code, Applicant seeks a land use variation for the Property to allow a predominantly multi-family residential development in the B-5 District; and

WHEREAS, pursuant to Section 10.2-8 of the Zoning Code, drive aisles of at least 24 feet in width are required for the Proposed Development; and

WHEREAS, the Applicant desires to construct a 22.1-foot-wide drive aisle within the Proposed Development, in violation of Section 10.2-8 of the Zoning Code; and

WHEREAS, pursuant to Section 10.2-9 of the Zoning Code, each required off-street parking space must open directly to an aisle or driveway; and

WHEREAS, the Applicant desires to construct tandem parking spaces on the Property, in violation of Section 10.2-9 of the Zoning Code; and

WHEREAS, pursuant to Section 5.5-1 of the Zoning Code, a restaurant may only be established within the B-5 District if a special use permit or a special use waiver is granted; and

WHEREAS, the Applicant intends to pursue restaurant uses for the Planned Development (collectively, the "*Potential Restaurants*"), which will require either special use permits or special use waivers in the future; and

WHEREAS, pursuant to Sections 9 and 12 of the Zoning Code, the Applicant has filed an application for approval of: (i) a PUD to allow a predominantly multi-family residential development on the Property; (ii) a land use variation to allow the construction and use of the Proposed Development on the Property; and (iii) variations from Sections 10.2-8 and 10.2-9 of the Zoning Code to permit the construction of the Proposed Development on the Property (collectively, the "*Requested Relief*"), along with preliminary conceptual consideration of the Potential Restaurants; and

WHEREAS, a public hearing of the Plan Commission of the Village to consider approval of the Requested Relief was duly advertised in the *Daily Herald* on September 26, 2023, and held on October 11, 2023; and

WHEREAS, on October 11, 2023, the Plan Commission made findings and recommendations in support of the Requested Relief, with conditions; and

WHEREAS, the President and Board of Trustees have determined that the Requested Relief meets the required standards for PUDs and variations as set forth in Sections 9 and 12 of the Zoning Code; and

WHEREAS, the President and Board of Trustees have determined that it will serve and be in the best interest of the Village to grant the Requested Relief, subject to the conditions, restrictions, and provisions of this Ordinance;

NOW, THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF ARLINGTON HEIGHTS:

SECTION 1. RECITALS. The facts and statements contained in the preamble to this Ordinance are found to be true and correct and are hereby adopted as part of this Ordinance.

SECTION 2. GRANT OF PLANNED UNIT DEVELOPMENT. Subject to, and contingent upon, the conditions, restrictions, and provisions set forth in Section 4 of this Ordinance, and in accordance with, and pursuant to, Section 9 of the Zoning Code and the home rule powers of the Village, the Village hereby grants a PUD to the Applicant for the development, use, and maintenance of the Proposed Development on the Property.

SECTION 3. GRANT OF VARIATIONS. Subject to, and contingent upon, the conditions, restrictions, and provisions set forth in Section 4 of this Ordinance, and in accordance with, and pursuant to, Section 12 of the Zoning Code and the home rule powers of the Village, the Village hereby grants the following variations to the Applicant in connection with the Proposed Development on the Property:

A. Multi-Family Residential. A land use variation to permit the multi-family residential development of the Property in the B-5 District.

B. Driving Aisle. A variation from Section 10.2-8 of the Zoning Code to allow a 22.1-foot-wide drive aisle.

C. Tandem Parking. A variation from Section 10.2-9 of the Zoning Code to allow tandem parking spaces.

SECTION 4. CONDITIONS. Notwithstanding any use or development right that may be applicable or available pursuant to the provisions of the Zoning Code, the approvals granted pursuant to Sections 2 and 3 of this Ordinance are hereby expressly subject to, and contingent upon, the development, use, and maintenance of the Property in compliance with each and all of the following conditions. For all conditions set forth in this Section 4 for which the Village may conduct a review, make a modification, make an approval, or make a determination, the Village Manager, or their designee, is authorized to take that action in their sole discretion.

A. Compliance with Regulations. Except to the extent specifically provided otherwise in this Ordinance, the development, use, operation, and maintenance of the Proposed Improvements and the Property must comply at all times with all applicable Federal, State,

and Village statutes, codes, ordinances, and regulations, as the same have been or may be amended from time to time.

B. Compliance with Plans. Except for minor changes and site work approved by the Village Director of Building & Life Safety (for matters within their permitting authority) in accordance with all applicable Village standards, and except as may be approved pursuant to Sections 4.C through 4.H of this Ordinance, the development, use, operation, and maintenance of the Proposed Development and of the Property must be substantially compliant with the following plans (collectively, the *"Plans"*):

1. The Architectural Plans, prepared by OKW Architects, PLLC consisting of 19 sheets, with a last revision date of November 28, 2023, a copy of which is attached to and, by this reference, made a part of this Ordinance as Exhibit B;

2. The Engineering Plans, prepared by RWG Engineering, LLC consisting of two sheets, with a last revision date of October 27, 2023, a copy of which is attached to and, by this reference, made a part of this Ordinance as Exhibit C;

3. The Landscape Plans, prepared by Kathryn Talty Landscape Architecture, Inc. consisting of two sheets, with a last revision date of October 27, 2023, a copy of which is attached to and, by this reference, made a part of this Ordinance as Exhibit D;

4. The Fire Truck Turning Plans, prepared by RWG Engineering, LLC consisting of two sheets, with a last revision date of October 27, 2023, a copy of which is attached to and, by this reference, made a part of this Ordinance as Exhibit E;

5. The Vehicle Turning Plans, prepared by RWG Engineering, LLC consisting of one sheet, with a last revision date of October 27, 2023, a copy of which is attached to and, by this reference, made a part of this Ordinance as Exhibit F;

6. The Renderings, prepared by OKW Architects, PLLC consisting of nine sheets, with a last revision date of November 28, 2023, a copy of which is attached to and, by this reference, made a part of this Ordinance as Exhibit G;

7. The Parking Lot Photometric Plan, prepared by PG Enlighten consisting of 28 sheets, with a last revision date of August 30, 2023, a copy of which is attached to and, by this reference, made a part of this Ordinance as Exhibit H; and

8. The Construction Staging Plan, prepared by OKW Architects, Inc. consisting of one sheet, with a last revision date of April 17, 2023, a copy of which is attached to and, by this reference, made a part of this Ordinance as Exhibit I.

C. General Conditions.

1. Outdoor Deck. The outdoor roof deck area along the western side of the Proposed Development may not be used between the hours of 10:00 P.M. on Sunday through Thursday until 10:00 A.M. the following morning, or from 11:00 P.M. on Friday and Saturday until 10:00 A.M. the following morning. Building-mounted and permanent speakers or audio system are prohibited in the outdoor deck. All personal music and speaker usage on the outdoor deck must end by 9:00 P.M. each

night. The Village may impose additional restrictions on the general usage times and music or sound emanating from the outdoor deck if use of the outdoor deck does not comply with this Section 4.C.1, or if the outdoor deck usage results in excessive nuisances.

2. Logistics Plan.

a. The building permit application for the Proposed Development must include a detailed final construction schedule and logistics plan, that identifies staging areas, material storage, lane closures, and construction worker parking for review, modification, and approval by the Village.

b. Any work occurring within the right-of-way must be scheduled to minimize disruption to other businesses, residential neighbors, and patrons of the Downtown and neighborhood. Construction traffic must be limited to pre-approved lanes and locations approved by the Village.

c. The Applicant must provide a truck parking and truck access plan for review and approval by the Village. Emergency access must be maintained at all times during each construction phase.

3. Condominium Conversion. The dwelling units within the Proposed Development may not be converted to condominium units except upon (a) amendment of the PUD granted pursuant to Section 2 of this Ordinance, and (b) the provision of sufficient parking for the Property as determined necessary by the Village.

4. Impact Fees. The Applicant must pay all required impact fees in accordance with, and when required by, Chapter 29 of the Municipal Code of Arlington Heights, Illinois, 1995, as amended (*"Village Code"*).

5. Inclusionary Housing. The Applicant must ensure that the Proposed Development is and remains in full compliance with the requirements of the Village's Inclusionary Housing Ordinance set forth in Chapter 7 of the Village Code, and the Village's Inclusionary Housing Guidelines, including, without limitation, the following:

a. Providing, in perpetuity, seven actual on-site affordable units within the Proposed Development (a minimum of 5% of the total units) plus a fee-in-lieu payment for 3.125 units (a maximum of 2.5% of the total number of units), in compliance with Section 7-1707(b)(1)(b) of the Village Code; and

b. Ensuring compliance with all other provisions of the Inclusionary Zoning Ordinance.

D. Parking Conditions.

1. Parking Garage.

a. Residential parking spaces within the parking garage must be leased separately from units and may not be included within any residential lease.

b. Any tenant desiring two parking spaces within the parking garage must lease tandem spaces, with first priority going to two-bedroom units. Once all tandem spaces have been leased, no other unit will be allowed two parking spaces.

c. No more than 21 residential units may lease two spaces within the parking garage.

d. Studio units are prohibited from leasing more than one parking space within the parking garage.

e. No residential unit may lease more than two parking spaces within the parking garage.

f. Residential guest parking must be made available within the parking garage and at no time may there be less than five parking spaces assigned as guest parking spaces. ADA parking spaces do not count as a guest parking space. Parking spaces that are not leased by residential tenants must be made available for guests and added to the guest parking pool.

g. The parking garage audible warning must be reduced or eliminated between 10:00P.M. to 7:00A.M.

2. Parking Management. At the request of the Village, the Applicant must provide details and data on the operation, management, and usage of parking spaces both within the parking garage as well as on the streets in the vicinity of the Property. If the Village determines that modifications are needed for parking for the Proposed Development, the Applicant must work with the Village to modify the operation, management, and allocation of onsite parking stalls to the satisfaction of the Village.

E. Loading Conditions.

1. Restaurants and Other Commercial Uses. Loading on the Property is allowed only between the hours of 7:00 A.M. to 5:00 P.M.

2. Residential. Residents moving in or out of the Property must reserve a loading dock usage time in advance. Residential move-ins and move-outs must occur in the loading dock on Eastman Street, and are permitted only between the hours of 7:00 A.M. to 7:00 P.M.

3. Trash. Trash must be loaded onto trucks within the loading area on the Property. Trash loading is permitted only between the hours of 7:00 A.M. to 5:00 P.M.

4. Loading Location. All loading and unloading for the commercial portion of the Proposed Development, move-ins and move-outs for residential tenants, and trash collection must occur on the Property and within the dedicated loading zone and may not be performed within the public right-of-way.

F. Traffic and Street Infrastructure Conditions.

1. Parking Garage Exit. The parking garage exit from an angled driveway exit on to Highland Avenue must be maintained as a 90 degree exit and intersection with Highland Avenue, with no or minimal flares, subject to review and approval by the Village.

2. Egress to Highland Avenue. Right turn egress from the parking garage to northbound Highland Avenue is prohibited, and the Applicant must install appropriate signage to the satisfaction of the Village prohibiting such turns. Should prohibited right turns be observed by the Village, the Applicant will implement a solution to correct the prohibited turns, such as, without limitation, video monitoring of parking garage movements and issuance of fines to drivers that violate the rule.

3. Circulation. If the Village determines that there is unsatisfactory traffic circulation and congestion within or around the Property, the Applicant must modify the site circulation and access as directed by the Village.

4. Intersection Improvements. The Applicant must complete the following intersection improvements:

   a. At the intersection of St. James Street and Highland Avenue: Installation of a stop sign at the northbound approach.

   b. At the intersection of Highland Avenue, Eastman Street, and the southernmost drive aisle connection from the property at 210-234 W. Northwest Highway where it intersects with Highland Avenue: Installation of stop signs at the eastbound and the westbound approaches, if the Village determines the installations are feasible.

5. Parkway Restoration. The Applicant must remove the blacktop and restore the parkway with grass and parkway trees immediately east of the Property in the location depicted in the map attached to and, by this reference, made a part of this Ordinance as Exhibit J, as and when directed by the Village.

G. Site Related Conditions.

1. Sidewalk. Prior to the issuance of a building permit for the Proposed Development, the Applicant must execute a public access sidewalk easement along the south side of the Property in a width that satisfies the Americans With Disability Act and other accessibility requirements, in a form acceptable to the Village.

2. Eastman Street Streetscape. The final streetscape design along Eastman Street must be consistent with Downtown Arlington Heights standards and the Village may modify the design at the time of building permit issuance, in their sole discretion (i.e., additional sidewalk width, revised tree grates, recessed building doors, *etc*.).

H. Building Related Conditions.

1. Design Approval. Prior to submittal of a building permit application for the Proposed Development, the Applicant must, in order to comply with the requirements of the Village's Design Commission motion passed on August 22, 2023, provide the Village the following for review and approval:

   a. Detailing options for the cornice on the north elevation of the building.

   b. Options for the shallow arches along the first-floor of the building, including a design changing the arches to straight lintels.

   c. Options for the layout of the vertical brick piers on the building to align the upper stories with the ground floor below wherever possible, to further develop the authenticity of what appears to be an older warehouse building.

   d. An appearance plan for walls on the east side of the building behind the existing adjacent AT&T building, to provide a finished appearance in the event that the AT&T building were to be demolished in the future.

2. Sound Attenuation. All building-mounted and site mechanical equipment (i.e., meters, panels, utility connections, fire department connections, transformers, utility pedestals, *etc*.) must be appropriately sited and screened from public view, as determined by the Village. To the fullest extent possible, these elements must be located within sound attenuation structures. Prior to issuance of a building permit, additional information and manufacturers' specifications on sound levels, attenuation, and capacity for additional sound attenuation around the units must be provided for Village review.

3. Utility Service Lines. All utility service lines for the Property must be underground.

4. Fire Department Connection. The Applicant must continue to work with the Village on, and refine the design of, the proposed Fire Department connection. The connection must be a low-profile design to the satisfaction of the Fire Chief. The connection cannot encroach into the public right of way.

5. Roof Top Unit Screening. The location of the northernmost roof top unit must be shifted as far south as feasible and screened with additional sound buffering panels as directed by the Village.

6. Northern Building Lighting. The Applicant must work with the Village on and refine the location of the proposed lights on the northern building elevation to ensure that they are located at low elevations and are angled towards the ground.

SECTION 5. ACKNOWLEDGEMENT OF POTENTIAL RESTAURANTS WITHIN THE PUD. The Village President and Board of Trustees acknowledge, at a preliminary conceptual level of review, that the Potential Restaurants may be appropriate within the Proposed Development. A restaurant may be established within the Proposed Development only after issuance of a special use permit or special

use waiver, and a restaurant will be subject to all applicable requirements of the Zoning Code and Village Code.

SECTION 6. RECORDATION; BINDING EFFECT. A copy of this Ordinance will be recorded on title to the Property with the Cook County Clerk's Recording Division. This Ordinance and the privileges, obligations, and provisions contained herein inure solely to the benefit of, and are binding upon the Applicant and each of its heirs, representatives, successors, and assigns.

SECTION 7. FAILURE TO COMPLY WITH CONDITIONS. Upon the failure or refusal of the Applicant to comply with any or all of the conditions, restrictions, or provisions of this Ordinance, as applicable, the approvals granted in Sections 2 and 3 of this Ordinance may, at the sole discretion of the Village President and Board of Trustees, by ordinance duly adopted, be revoked and become null and void; provided, however, that the Village President and Board of Trustees may not so revoke the approvals granted in Sections 2 and 3 of this Ordinance unless they first provide the Applicant with two months advance written notice of the reasons for revocation and an opportunity to be heard at a regular meeting of the Village President and Board of Trustees. In the event of revocation, the development and use of the Property will be governed solely by the regulations of the B-5 District, and the applicable provisions of the Village Code, as the same may, from time to time, be amended. Further, in the event of such revocation, the Village Manager and Village Attorney are hereby authorized and directed to bring such enforcement action as may be appropriate under the circumstances.

SECTION 8. AMENDMENTS. Any amendments to the approvals granted in Sections 2 and 3 of this Ordinance that may be requested by the Applicant after the effective date of this Ordinance may be granted only pursuant to the procedures, and subject to the standards and limitations, provided in the Zoning Code.

SECTION 9. SEVERABILITY. If any provision of this Ordinance or part thereof is held invalid by a court of competent jurisdiction, the remaining provisions of this Ordinance are to remain in full force and effect, and will be interpreted, applied, and enforced so as to achieve, as near as may be, the purpose and intent of this Ordinance to the greatest extent permitted by applicable law.

SECTION 10. EFFECTIVE DATE.

A. This Ordinance will be effective only upon the occurrence of all of the following events:

1. Passage by the Village President and Board of Trustees in the manner required by law; and

2. The filing by the Applicant with the Village Clerk of an Unconditional Agreement and Consent, in the form of Exhibit K attached to and, by this reference, made a part of this Ordinance, to accept and abide by each and all of the terms, conditions, and limitations set forth in this Ordinance and to indemnify the Village for any claims that may arise in connection with the approval of this Ordinance.

B. In the event the Applicant does not file a fully executed copy of the Unconditional Agreement and Consent, as required by Section 10.A.2 of this Ordinance, within 30 days after the date of final passage of this Ordinance, the Village President and Board of Trustees will have the right, in their sole discretion, to declare this Ordinance null and void and of no force or effect.

AYES:

NAYS:

PASSED AND APPROVED THIS ___ day of _____, 2023

_____
Village President

ATTEST:

_____
Village Clerk

EXHIBIT A

LEGAL DESCRIPTION OF THE PROPERTY

PARCEL 1:

LOTS 5, 6, 7 AND 8 IN BLOCK 9 IN TOWN OF DUNTON, COOK COUNTY, ILLINOIS, BEING THE WEST ½ OF THE SOUTHWEST ¼ OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNYT, ILLINOIS.

PARCEL 2:

THE EAST 16.50 FEET OF LOT 1 AND THE EAST 16.50 FEET OF THAT PART OF LOT 11 LYING SOUTH OF AND ADJOINING THE SOUTH LINE OF SAID LOT 1 IN BLOCK 6, IN ATKINS ADDITION TO ARLINGTON HEIGHTS, BEING A SUBDIVISION OF THE EAST 1.2 OF THE SOUTHEAST ¼ OF SECTION 30, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING NORTH OF THE CHICAGO AND NORTHWESTERN RAILROAD, IN COOK COUNTY, ILLINOIS.

Commonly known as: 116-120 W. Eastman Street, Arlington Heights, Illinois.

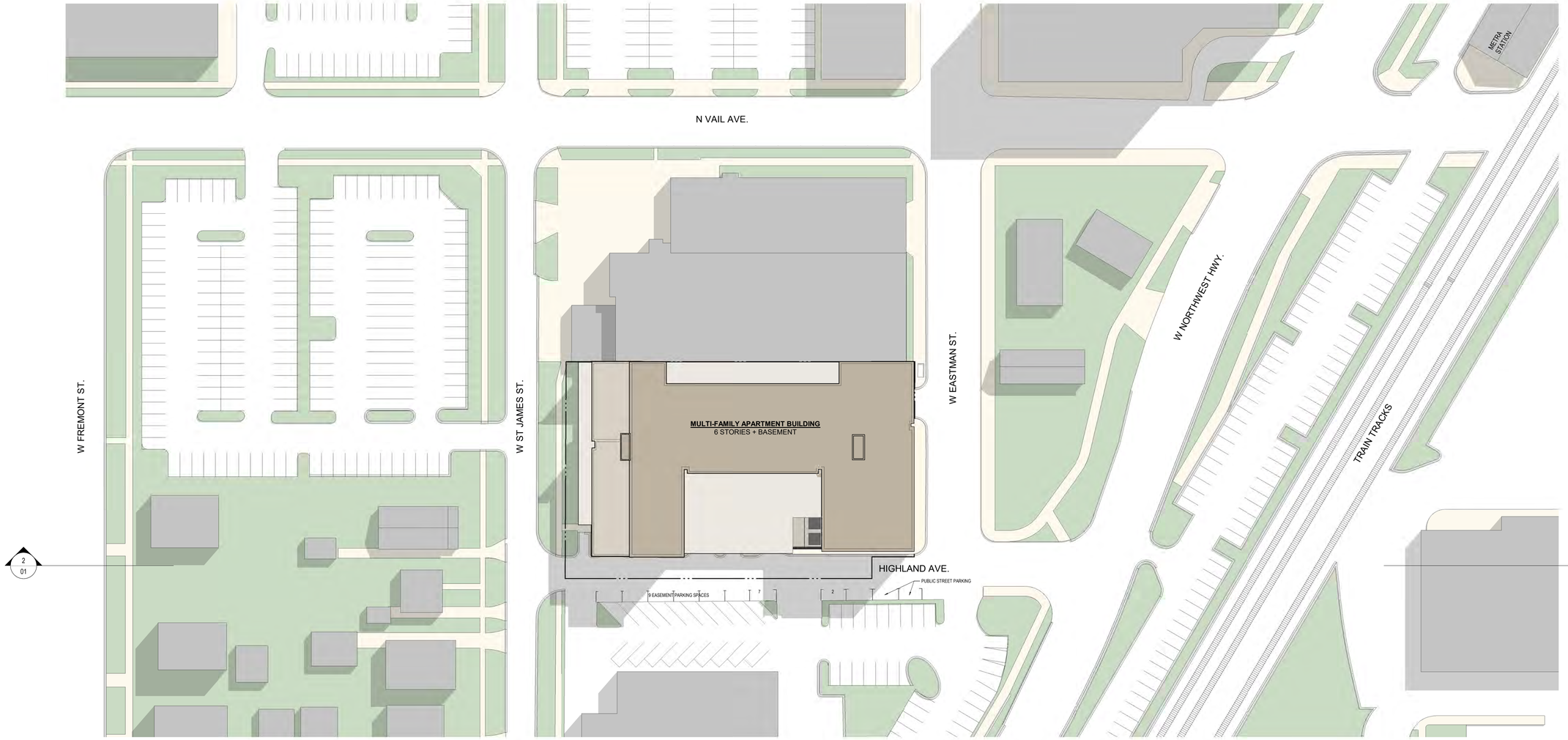
PINs: 03-29-316-001, 03-29-316-008

EXHIBIT B

ARCHIECTURAL PLANS

2/01 SITE CROSS SECTION

SCALE: 1" = 40'-0"



1/01 OVERALL SITE PLAN

SCALE: 1" = 40'-0"

OKW Architects

OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

N

SCALE: 1" = 40'

0 10' 20' 40' 80'

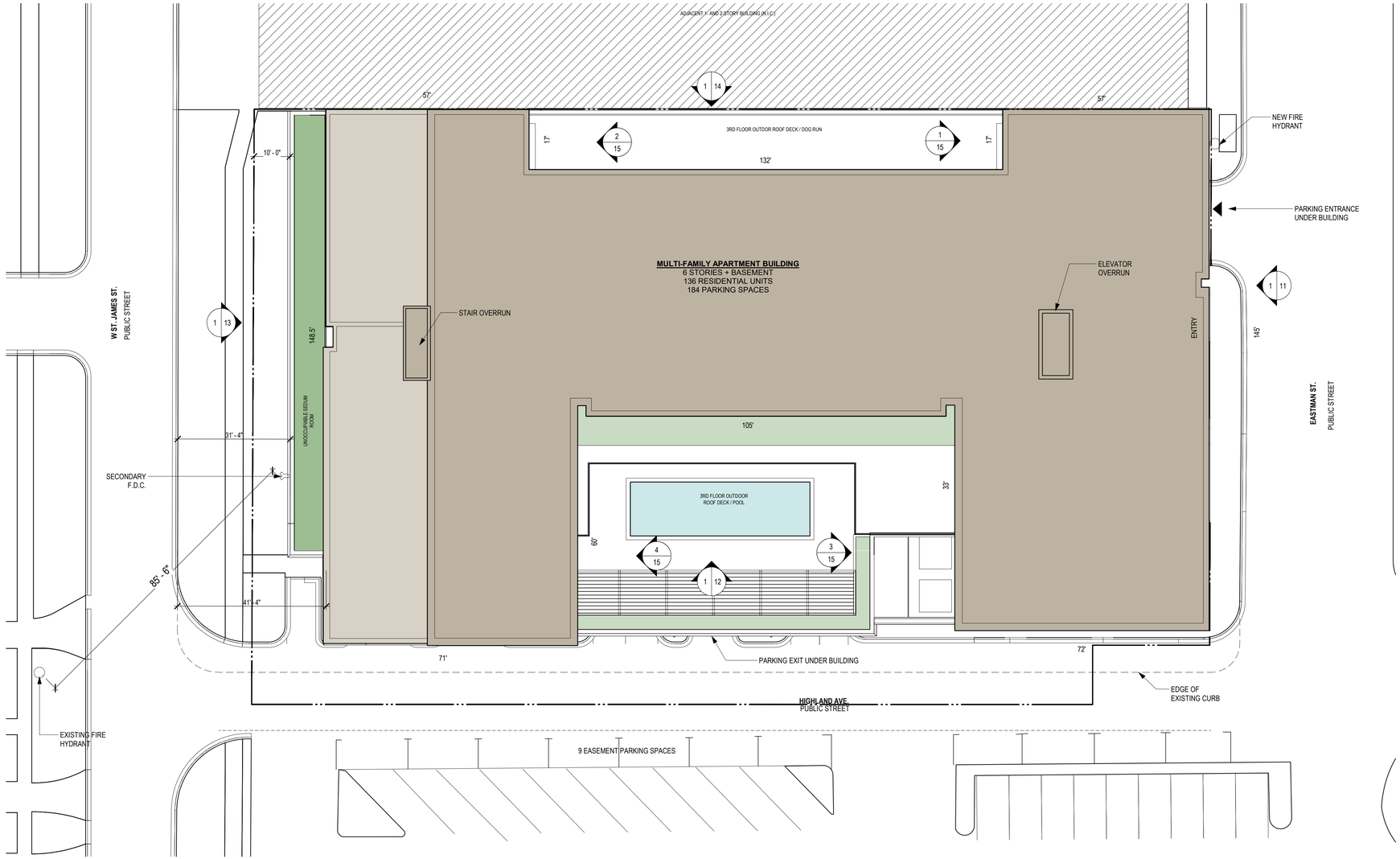
PROJECT

COMPASSPOINT DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
11/28/23 Project #: 22008

01



1/02 SITE PLAN
SCALE: 1/16" = 1'-0"

ZONING SUMMARY

PROPOSED ZONING DISTRICT:	**B-5**	
ZONING DESCRIPTION:		
SITE AREA:	**43,584 SF**	
	ORDINANCE REQUIREMENT	**PROPOSED**
FAR	N/A	
AREA / DWELLING UNIT: 1 Bedroom 2 Bedroom	300 sf lot area / DU 400 sf lot area / DU	
FRONT YARD Adjacent Residential Minimum:5 FT. Adjacent Other Minimum: N/A	0'-0"	0'-0"
SIDE YARD (NEXT TO R-ZONE) Adjacent Residential Minimum: Setback of adjacent residential district. Adjacent Other Minimum: 5ft. if abutting street or alley	0'-0"	0'-0"
REAR YARD (NEXT TO R-ZONE) Adjacent Residential Minimum: 25 ft or 20% of lot depth, whichever is less. Adjacent Other Minimum: N/A	0'-0"	0'-0"
HEIGHT (W/ GROUND FLOOR RETAIL)	90'-0"	80'-8" T/PARAPET 76'- 8" T/STRUCTURE
PARKING STUDIO & 1 BEDROOM UNITS 2-BR UNIT LOADING	1 space / unit 1.25 space / unit (1) 10'x35'x14'H	167
TOTAL RESIDENTIAL PARKING SPACES	143	
RESTAURANT	1 space / 200sf seating 8 req'd spaces	8+9 easement
TOTAL:	151	184

DEVELOPMENT SUMMARY

BUILDING AREA

	GROSS	NET (RESIDENTIAL)	PARKING
TOTAL:			
LEVEL LL	35,669	--	34,238
LEVEL 01	32,048	--	24,541
LEVEL 02	26,521	14,192	
LEVEL 03	26,521	19,558	
LEVEL 04	26,521	19,558	
LEVEL 05	26,521	19,558	
LEVEL 06	22,243	17,195	
TOTAL:	**196,044**	**90,061**	**58,779**

PARKING

	RESIDENTIAL	COMMERCIAL	TOTAL
LOWER LEVEL	106	0	106
LEVEL 01	61	8 + 9 EASEMENT SPACES	78
TOTAL PROVIDED	167	17	184
TOTAL REQ'D	143	8	151

BIKE PARKING

	RESIDENTIAL	COMMERCIAL	TOTAL
LEVEL 01	15	0	15
TOTAL PROVIDED	15	0	15
TOTAL REQ'D	15	0	15

UNIT MATRIX

	STUDIO	1-BED	2-BED	TOTALS
LEVEL 2	12	9	3	24
LEVEL 3	10	15	5	30
LEVEL 4	10	15	5	30
LEVEL 5	8	16	3	27
LEVEL 6	6	14	4	24
TOTALS	46	69	20	135

TOTAL BEDROOMS: 155 (PREVIOUS DESIGN: 158)

OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

N

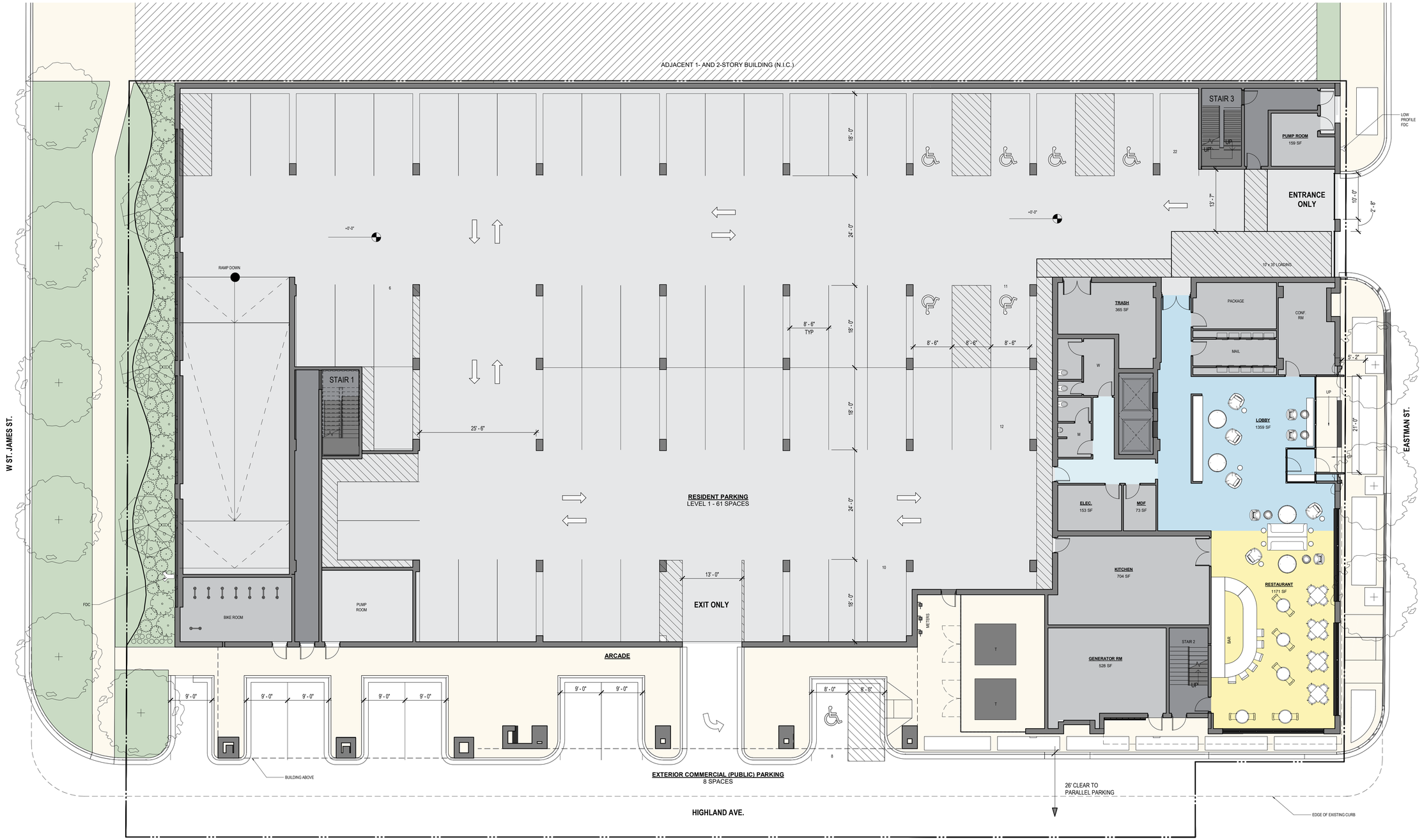
SCALE: 1/16" = 1' 0"
0' 4' 8' 16' 32'

PROJECT

COMPASSPOINT DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
11/28/23 Project #: 22008



1 / 03 1ST FLOOR PLAN
SCALE: 1" = 10'-0"

OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

N

SCALE: 1" = 10'
0 2.5' 5' 10' 20'

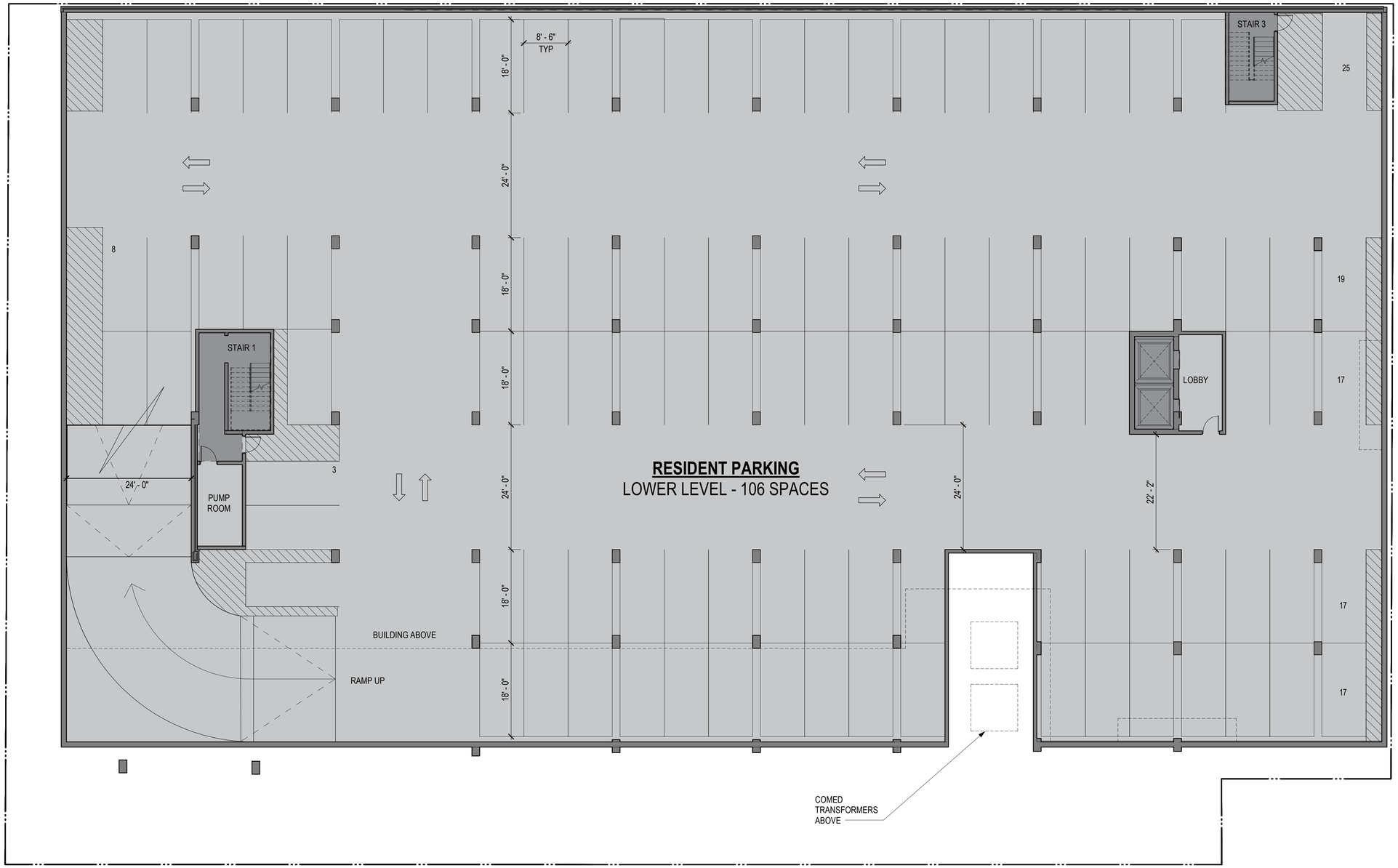
PROJECT

COMPASSPOINT DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
11/28/23 Project #: 22008

03



1/04 BASEMENT FLOOR PLAN
SCALE: 1" = 10'-0"

OKW Architects

OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

N

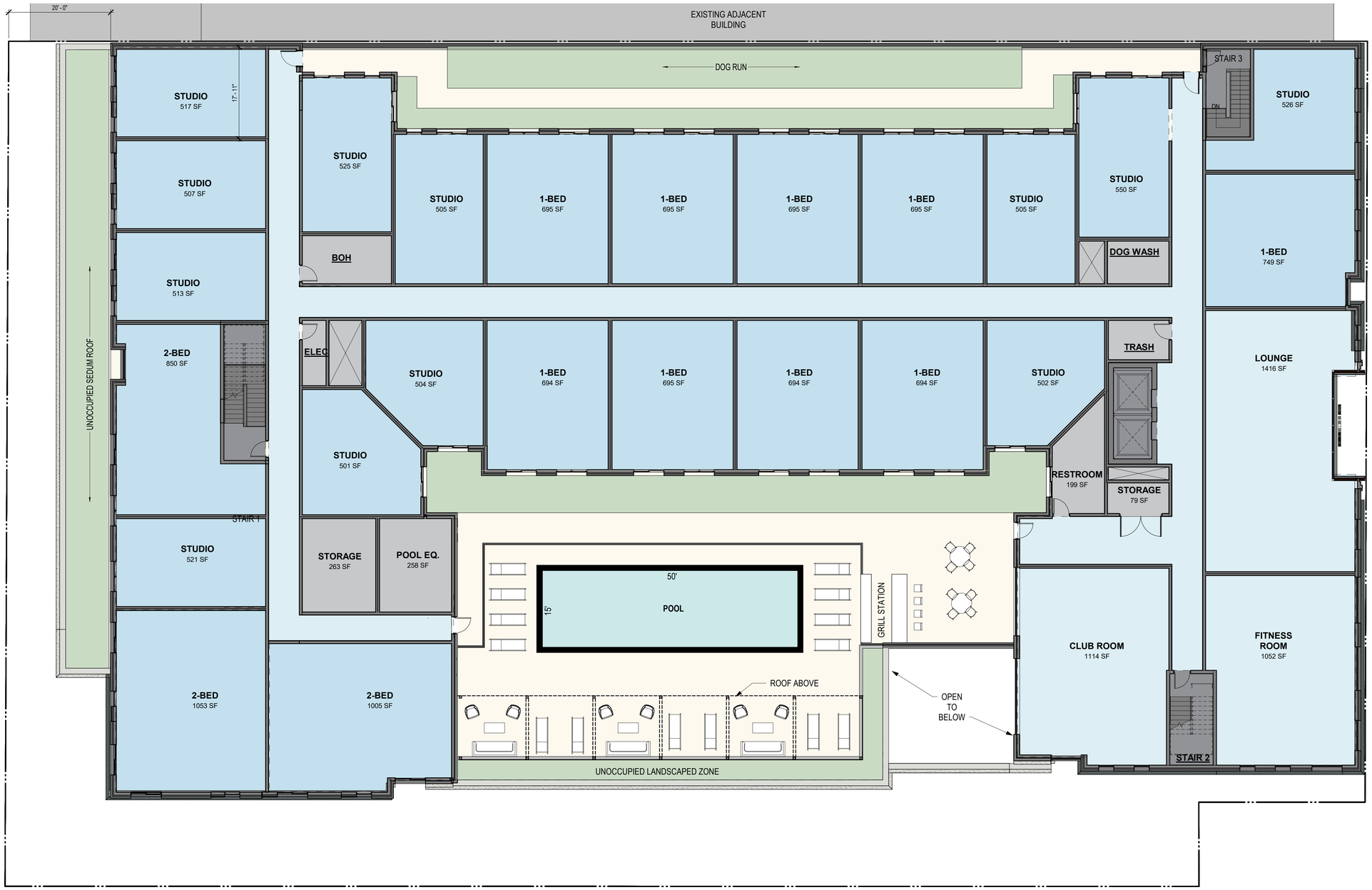
PROJECT

SCALE: 1" = 10'
0 2.5' 5' 10' 20'

COMPASSPOINT
DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
11/28/23 Project #: 22008



1/05 2ND FLOOR PLAN - 25 UNITS
SCALE: 1" = 10'-0"

22 UNITS

OKW Architects
OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

N

SCALE: 1" = 10'
0 2.5' 5' 10' 20'

PROJECT

COMPASSPOINT DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
11/28/23 Project #: 22008

1/06 TYPICAL FLOOR PLAN (3RD - 4TH) — 30 UNITS

SCALE: 1" = 10'-0"

OKW Architects

OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

N

PROJECT

SCALE: 1" = 10'

0 2.5' 5' 10' 20'

COMPASSPOINT DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
11/28/23 Project #: 22008

1/07 5TH FLOOR — 27 UNITS
SCALE: 1" = 10'-0"

OKW Architects
OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

N

PROJECT

SCALE: 1" = 10'
0 2.5' 5' 10' 20'

COMPASSPOINT DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
11/28/23 Project #: 22008

1/08 6TH FLOOR PLAN
SCALE: 1" = 10'-0"

24 UNITS

OKW Architects
OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

N

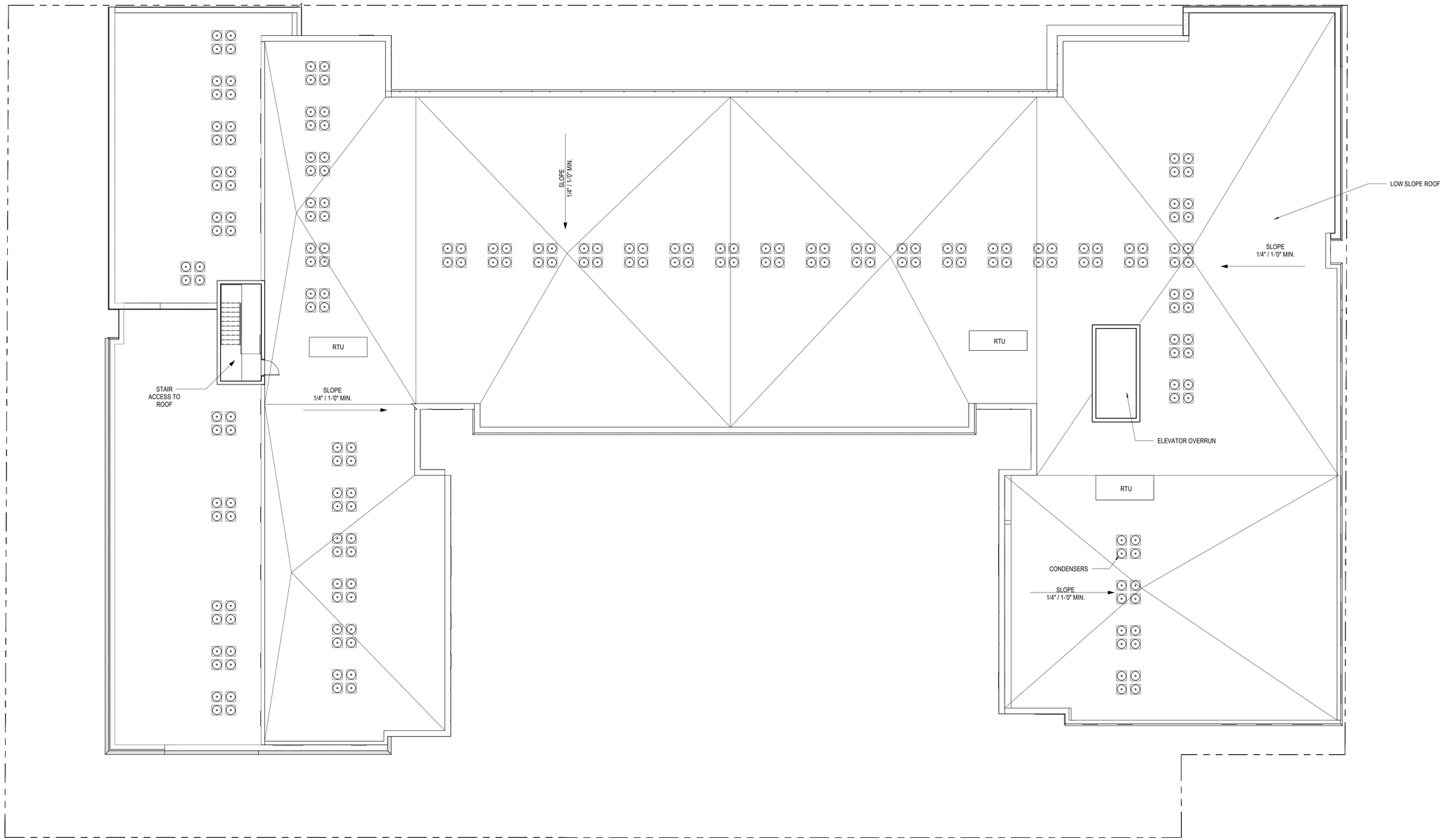
SCALE: 1" = 10'
0 2.5' 5' 10' 20'

PROJECT

COMPASSPOINT DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
11/28/23 Project #: 22008



1/09 ROOF PLAN
SCALE: 1" = 10'-0"

OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

N

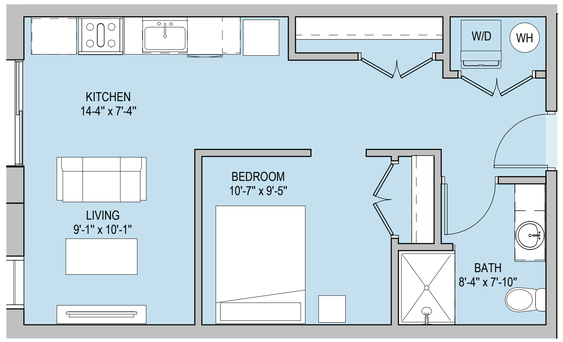
SCALE: 1" = 10'
0 2.5' 5' 10' 20'

PROJECT

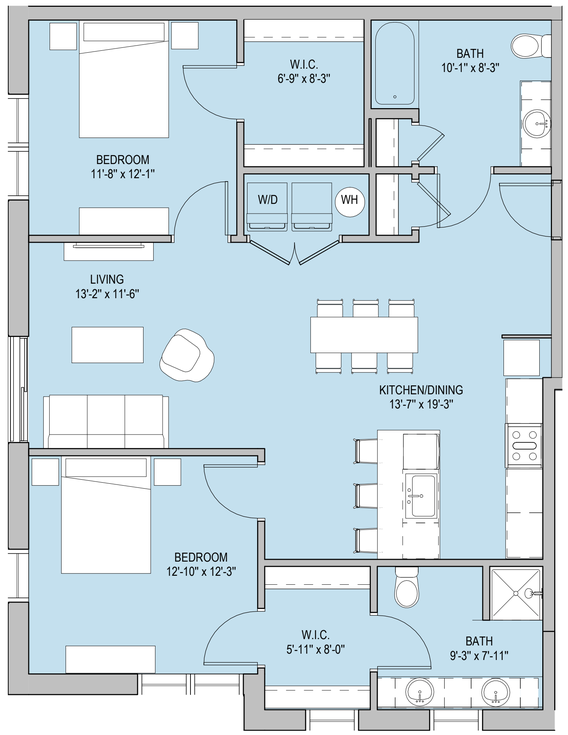
COMPASSPOINT
DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

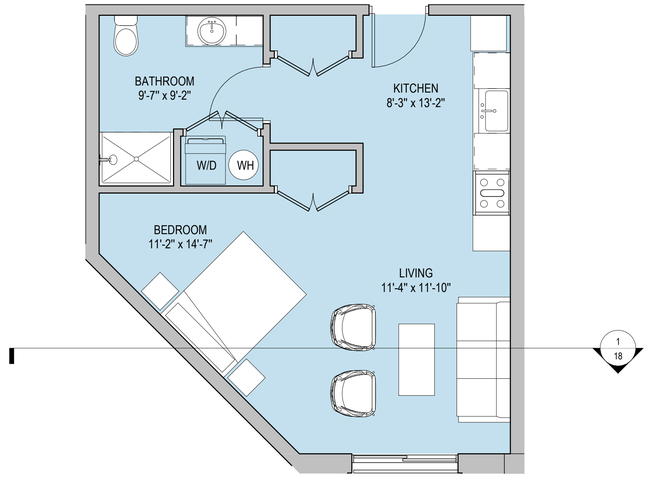
116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
11/28/23 Project #: 22008



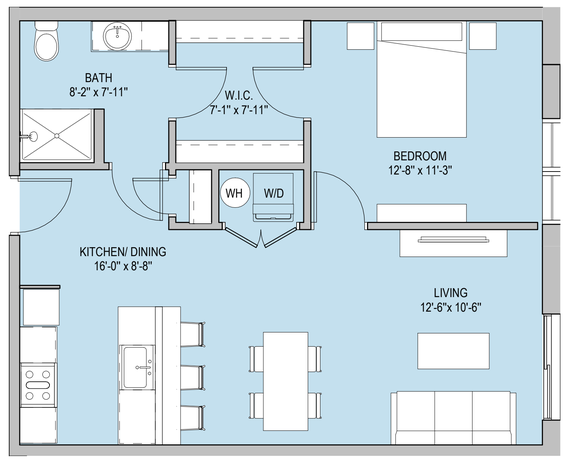
4/10 TYPICAL STUDIO UNIT PLAN
SCALE: 1/4" = 1'-0"



2/10 TYPICAL TWO BEDROOM UNIT PLAN
SCALE: 1/4" = 1'-0"



3/10 TYPICAL INTERIOR STUDIO
SCALE: 1/4" = 1'-0"



1/10 TYPICAL ONE BEDROOM UNIT PLAN
SCALE: 1/4" = 1'-0"

OKW Architects

OKW ARCHITECTS
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Chicago, IL 60661

SCALE: 1/4" = 1' 0"
0' 1' 2' 4' 8'

COMPASSPOINT
DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
11/28/23 Project #: 22008

MATERIAL LIST

Red Brick	Endicott Brick, Norman Size - Color: 'Medium Ironspot 77'
Red Mortar	Solomon Colors, 44X Deep Red
Charcoal Brick	Endicott Brick, Norman Size - Color: 'Manganese Ironspot'
Charcoal Mortar	Spec Mix, SM8000 - Black
Gray Brick	Interstate Brick, Norman Size - Color: 'Platinum'
Gray Mortar	Spec Mix, SM330 - Burlywood
Stone Base	Shouldice - Architectural, color: Colby
Glass/Alum storefront	Black finish
Vinyl Windows	Black finish
Balcony Railings	Prefinished Alum. Railing - Black
Wall coping	Pre-finished Alum. Coping
Wall Louvers	Prefinished Alum. - Black
Red Stucco	Sto Stucco - Color to match Red Brick
Charcoal Gray Stucco	Sto Stucco - Charcoal Gray
Dark Gray Stucco	Sto Stucco - Black
Continuous Cast Stone Sill	Cast Stone - Color to match Red Brick

1/11 SOUTH ELEVATION
SCALE: 1" = 10'-0"

OKW Architects

OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

SCALE: 1" = 10'
0 2.5' 5' 10' 20'

COMPASSPOINT DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
11/28/23 Project #: 22008

MATERIAL LIST

Red Brick	Endicott Brick, Norman Size - Color: 'Medium Ironspot 77'
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Charcoal Brick	Endicott Brick, Norman Size - Color: 'Manganese Ironspot'
Charcoal Mortar	Spec Mix, SM8000 - Black
Gray Brick	Interstate Brick, Norman Size - Color: 'Platinum'
Gray Mortar	Spec Mix, SM330 - Burlywood
Stone Base	Shouldice - Architectural, color: Colby
Glass/Alum storefront	Black finish
Vinyl Windows	Black finish
Balcony Railings	Prefinished Alum. Railing - Black
Wall coping	Pre-finished Alum. Coping
Wall Louvers	Prefinished Alum. - Black
Red Stucco	Sto Stucco - Color to match Red Brick
Charcoal Gray Stucco	Sto Stucco - Charcoal Gray
Dark Gray Stucco	Sto Stucco - Black
Continuous Cast Stone Sill	Cast Stone - Color to match Red Brick

1/12 WEST ELEVATION
SCALE: 1" = 10'-0"

OKW Architects

OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

SCALE: 1" = 10'
0 2.5' 5' 10' 20'

COMPASSPOINT DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
11/28/23 Project #: 22008

MATERIAL LIST

Red Brick	Endicott Brick, Norman Size - Color: 'Medium Ironspot 77'
Red Mortar	Solomon Colors, 44X Deep Red
Charcoal Brick	Endicott Brick, Norman Size - Color: 'Manganese Ironspot'
Charcoal Mortar	Spec Mix, SM8000 - Black
Gray Brick	Interstate Brick, Norman Size - Color: 'Platinum'
Gray Mortar	Spec Mix, SM330 - Burlywood
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Glass/Alum storefront	Black finish
Vinyl Windows	Black finish
Balcony Railings	Prefinished Alum. Railing - Black
Wall coping	Pre-finished Alum. Coping
Wall Louvers	Prefinished Alum. - Black
Red Stucco	Sto Stucco - Color to match Red Brick
Charcoal Gray Stucco	Sto Stucco - Charcoal Gray
Dark Gray Stucco	Sto Stucco - Black
Continuous Cast Stone Sill	Cast Stone - Color to match Red Brick

1/13 NORTH ELEVATION
SCALE: 1" = 10'-0"

OKW Architects

OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

SCALE: 1" = 10'
0 2.5' 5' 10' 20'

COMPASSPOINT DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
11/28/23 Project #: 22008

MATERIAL LIST

Red Brick	Endicott Brick, Norman Size - Color: 'Medium Ironspot 77'
Red Mortar	Solomon Colors, 44X Deep Red
Charcoal Brick	Endicott Brick, Norman Size - Color: 'Manganese Ironspot'
Charcoal Mortar	Spec Mix, SM8000 - Black
Gray Brick	Interstate Brick, Norman Size - Color: 'Platinum'
Gray Mortar	Spec Mix, SM330 - Burlywood
Stone Base	Shouldice - Architectural, color: Colby
Glass/Alum storefront	Black finish
Vinyl Windows	Black finish
Balcony Railings	Prefinished Alum. Railing - Black
Wall coping	Pre-finished Alum. Coping
Wall Louvers	Prefinished Alum. - Black
Red Stucco	Sto Stucco - Color to match Red Brick
Charcoal Gray Stucco	Sto Stucco - Charcoal Gray
Dark Gray Stucco	Sto Stucco - Black
Continuous Cast Stone Sill	Cast Stone - Color to match Red Brick

1/14 EAST ELEVATION
SCALE: 1" = 10'-0"

OKW Architects
OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

SCALE: 1" = 10'
0 2.5' 5' 10' 20'

COMPASSPOINT DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
11/28/23 Project #: 22008

MATERIAL LIST

Red Brick	Endicott Brick, Norman Size - Color: 'Medium Ironspot 77'
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Charcoal Brick	Endicott Brick, Norman Size - Color: 'Manganese Ironspot'
Charcoal Mortar	Spec Mix, SM8000 - Black
Gray Brick	Interstate Brick, Norman Size - Color: 'Platinum'
Gray Mortar	Spec Mix, SM330 - Burlywood
Stone Base	Shouldice - Architectural, color: Colby
Glass/Alum storefront	Black finish
Vinyl Windows	Black finish
Balcony Railings	Prefinished Alum. Railing - Black
Wall coping	Pre-finished Alum. Coping
Wall Louvers	Prefinished Alum. - Black
Red Stucco	Sto Stucco - Color to match Red Brick
Charcoal Gray Stucco	Sto Stucco - Charcoal Gray
Dark Gray Stucco	Sto Stucco - Black
Continuous Cast Stone Sill	Cast Stone - Color to match Red Brick

3/15 SOUTH COURTYARD EAST ELEVATION
SCALE: 1" = 10'-0"

1/15 NORTH COURTYARD EAST ELEVATION
SCALE: 1" = 10'-0"

4/15 SOUTH COURTYARD WEST ELEVATION
SCALE: 1" = 10'-0"

2/15 NORTH COURTYARD WEST ELEVATION
SCALE: 1" = 10'-0"

OKW Architects

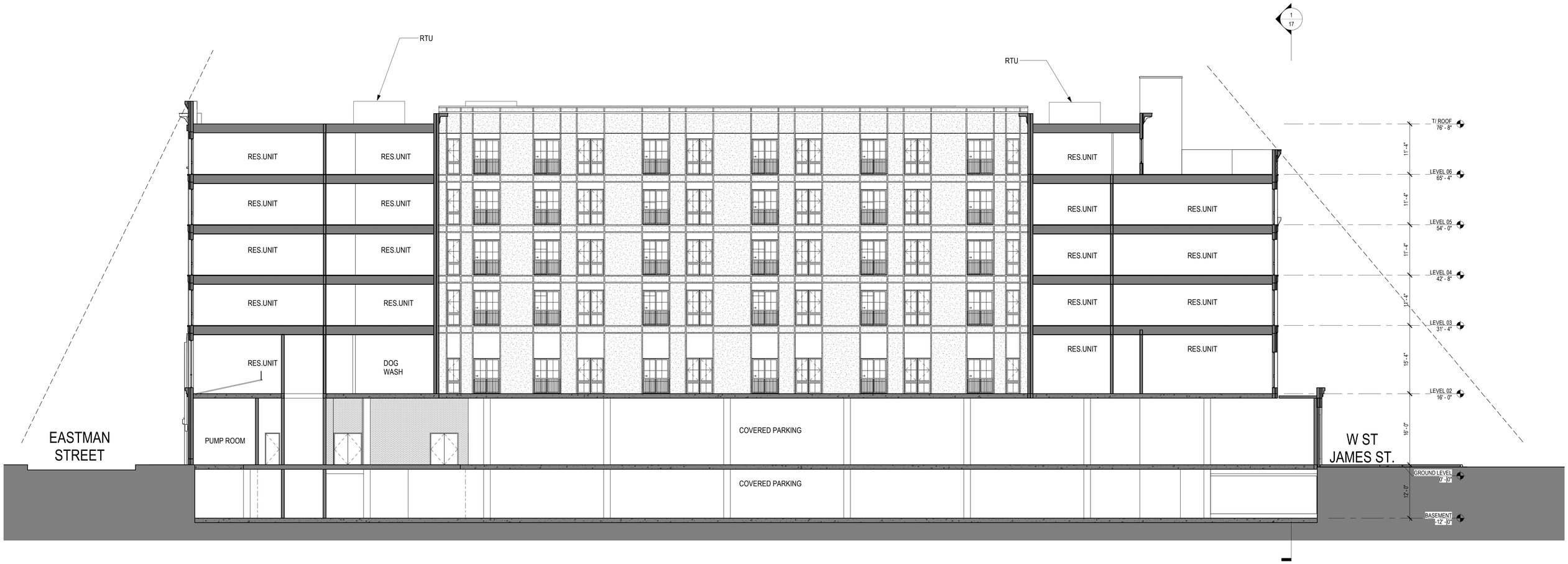
OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

SCALE: 1" = 10'
0 2.5' 5' 10' 20'

COMPASSPOINT DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
11/28/23 Project #: 22008



1/16 NORTH-SOUTH BUILDING SECTION
SCALE: 1" = 10'-0"

OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

SCALE: 1" = 10'
0 2.5' 5' 10' 20'

COMPASSPOINT
DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
11/28/23 Project #: 22008

1/17 EAST-WEST BUILDING SECTION

SCALE: 1" = 10'-0"

OKW Architects

OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

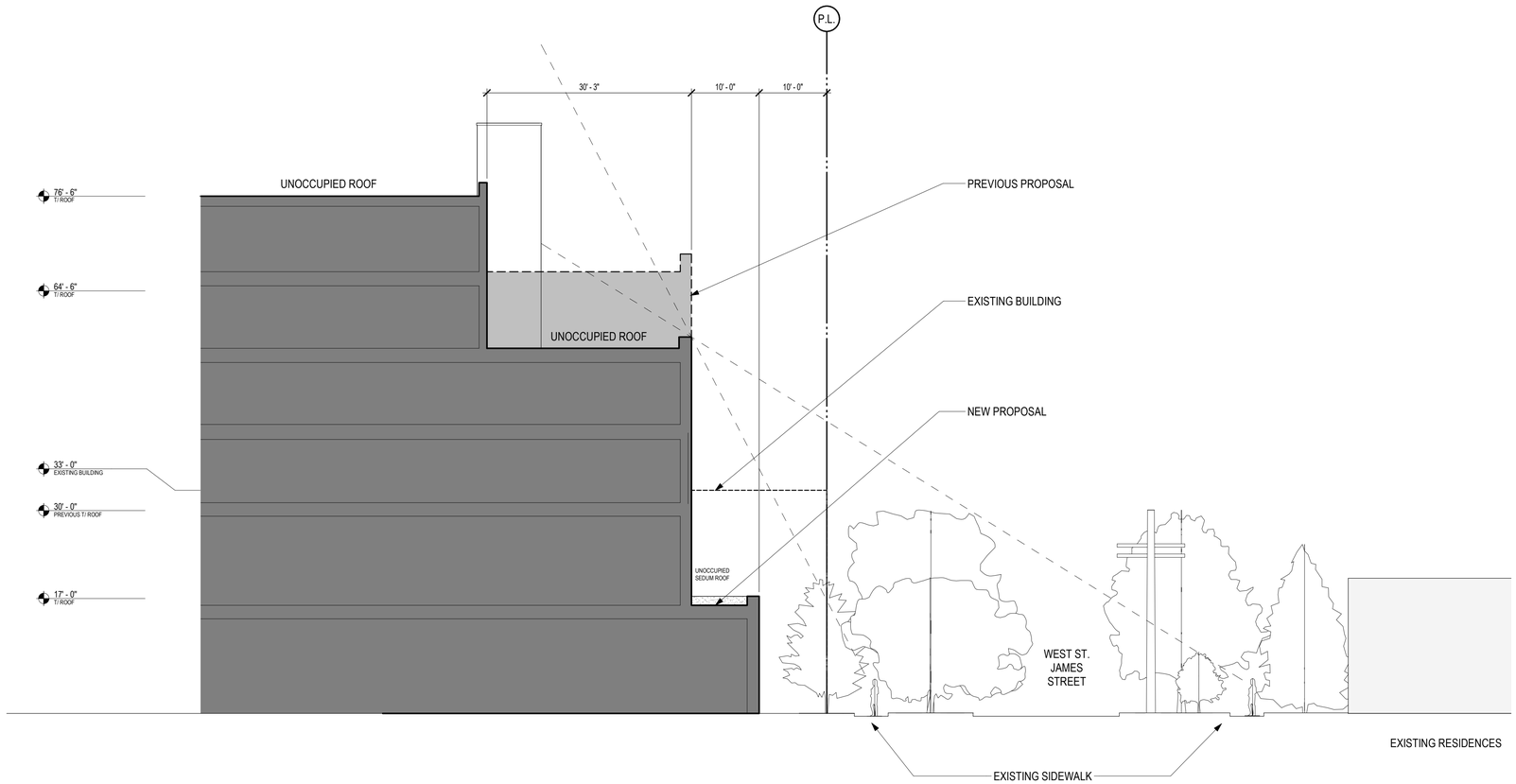
SCALE: 1" = 10'

0 2.5' 5' 10' 20'

COMPASSPOINT DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
11/28/23 Project #: 22008



1/18 WEST ST. JAMES STREET SECTION

SCALE: 1" = 10'-0"

OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

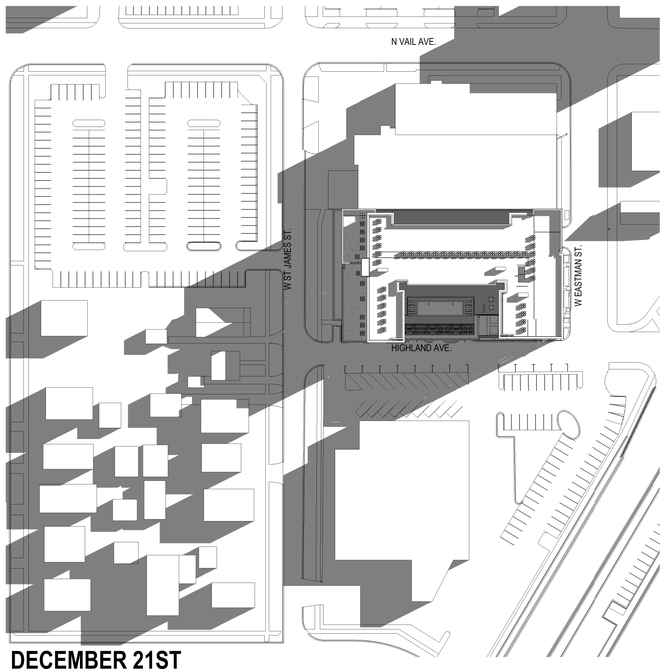
SCALE: 1/8" = 1' 0"

0' 2' 4' 8' 16'

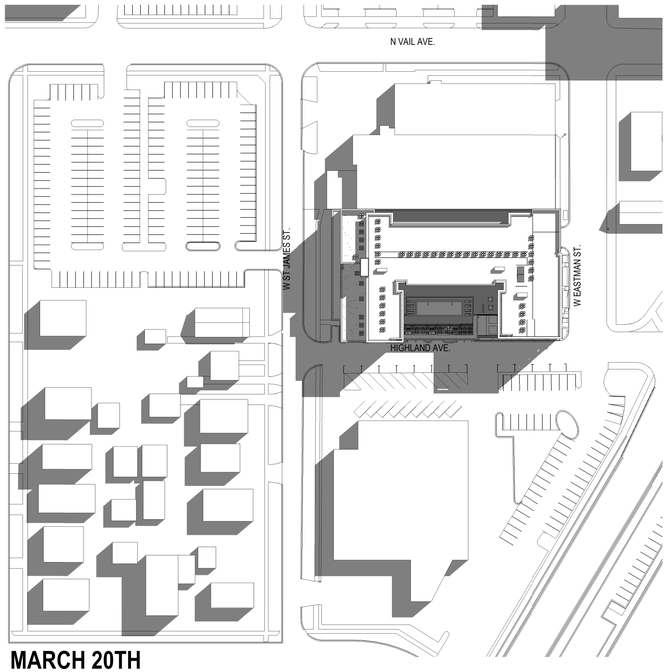
COMPASSPOINT DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

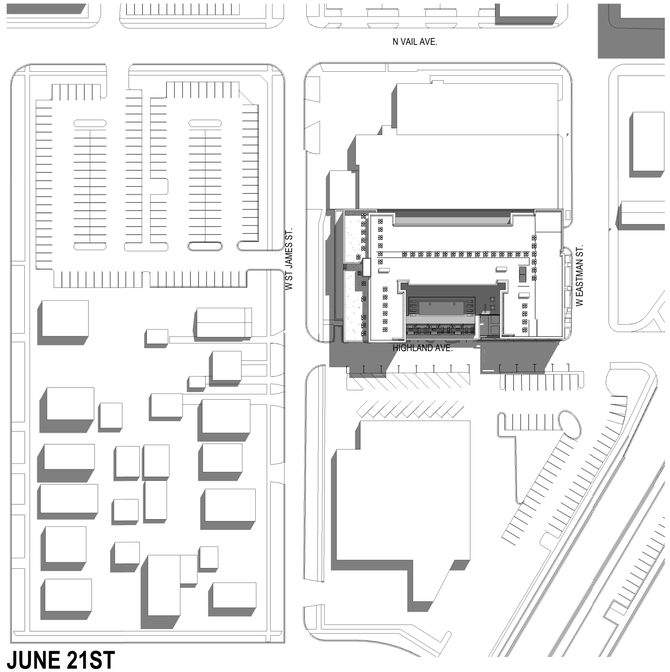
116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
11/28/23 Project #: 22008



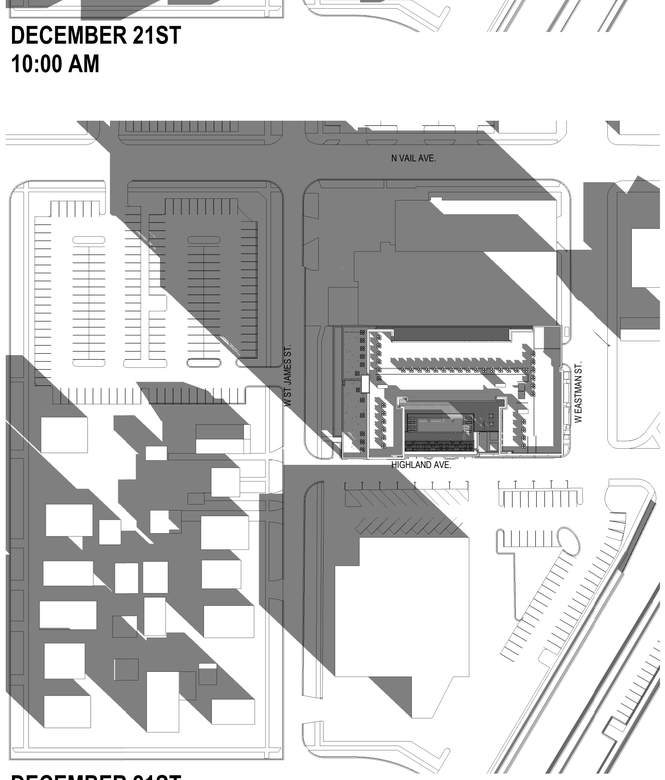
DECEMBER 21ST
10:00 AM



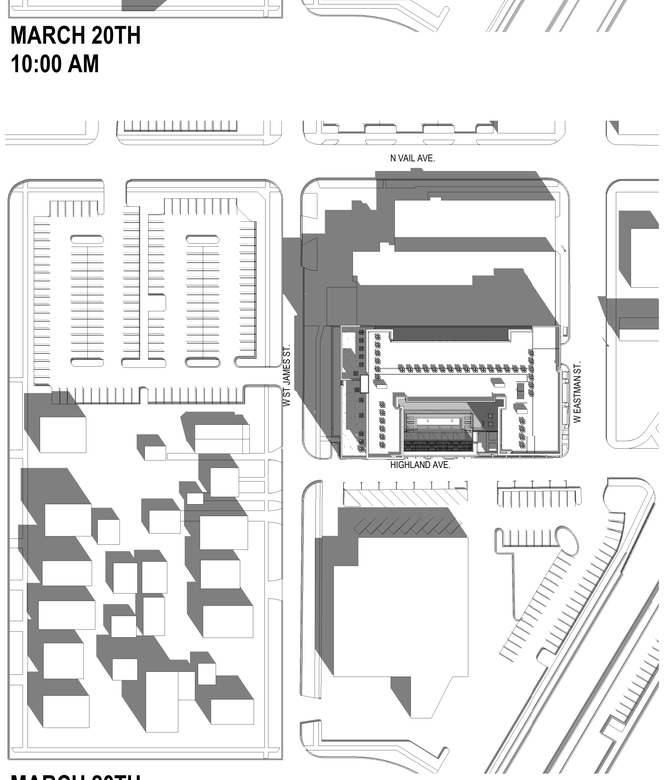
MARCH 20TH
10:00 AM



JUNE 21ST
10:00 AM



DECEMBER 21ST
3:00 PM



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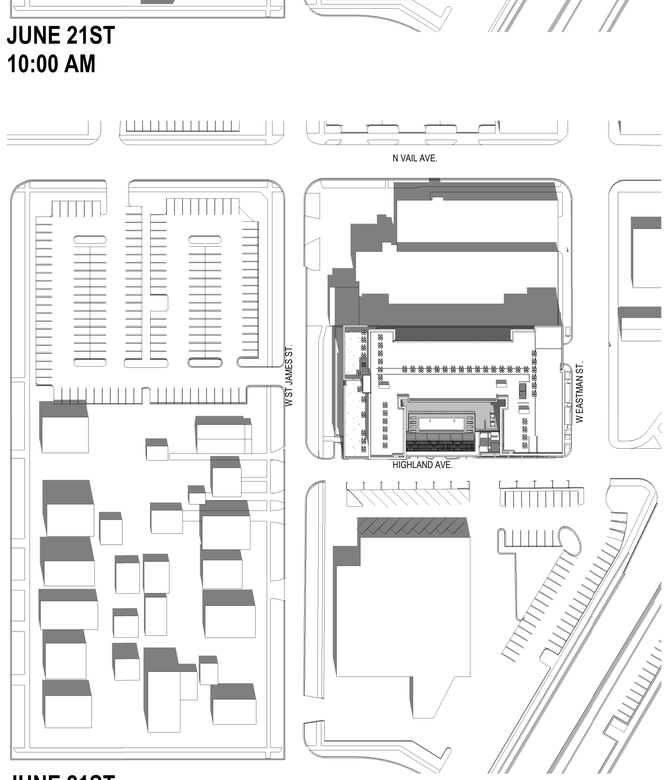
3:00 PM



JUNE 21ST
3:00 PM

SUN STUDIES

OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

N

PROJECT

SCALE: 1" = 80'
0 20' 40' 80' 160'

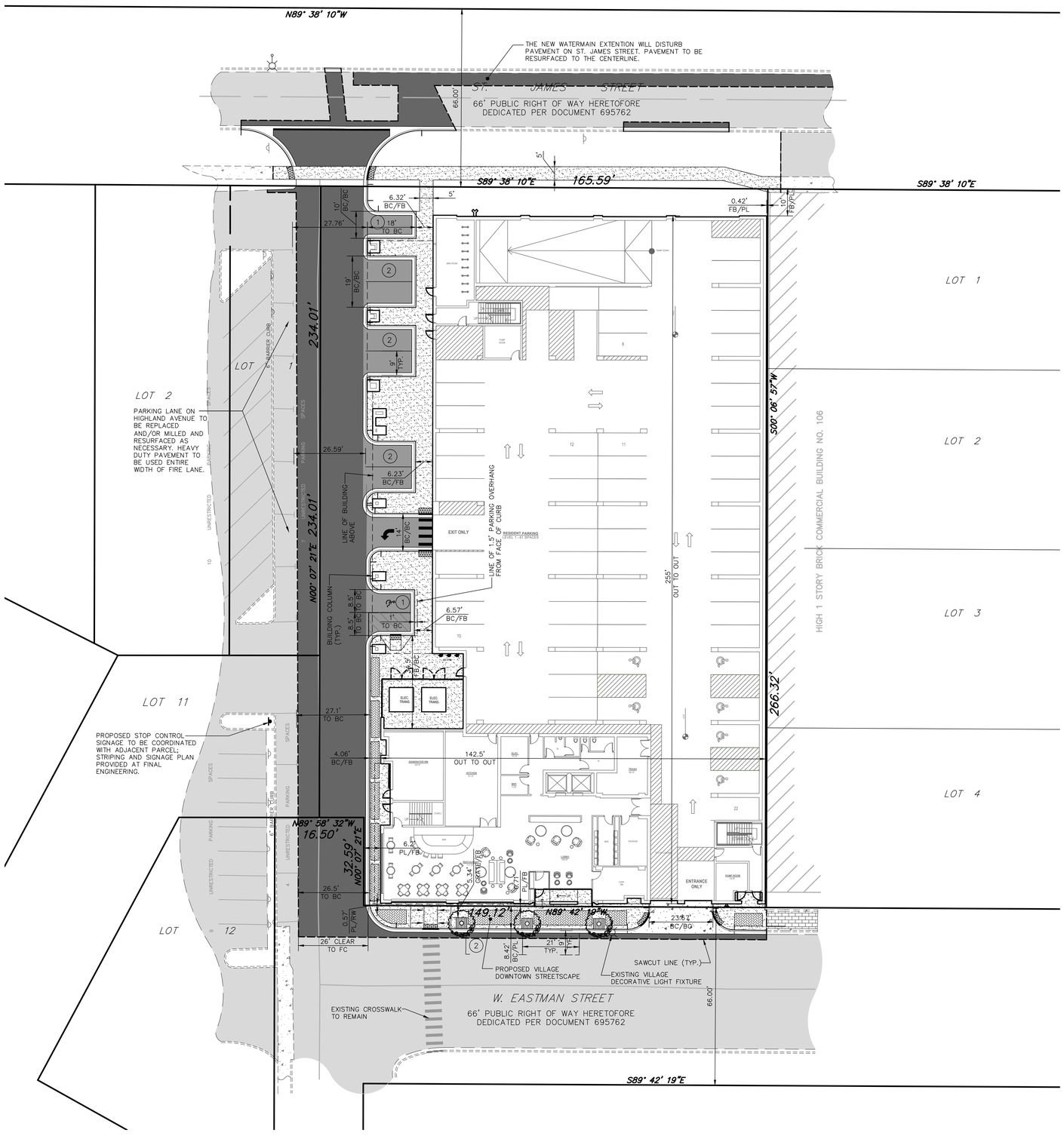
COMPASSPOINT DEVELOPMENT, LLC

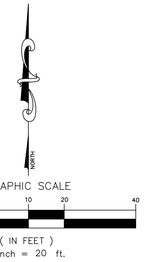
ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
11/28/23 Project #: 22008

EXHIBIT C

ENGINEERING PLANS





SURFACE IMPROVEMENT LEGEND:

- EXISTING ASPHALT PAVEMENT
- EXISTING CONCRETE
- NEW ASPHALT PAVEMENT
- NEW HEAVY-DUTY ASPHALT PAVEMENT
- NEW CONCRETE SIDEWALKS
- PROPOSED B6.12 CONCRETE CURB AND GUTTER
- PROPOSED REVERSE PITCH B6.12 CURB AND GUTTER
- PROPOSED DEPRESSED CURB AND GUTTER
- EXISTING CURB AND GUTTER
- EXISTING DEPRESSED CURB AND GUTTER

ABBREVIATIONS LEGEND:

EX	=	EXISTING
PR	=	PROPOSED
BC	=	BACK OF CURB
FC	=	FACE OF CURB
EP	=	EDGE OF PAVEMENT
PL	=	PROPERTY LINE
FB	=	FACE OF BUILDING
FW	=	FACE OF WALK (SIDEWALK)
ROW	=	RIGHT OF WAY
BC/BC	=	BACK OF CURB TO BACK OF CURB
SW	=	SIDEWALK
R	=	RADIUS
RW	=	RETAINING WALL
(TYP)	=	TYPICAL

SITE DATA:

TOTAL SITE SIZE	= 43,581 S.F. (1.0 AC)
EXISTING SITE CONDITIONS:	
EXISTING BUILDING/PAVT/SW	= 41,544 S.F.
EXISTING GREENSPACE	= 2,037 S.F.
EXISTING CONDITION IMPERVIOUS AREA	= 41,544 S.F.
PROPOSED SITE CONDITIONS:	
PROPOSED BUILDING/PAVT/SW	= 42,179 S.F.
PROPOSED GREENSPACE	= 1,402 S.F.
PROPOSED CONDITION IMPERVIOUS AREA	= 42,179 S.F.

SITE GEOMETRIC AND PAVING NOTES:

1. SIDEWALK RAMPS WITH DETECTABLE WARNINGS AND DEPRESSED CURBS SHALL BE INSTALLED AT ALL SIDEWALK CROSSINGS. SEE CONSTRUCTION STANDARDS FOR SPECIFIC DETAILS.
2. UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE TO THE BACK OF CURB, FACE OF BUILDING, OR PROPERTY LINES.
3. UNLESS OTHERWISE NOTED, ALL CURB AND GUTTER SHALL BE B6.12 CONCRETE CURB AND GUTTER.
4. ALL BOUNDARY AND LOT DIMENSIONS ARE SHOWN PER THE SUBDIVISION (OR SITE) PLAT PREPARED BY GENTILE AND ASSOCIATES, INC. AND DATED APRIL 27, 2022.
5. BUILDING DIMENSIONS HAVE BEEN INDICATED HEREON BASED UPON ARCHITECTURAL INFORMATION CURRENT AS OF THE BASE DATE OF THIS PLAN PREPARATION. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR PRECISE BUILDING DIMENSIONS AND ADVISE THE ARCHITECT AND ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
6. IMPROVEMENTS ADJACENT TO BUILDINGS, IF SHOWN (SUCH AS TRUCK DOCKS, RETAINING WALLS, SIDEWALKS, CURBING, FENCING, CANOPIES, RAMPS, HANDICAP ACCESS, PLANTERS, DUMPSTERS, TRANSFORMERS, BOLLARDS, ETC) HAVE BEEN SHOWN FOR APPROXIMATE LOCATION ONLY- REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS, SPECIFICATIONS AND DETAILS.
7. THE LOCATION OF PRIVATE SIDEWALKS SHALL BE COORDINATED WITH PROPOSED DOORWAYS. CONTRACTOR TO VERIFY ACTUAL DOORWAY LOCATION WITH ARCHITECTURAL PLANS PRIOR TO CONSTRUCTING SIDEWALKS.
8. ALL STRUCTURAL AND ARCHITECTURAL DESIGN DATA FOR THE MASONRY WALLED TRASH ENCLOSURES ARE THE RESPONSIBILITY OF THE PROJECT ARCHITECT. REFER TO THE ARCHITECTURAL PLANS FOR ALL DETAILS PERTAINING TO SAME.
9. UPON COMPLETION OF PAVING OPERATIONS, THE CONTRACTOR SHALL INSTALL THE PAVEMENT MARKINGS AND STRIPES AND ALL DIRECTIONAL SIGNAGE, ETC AS SHOWN HEREON. PARKING STALL (EXCEPT FOR HC) MARKING COLOR IS WHITE. ALL ONSITE PAVEMENT MARKINGS AND STRIPES SHALL BE PAINTED WITH IDOT SPECIFICATION PAVEMENT PAINT. PARKING STALL STRIPES SHALL BE 4" WIDE. HANDICAP STALLS SHALL BE PAINTED YELLOW AND SIGNED PER FEDERAL, STATE AND LOCAL REQUIREMENTS.
10. THE HEAVY-DUTY PAVEMENT SECTION SHALL MEET VILLAGE STANDARD & CONSIST OF: 2" SURFACE, 2 1/4" N-50 BINDER, 5" N-50 BINDER, & 4" CA-6 STONE SUBBASE.
11. CONCRETE DRIVEWAY APRONS TO BE 8" THICK.
12. THE PAVEMENT ON W. EASTMAN ST. SHALL BE MILLED AS NECESSARY TO MATCH EXISTING GRADE NEAR CURBLINE. LOCATION DETERMINED AT FINAL ENGINEERING.
13. THE BRICK PAVER SECTION ALONG W EASTMAN ST. SHALL MATCH THE DOWNTOWN STREETSCAPE.
14. WITH THE ADDITION OF A FUTURE PUBLIC SIDEWALK EASEMENT, A 5.0' ACCESSIBLE ROUTE ALONG THE EASTMAN STREET SIDEWALK IS PROVIDED.
15. COORDINATION WITH PLANNING AND ENGINEERING AT THE TIME OF FINAL DESIGN WILL DETERMINE VILLAGE PAVERS AT CERTAIN CROSSWALK LOCATIONS, ALONG WITH THE OPTION FOR A STRIPED LOADING ZONE (21' LONG PARKING STALL) ALONG EASTMAN STREET.

VILLAGE OF ARLINGTON HEIGHTS SIDEWALK REQUIREMENTS

REINFORCEMENT

No welded wire fabric is allowed to be placed in any sidewalk in the Village right-of-way or any sidewalk to be maintained by the Village. Where sidewalk crosses over a utility conduit, two #4 reinforcing bars shall be placed mid-depth within sidewalk and extend to a minimum of 5 feet beyond either side of the utility crossing.

FORMS

Side forms shall be lumber with a nominal thickness of 2 inches and a depth equal to the sidewalk thickness specified or of steel with equal rigidity. 2x4 forms will not be allowed. Side forms shall be held sectionly in place by stakes or braces, withthe top edges of the forms true to grade. The forms shall be lightly coated with oil prior to placing concrete.

FORM REMOVAL AND BACKFILL

Unless otherwise approved by the Director of Engineering, all forms shall remain undisturbed for a minimum of 24 hours after the concrete has been placed, and be removed within 48 hours. Upon the removal of the forms, the Contractor shall have seven calender days to backfill between the side of the sidewalk and the ground using top soil. The Contractor is responsible for maintaining proper barricades until soil has been placed.

EXPANSION JOINTS

Expansion joints shall consist of preformed joint filler, 1/2 inch thick. The top of the expansion joint shall be placed 1/4 inch below the surface of the sidewalk, and extend to the full depth of the walk. Expansion joints shall be spaced a minimum of 50 feet and shall also be placed between the sidewalk and all structures, such as light standards, manholes, etc., which extend through the sidewalk.

Where the sidewalk is constructed adjacent to pavement or curb having expansion joints , the expansion joints in the sidewalk shall be placed opposite the existing expansion joints as nearly as practicable. Expansion joints shall also be placed where the sidewalk abuts existing sidewalks, between concrete driveway pavement and sidewalk, and between sidewalk and curbs where the sidewalk abuts a curb.

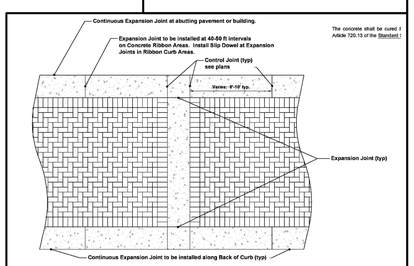
Slip Dowels are to be installed at all expansion joint locations within concrete ribbon areas.

PLACING, FINISHING, PROTECTION AND CURING

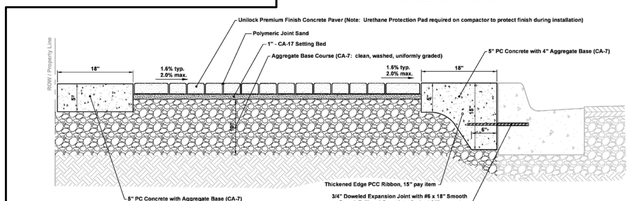
The concrete sidewalk shall be placed and finished in accordance with Article 424.06 of the Standard Specifications for Road and Bridge Construction.

All exposed concrete surfaces shall be protected against damage by rain or other natural causes. The Contractor shall be responsible for protecting the concrete against vandalism until the concrete is set and cured.

The concrete shall be cured for a minimum period of three days after placement as described in Article 720.13 of the Standard Specifications for Road and Bridge Construction.



PROPOSED PAVER PATTERN DETAIL
90-DEGREE HERRINGBONE



PROPOSED SIDEWALK CROSS-SECTION

VILLAGE PAVER DETAILS

DRAWN BY	DATE	REVISIONS
TLM	08/31/23	PER VILLAGE REVIEW #1
TLM	10/27/23	PER VILLAGE REVIEW #2

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EASTMAN STREET APARTMENTS
116-120 W. EASTMAN STREET, ARLINGTON HEIGHTS, IL

PRELIMINARY SITE DEVELOPMENT PLAN

RWG Engineering, LLC
Civil Engineering ◆ Real Estate Consulting ◆ Project Management
975 E. 22nd St, Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

PROJECT NO. 68512022
DATE 07/31/23
SCALE 1"=20'
PROJ. MGR. MRM
PROJ. ASSOC. RWG
DRAWN BY TLM

SHEET 1 OF 2

October 27, 2023 1:15:25 p.m. AcadVer:24.2s (LMS Tech)
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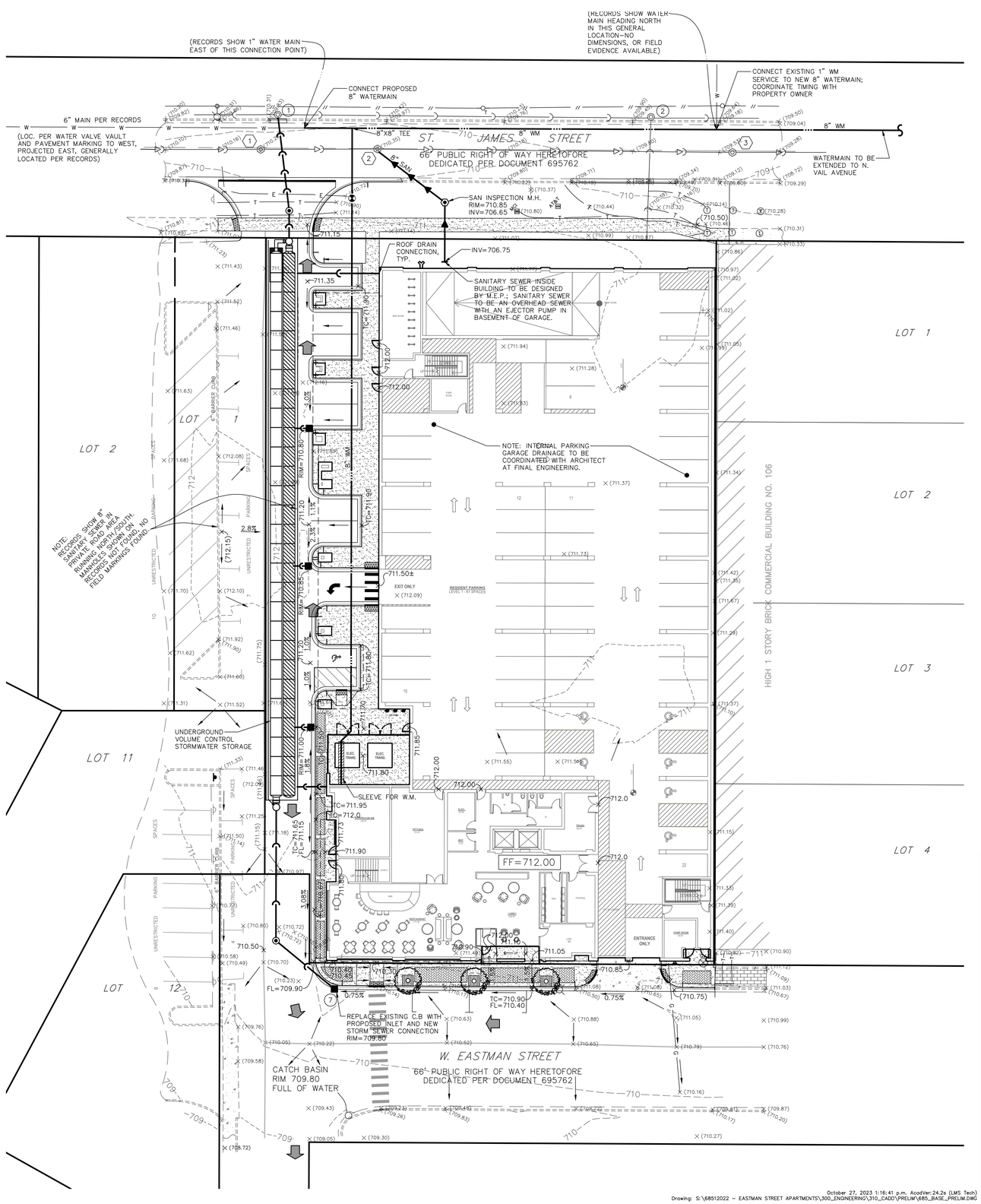


GRAPHIC SCALE

20 0 10 20 40

(IN FEET)
1 inch = 20 ft.

VOLUME CONTROL STORAGE SUMMARY

VOLUME CONTROL STORAGE REQUIRED= 0.0807 AC-FT
VOLUME CONTROL STORAGE PROVIDED= 0.0837 AC-FT

STORM TECH SYSTEM= 3647 CF

VV Total STORM TECH= 0.0837 AC-FT

SEASONAL HIGH GROUND WATER LEVEL= (±) 10' DEEP ON TSC SOIL BORINGS DATED APRIL 25, 2022.

ABBREVIATIONS LEGEND (IN ADDITION TO TITLE SHEET LEGEND)

EX	=	EXISTING
PR	=	PROPOSED
BC	=	BACK OF CURB
FC	=	FACE OF CURB
EP	=	EDGE OF PAVEMENT
PL	=	PROPERTY LINE
FB	=	FACE OF BUILDING
EC	=	EDGE OF CONCRETE
RW	=	RETAINING WALL
ROW	=	RIGHT OF WAY
BC/BC=		BACK OF CURB TO BACK OF CURB
SW	=	SIDEWALK
R	=	RADIUS
(TYP)	=	TYPICAL
DW	=	DEMISING WALL

EXISTING UTILITY STRUCTURE SCHEDULE

SANITARY SEWER STRUCTURES

(1) SANITARY MANHOLE RIM 710.26 18" VCP W INV 700.77 18" VCP E INV 700.77	(2) SANITARY MANHOLE RIM 710.35 18" VCP W INV 700.58 18" VCP E INV 700.53 6" VCP N INV 701.15 8" VCP S INV 701.36 **PROP. INV=±706.00**
(3) SANITARY MANHOLE RIM 709.52 18" VCP W INV 700.42 18" VCP E INV 700.39 8" RCP NE INV 704.17 8" RCP SE INV 704.12	

STORM SEWER STRUCTURES

(1) STORM MANHOLE RIM 710.34 24" RCP W INV 696.39 24" RCP E INV 696.24 **PROP. INV=±706.00**	(2) STORM MANHOLE RIM 709.65 24" RCP W INV 695.52 24" RCP E INV 695.35
(3) CATCH BASIN RIM 710.64 10" RCP SE INV 706.79	(4) STORM MANHOLE RIM 710.88 10" RCP NW INV 705.73 12" RCP W INV 705.73 15" RCP N INV 699.00 15" RCP S INV 699.18
(5) STORM MANHOLE RIM 711.42 15" RCP N INV 700.03 12" PVC S INV 704.60	(6) CATCH BASIN RIM 710.50 12" PVC N INV 704.90 6" PVC S INV 706.20
(7) CATCH BASIN RIM 709.80 6" PVC N INV 707.75	

(2) SANITARY STRUCTURE NUMBER
(11) STORM STRUCTURE NUMBER
[5] WATERMAIN STRUCTURE NUMBER

NOTES;

1. EXISTING WATER SERVICES SHALL BE ABANDON AT THE MAIN.
2. THE EXISTING SANITARY SERVICE FOR 116 W. EASTMAN SHALL BE ABANDON.
3. THE PAVEMENT REPAIR ON ST. JAMES STREET FOR UTILITY CONNECTIONS SHALL BE FULL DEPTH AND A MINIMUM OF 5.0' WIDE.

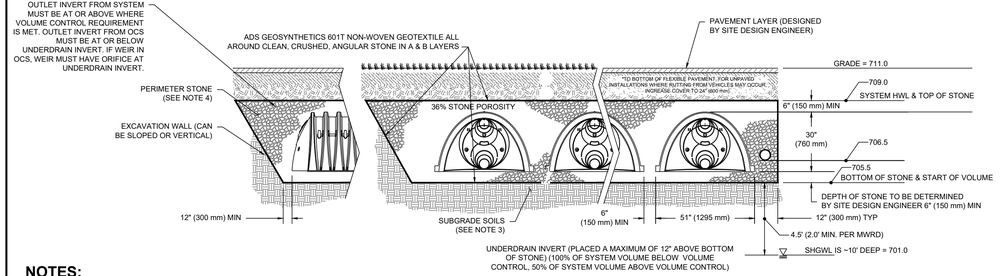
PRELIMINARY PLAN NOTES:

1. THESE PLANS ARE PRELIMINARY, FOR REVIEW ONLY, AND NOT FOR CONSTRUCTION. THE FINAL PLANS SHALL BE DESIGNED IN ACCORDANCE WITH THE FOLLOWING MANUALS: "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS"; "THE STANDARD SPECIFICATIONS FOR SEWER AND WATER MAIN CONSTRUCTION IN ILLINOIS"; "THE RECOMMENDED STANDARDS FOR SEWAGE WORKS"; THE VILLAGE OF ARLINGTON HEIGHTS ORDINANCES, CODES AND DETAILS; AND THE MANUALS, CODES AND ORDINANCES REFERENCED IN THE FOLLOWING NOTES.
2. THE TOPOGRAPHIC AND EXISTING UTILITY INFORMATION SHOWN HEREIN WAS PROVIDED BY GENTILE AND ASSOCIATES, INC. PLAT OF SURVEY DATED APRIL 27, 2022.
3. THE SITE PLAN SHOWN HEREIN WAS PROVIDED BY OKW ARCHITECTS. THE PLAN SHALL BE GEOMETRICALLY VERIFIED AND ADJUSTED DURING PREPARATION OF FINAL PLAT.
4. ADDITIONAL SOIL EROSION CONTROL MEASURES AND BEST MANAGEMENT PRACTICES SHALL BE PROVIDED PER LOCAL ORDINANCE AND PER THE "ILLINOIS URBAN MANUAL" AT TIME OF FINAL ENGINEERING DESIGN.
5. SIDEWALKS SHALL BE P.C.C. AND SHALL EXTEND THROUGH DRIVEWAY APRONS. RAMPS AT INTERSECTIONS SHALL BE PROVIDED IN ACCORDANCE WITH THE "ILLINOIS ACCESSIBILITY CODE".
6. PUBLIC AND PRIVATE STREETS SHALL BE P.C.C. CURB AND GUTTER WITH FLEXIBLE PAVEMENT MATERIAL.
7. PAVEMENT MARKING SHALL BE RETRO-REFLECTIVE PLIANT POLYMER FILM; PARKING STRIPING SHALL BE PAINT.
8. PRELIMINARY STORM WATER VOLUME CONTROL HAS BEEN CALCULATED IN ACCORDANCE WITH MWRD WMO.
9. SANITARY SEWER SYSTEM SHALL BE DESIGNED IN ACCORDANCE TO "MWRDGC SEWER PERMIT ORDINANCE". SANITARY SEWER MAIN SHALL BE 8 INCHES IN DIAMETER AND MATERIAL SHALL BE PVC SDR 26. SANITARY SEWER SERVICES SHALL BE 6 INCHES IN DIAMETER.
10. STORM SEWER 10" IN DIAMETER OR LESS SHALL BE PVC SDR 26 OR DIP CLASS 52. STORM SEWER 12 INCHES IN DIAMETER OR LARGER SHALL BE RCP CLASS III, ASTM C-76. STORM INLET LOCATIONS MAY BE ADJUSTED DURING FINAL ENGINEERING DESIGN.
11. WATER MAIN SHALL BE 8 INCHES IN DIAMETER DIP CLASS 52 UNLESS OTHERWISE NOTED.
12. APARTMENT BUILDINGS SHALL HAVE INDIVIDUAL WATER, SANITARY & STORM SERVICES, AND DOWNSPOUTS SHALL CONNECT TO STORM SEWER.
13. EASEMENTS SHALL BE PROVIDED FOR PUBLIC UTILITIES WHICH ARE OUTSIDE DEDICATED PUBLIC RIGHT-OF-WAYS. FINAL LOCATION SHALL BE SHOWN ON FINAL PLAT AND PLANS.
14. UTILITY SIZES AND LOCATIONS SHOWN HEREIN ARE PRELIMINARY IN NATURE AND SUBJECT TO CHANGE UPON FINAL ENGINEERING DESIGN.
15. EXISTING UTILITIES AND PAVEMENTS REMAINING ON SITE SHALL BE REMOVED.
16. ALL EXISTING TREES ON SITE SHALL BE REMOVED. A LANDSCAPE PLAN WILL BE PROVIDED BY OTHERS.
17. STORM WATER DETENTION SHALL BE PROVIDED AS A FEE-IN-LIEU OF MEETING VILLAGE OF ARLINGTON HEIGHTS REQUIREMENTS.

LEGEND

	EXISTING	PROPOSED
SANITARY MANHOLE	⊚	●
STORM MANHOLE	⊚	●
CATCH BASIN	○	●
INLET	□	■
PRECAST FLARED END SECTION	▷	▶
CONCRETE HEADWALL	☽	◡
VALVE VAULT	⊗	⊕
VALVE BOX	▪	▪
FIRE HYDRANT	⊱	⊱
BUFFALO BOX	∘	•
CLEANOUT	⊠	⊞
SANITARY SEWER	-S-	-S-
FORCE MAIN	-S-	-S-
STORM SEWER	-C-	-C-
WATER MAIN	-W-	-W-
CONSTRUCT WATER MAIN UNDER SEWER		
GRANULAR TRENCH BACKFILL		
STREET LIGHT	-☼-	-☼-
ELECTRICAL CABLE	-E-	-E-
2" CONDUIT ENCASEMENT		
ELECTRICAL TRANSFORMER OR PEDESTAL	▣	◪
POWER POLE	-○-	-●-
STREET SIGN	▷	▶
GAS MAIN	-G-	-G-
TELEPHONE LINE	-T-	-T-
CONTOUR	749	749
SPOT ELEVATION	×(750.00)	×750.00
WETLANDS		
FLOODWAY		
FLOODPLAIN		
HIGH WATER LEVEL (HWL)		
NORMAL WATER LEVEL (NWL)		
DIRECTION OF SURFACE FLOW		
DITCH OR SWALE		
OVERFLOW RELIEF ROUTING		
SLOPE BANK		
TREE WITH TRUNK SIZE		
SOIL BORING		
TOPSOIL PROBE		
FENCE LINE, WIRE OR SILT	-x-x-	-x-x-
FENCE LINE, CHAIN LINK OR IRON	-o-o-	-o-o-
FENCE LINE, WOOD OR PLASTIC	-□-□-	-□-□-
CONCRETE SIDEWALK		
CURB AND GUTTER		
DEPRESSED CURB		
REVERSE PITCH CURB & GUTTER		
EASEMENT LINE		

VOLUME CONTROL STORAGE SYSTEM



NOTES:

1. CHAMBERS SHALL MEET THE REQUIREMENTS OF ASTM F2418, "STANDARD SPECIFICATION FOR POLYPROPYLENE (PP) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
2. SC-740 CHAMBERS SHALL BE DESIGNED IN ACCORDANCE WITH ASTM F2787 "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
3. THE SITE DESIGN ENGINEER IS RESPONSIBLE FOR ASSESSING THE BEARING RESISTANCE (ALLOWABLE BEARING CAPACITY) OF THE SUBGRADE SOILS AND THE DEPTH OF FOUNDATION STONE WITH CONSIDERATION FOR THE RANGE OF EXPECTED SOIL MOISTURE CONDITIONS.
4. PERIMETER STONE MUST BE EXTENDED HORIZONTALLY TO THE EXCAVATION WALL FOR BOTH VERTICAL AND SLOPED EXCAVATION WALLS.
5. REQUIREMENTS FOR HANDLING AND INSTALLATION:
   - TO MAINTAIN THE WIDTH OF CHAMBERS DURING SHIPPING AND HANDLING, CHAMBERS SHALL HAVE INTEGRAL, INTERLOCKING STACKING LUGS.
   - TO ENSURE A SECURE JOINT DURING INSTALLATION AND BACKFILL, THE HEIGHT OF THE CHAMBER JOINT SHALL NOT BE LESS THAN 2".
   - TO ENSURE THE INTEGRITY OF THE ARCH SHAPE DURING INSTALLATION, a) THE ARCH STIFFNESS CONSTANT SHALL BE GREATER THAN OR EQUAL TO 550 LBS/FT/%. THE ASC IS DEFINED IN SECTION 6.2.8 OF ASTM F2418. AND b) TO RESIST CHAMBER DEFORMATION DURING INSTALLATION AT ELEVATED TEMPERATURES (ABOVE 73° F / 23° C), CHAMBERS SHALL BE PRODUCED FROM REFLECTIVE GOLD OR YELLOW COLORS.

StormTech®
Chamber System
888-892-2694 | WWW.STORMTECH.COM

DATE	REVISIONS	DRAWN BY
1 08/31/23	PER VILLAGE REVIEW #1	TLM
2 10/27/23	PER VILLAGE REVIEW #2	TLM

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EASTMAN STREET APARTMENTS
116-120 W. EASTMAN STREET, ARLINGTON HEIGHTS, IL
PRELIMINARY ENGINEERING PLAN

RWG Engineering, LLC
Civil Engineering ◆ Real Estate Consulting ◆ Project Management
975 E. 22nd St, Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

PROJECT NO. 68512022
DATE 07/31/23
SCALE 1"=20'
PROJ. MGR. MRM
PROJ. ASSOC. RWG
DRAWN BY TLM

SHEET 2 OF 2

October 27, 2023 1:16:41 p.m. AcadVer:24.2s (LMS Tech)
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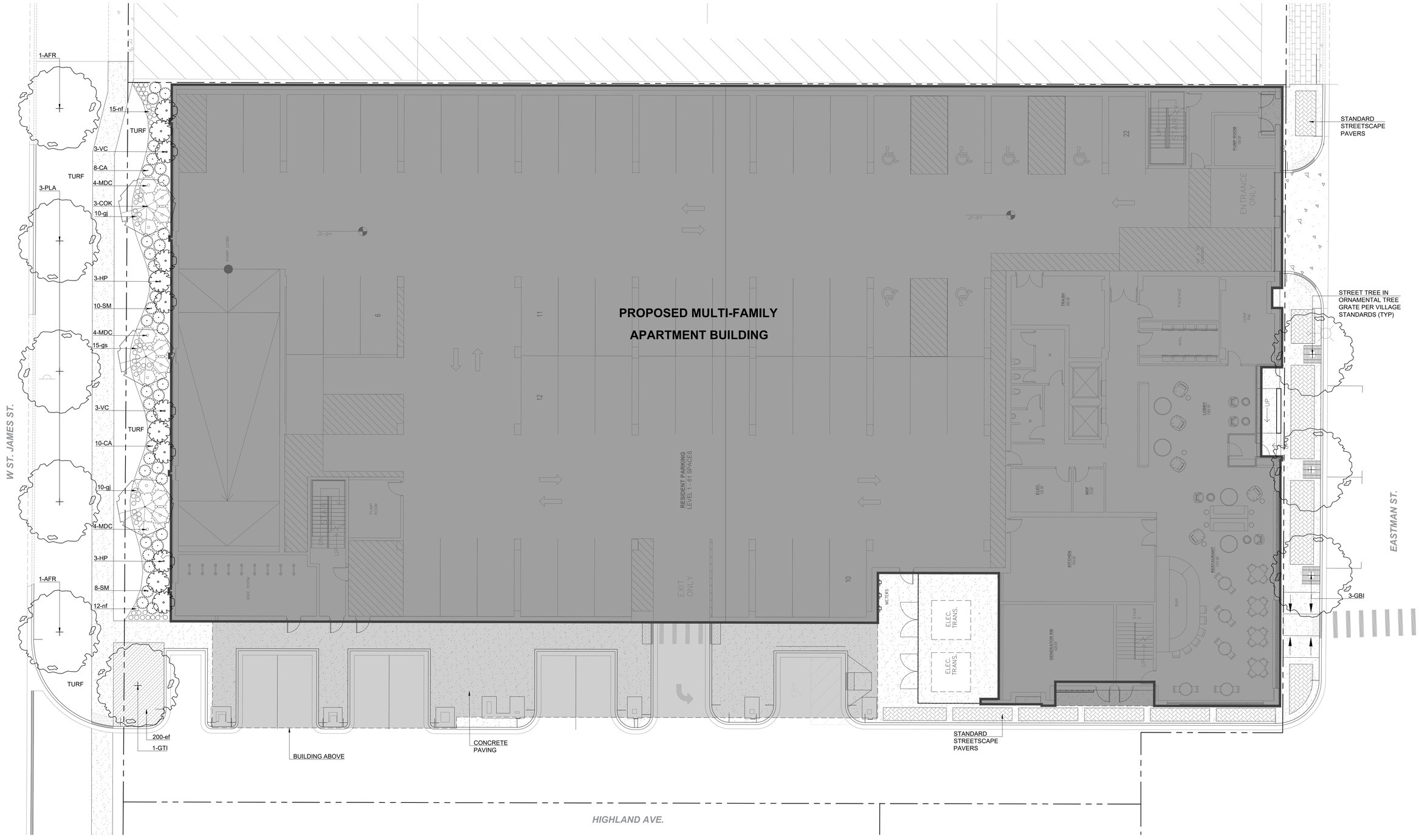
EXHIBIT D

LANDSCAPE PLANS



OVERALL LANDSCAPE PLAN

SCALE: 1" = 10'-0"

N

0 10' 20'

Kathryn Talty
landscape architecture
Winnetka, Illinois 60093
847.612.5154
www.kmtaltydesign.com

REGISTERED LANDSCAPE ARCHITECT
KATHRYN MAXWELL TALTY
157-001119
STATE OF ILLINOIS

no.	revision description	initial	date
	ISSUED FOR REVIEW	KMT	01-11-23
	PER VILLAGE COMMENTS	KMT	04-04-23
	PER VILLAGE COMMENTS	KMT	06-15-23
	ISSUED FOR REVIEW	KMT	07-28-23
	ISSUED FOR REVIEW	KMT	10-27-23

ARLINGTON HEIGHTS
MULTI-FAMILY
116 W EASTMAN ST
ARLINGTON HEIGHTS, IL

PRELIMINARY LANDSCAPE PLAN
LANDSCAPE REQUIREMENTS

date 01-10-23 | drawn DW | checked KMT

job no. 23010

sheet no. L 1.1

Master Plant List						
Shade Trees						
Symbol	**Quantity**	**Botanical Name**	**Common Name**	**Size**	**Origin**	**Notes**
AFR	2	ACER X FREEMANII 'AUTUMN BLAZE'	AUTUMN BLAZE FREEMAN MAPLE	3" BB		MOIST
GBI	3	GINKGO BILOBA	GINKGO	3" BB		URBAN, MALE SPEC. ONLY
GTI	1	GLEDITSIA TRIACANTHOS F. INERMIS	THORNLESS HONEYLOCUST	3" BB		URBAN, MOIST
PLA	3	PLATANUS x ACERIFOLIA 'MORTON CIRCLE'	EXCLAMATION LONDON PLANETREE	3" BB		URBAN, MOIST
Ornamental Trees						
COK	3	CORNUS KOUSA	KOUSA DOGWOOD	6' BB		
Evergreen Shrubs						
MDC	12	MICROBIOTA DECUSSATA 'CELTIC PRIDE'	RUSSIAN ARBORVITAE	5 GAL		
Deciduous Shrubs						
CA	20	CLETHRA ALNIFOLIA 'HUMMINGBIRD'	HUMMINGBIRD CLETHRA	5 GAL		
HP	6	HYDRANGEA PANICULATA 'TARDIVA'	TARDIVA HYDRANGEA	36" BB		
SM	20	SYRINGA MEYERI 'PALIBIN'	DWARF KOREAN LILAC	24" BB		
VC	6	VIBURNUM CARLESII 'COMPACTUM'	DWARF KOREANSPICE VIBURNUM	36" BB		
Groundcover						
ef	200	EUONYMOUS FORTUNEI 'COLORATUS'	PURPLELEAF WINTERCREEPER	3" POTS		
Perennials						
gj	20	GERANIUM X 'JOHNSON'S BLUE'	JOHNSON'S BLUE GERANIUM	1 GAL		18" BLUE
gs	15	GERANIUM SANGUINEUM 'ANKUM'S PRIDE'	BLOODY CRANESBILL	1 GAL		12" PINK
nf	27	NEPETA X FAASSENII	FAASSEN'S CATMINT	1 GAL		12" LAVENDER

GENERAL CONSTRUCTION NOTES

1. REQUIRED LANDSCAPE MATERIAL SHALL SATISFY AMERICAN ASSOCIATION OF NURSERYMEN STANDARDS AND BE STAKED, WRAPPED, WATERED AND MULCHED PER ORDINANCE.
2. BEFORE ANY EXCAVATION ON THE SITE, CALL TO LOCATE ANY EXISTING UTILITIES ON THE SITE. THE CONTRACTOR SHALL FAMILIARIZE HIM/HERSELF WITH THE LOCATIONS OF ALL BURIED UTILITIES IN THE AREAS OF WORK BEFORE STARTING OPERATIONS. THE CONTRACTOR SHALL BE LIABLE FOR THE COST OF REPAIRING OR REPLACING ANY BURIED CONDUITS, CABLES OR PIPING DAMAGED DURING THE INSTALLATION OF THIS WORK.
3. FOUR FOOT HIGH FENCING OR OTHER RIGID MATERIAL IS TO BE ERECTED AROUND THE DRIP-LINE OF ALL TREES TO BE SAVED.
4. PLANT QUANTITIES ON PLANT LIST INTENDED TO BE A GUIDE. ALL QUANTITIES SHALL BE CHECKED AND VERIFIED ON PLANTING PLAN. ANY DISCREPANCIES SHALL BE DISCUSSED WITH THE LANDSCAPE ARCHITECT.
5. ANY DEVIATIONS FROM OR MODIFICATIONS TO THIS PLAN SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
6. CONTRACTOR TO NOTIFY LANDSCAPE ARCHITECT UPON DELIVERY OF PLANT MATERIAL TO THE SITE. LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REJECT ANY PLANT MATERIAL THAT DOESN'T MEET STANDARDS OR SPECIFICATIONS OF THE PROJECT.
7. ALL PLANT MATERIAL TO BE INSTALLED PER THE PLANTING DETAILS PROVIDED ON THIS PLAN SET.
8. ALL BED EDGES TO BE WELL SHAPED, SPADE CUT, WITH LINES AND CURVES AS SHOWN ON THIS PLAN SET.
9. ALL PLANTING BEDS TO BE PREPARED WITH PLANTING MIX: 50% TOPSOIL, 50% SOIL AMENDMENTS (3 PARTS PEATMOSS, 1 PART COMPOST, 1 PART SAND)
10. ALL PARKING LOT ISLANDS SHALL BE BACKFILLED WITH THE FOLLOWING: 2' OF BLENDED GARDEN SOIL MIX (60% TOPSOIL, 30% COMPOST, 10% SAND) OR 6" OF *ONE STEP* BY MIDWEST TRADING, TOP DRESSED AND TILLED INTO 18" OF TOPSOIL.
11. ALL SPECIFIED LANDSCAPE MATERIAL INDICATED ON THE CONSTRUCTION DOCUMENTS WILL BE REQUIRED TO BE MAINTAINED THROUGHOUT THE LIFE OF THE PROJECT AND MUST BE REPLACED SHOULD IT DIE OR BECOME DAMAGED.
12. ALL PLANT MATERIAL SHALL HAVE A ONE YEAR GUARANTEE FROM SUBSTANTIAL COMPLETION AS DETERMINED BY THE LANDSCAPE ARCHITECT, AND SHALL BE REPLACED SHOULD IT DIE WITHIN THAT PERIOD.
13. PROTECT STRUCTURES, SIDEWALKS, PAVEMENTS AND UTILITIES TO REMAIN FROM DAMAGE CAUSED BY SETTLEMENT, LATERAL MOVEMENT, UNDERMINING, WASHOUTS AND OTHER HAZARDS CAUSED BY SITE IMPROVEMENT OPERATIONS.
14. ALL LAWN AREAS TO BE SEEDED WITH STANDARD TURF GRASS SEED AND COVERED WITH EROSION CONTROL BLANKET. UNLESS OTHERWISE SPECIFIED ON THE PLAN.
15. CAREFULLY MAINTAIN PRESENT GRADE AT BASE OF ALL EXISTING TREES TO REMAIN. PREVENT ANY DISTURBANCE OF EXISTING TREES INCLUDING ROOT ZONES. USE TREE PROTECTION BARRICADES WHERE INDICATED. PROTECT EXISTING TREES TO REMAIN AGAINST UNNECESSARY CUTTING, BREAKING OR SKINNING OF ROOTS, BRUISING OF BARK OR SMOTHERING OF TREES. DRIVING, PARKING, DUMPING, STOCKPILING AND/OR STORAGE OF VEHICLES, EQUIPMENT, SUPPLIES, MATERIALS OR DEBRIS ON TOP THE ROOT ZONES AND/OR WITHIN THE DRIPLINE OF EXISTING TREES OR OTHER PLANT MATERIAL TO REMAIN IS STRICTLY PROHIBITED.
16. THE CONTRACTOR AT ALL TIMES SHALL KEEP THE PREMISES ON WHICH WORK IS BEING DONE, CLEAR OF RUBBISH AND DEBRIS. ALL PAVEMENT AND DEBRIS REMOVED FROM THE SITE SHALL BE DISPOSED OF LEGALLY.
17. ALL WORK AND OPERATIONS SHALL COMPLY WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL CODES AND ORDINANCES.

LANDSCAPE MAINTENANCE SPECIFICATIONS

LANDSCAPE MAINTENANCE SPECIFICATIONS
The Contractor shall provide as a separate bid, maintenance for a period of 1 year after final acceptance of the project landscaping. The Contractor must be able to provide continued maintenance if requested by the Owner or provide the name of a reputable landscape contractor who can provide maintenance.

STANDARDS
All landscape maintenance services shall be performed by trained personnel using current, acceptable horticultural practices.

All work shall be performed in a manner that maintains the original intent of the landscape design.

All chemical applications shall be performed in accordance with current county, state and federal laws, using EPA registered materials and methods of application. These applications shall be performed under the supervision of a Licensed Certified applicator.

APPROVALS
Any work performed in addition to that which is outlined in the contract shall only be done upon written approval by the Owner's Representative.

All seasonal color selections shall be approved by the Owner's Representative prior to ordering and installation.

SOIL TESTING
The maintenance contractor shall perform soil tests as needed to identify imbalances or deficiencies causing plant material decline. The owner shall be notified of the recommendation for approval, and the necessary corrections made at an additional cost to the owner.

Acceptable Soil Test Results:

	Landscape Trees & Shrubs	Turf
pH Range	5.0-7.0	6.0-7.0
Organic Matter	>1.5%	>2.5%
Magnesium (Mg)	100+lbs./acre	100+lbs./acre
Phosphorus (P2O5)	150+lbs./acre	150+lbs./acre
Potassium (K2O)	120+lbs./acre	120+lbs./acre
Soluble salts	Not to exceed 900ppm/1.9 mmhos/cm in soil; not to exceed 1400 ppm/2.5 mmhos/cm in high organic mix	Not to exceed 750ppm/0.75 mmhos/cm in soil; not to exceed 2000 ppm/2.0 mmhos/cm in high organic mix

For unusual soil conditions, the following optional tests are recommended with levels not to exceed:

Boron	3 pounds per acre
Manganese	50 pounds per acre
Potassium (K2O)	450 pounds per acre
Sodium	20 pounds per acre

WORKMANSHIP
During landscape maintenance operations, all areas shall be kept neat and clean. Precautions shall be taken to avoid damage to existing structures. All work shall be performed in a safe manner to the operators, the occupants and any pedestrians.

Upon completion of maintenance operations, all debris and waste material shall be cleaned up and removed from the site, unless provisions have been granted by the owner to use on-site trash receptacles.

Any damage to the landscape, the structure, or the irrigation system caused by the maintenance contractor, shall be repaired by the maintenance contractor without charge to the owner.

TURF

GENERAL CLEAN UP
Prior to mowing, all trash, sticks, and other unwanted debris shall be removed from lawns, plant beds, and paved areas.

MOWING
Turf grasses, including blue grass, tall fescue, perennial ryegrass, etc., shall be maintained at a height of 2" to 3" in spring and fall. From June through September, mowing height shall be maintained at no less than 3".

The mowing operation includes trimming around all obstacles, raking excessive grass clippings and removing debris from walks, curbs, and parking areas. Caution: Mechanical weeders should NOT be used around trees because of potential damage to the bark.

EDGING
Edging of all sidewalks, curbs and other paved areas shall be performed once every other mowing. Debris from the edging operations shall be removed and the areas swept clean. Caution shall be used to avoid flying debris.

FERTILIZING
Seasonally stepped fertilizer shall be applied in areas based on the existing turf species.

LAWN WEED CONTROL: HERBICIDES
Selection and proper use of herbicides shall be the landscape contractor's responsibility. All chemical applications shall be performed under the supervision of a Licensed Certified Applicator. Read the label prior to applying any chemical.

INSECT & DISEASE CONTROL FOR TURF
The contractor shall be responsible for monitoring the site conditions on each visit to determine if any insect pest or disease problems exist. The contractor shall identify the insect pest or disease, as well as the host plant, and then consult the most current edition of the Cooperative Extension Service's "Commercial Insecticide Recommendation for Turf" for control. The licensed applicator shall be familiar with the label provided for the selected product prior to application.

Inspection and treatment to control insect pests shall be included in the contract price.

TREES, SHRUBS, & GROUND COVER

PRUNING
All ornamental trees, shrubs and ground cover shall be pruned when appropriate to remove dead or damaged branches, develop the natural shapes. Do not shear trees or shrubs. If previous maintenance practice has been to shear and ball, then a natural shape will be restored gradually.

Pruning Guidelines:
1. Prune plants that flower before the end of June (spring blooming) immediately after flowering. Flower buds develop during the previous growing season. Fall, winter or spring pruning would reduce the spring flowering display.
2. Prune plants that flower in July – September (summer or autumn blooming) in winter or spring before new growth begins, since these plants develop flowers on new growth.
3. Delay pruning plants grown for ornamental fruits, such as Cotoneasters and Viburnums.
4. Hollies and other evergreens may be pruned during winter in order to use their branches for seasonal decoration. However, severe pruning of evergreens should be done in early spring only.
5. Broadleaf evergreen shrubs shall be hand-pruned to maintain their natural appearance after the new growth hardens off.
6. Hedges or shrubs that require shearing to maintain a formal appearance shall be pruned as required. Dead wood shall be removed from sheared plants before the first shearing of the season.
7. Conifers shall be pruned, if required, according to their genus.
   A. Yews, Junipers, Hemlocks and Arborvitae may be pruned after new growth has hardened off in late summer. If severe pruning is necessary, it must be done in early spring.
   B. Firs and spruces may be lightly pruned in late summer, fall, or winter after completing growth. Leave side buds. Never cut central leader.
   C. Pines may be lightly pruned in early June by reducing candles.
8. Groundcover shall be edged and pruned as needed to contain it within its borders.
9. Thinning: Remove branches and water sprouts by cutting them back to their point of origin on parent stems. This method results in a more open plant, without stimulating excessive growth. Thinning is used on Crab Apples, Lilacs, Viburnums, etc.
10. Renewal pruning: Remove oldest branches of shrub at ground, leaving the younger, more vigorous branches. Also remove weak stems. On overgrown plants, this method may be best done over a three-year period. Renewal pruning may be used on Forsythia, Hydrangea, Spiraea, etc.

Plants overhanging passageways and parking areas and damaged plants shall be pruned as needed.

Shade trees that cannot be adequately pruned from the ground shall not be included in the Maintenance Contract. A certified arborist under a separate contract shall perform this type of work.

SPRING CLEANUP
Plant beds shall receive a general cleanup before fertilizing and mulching. Cleanup includes removing debris and trash from beds and cutting back herbaceous perennials left standing through winter, e.g. ornamental grasses, Sedum Autumn Joy.

FERTILIZING
For trees, the rate of fertilization depends on the tree species, tree vigor, area available for fertilization, and growth stage of the tree. Mature specimens benefit from fertilization every 3 to 4 years; younger trees shall be fertilized more often during rapid growth stages.

The current recommendation is based on the rate of 1000 square feet of area under the tree to be fertilized. For deciduous trees, 2 to 6 pounds of Nitrogen per 1000 square feet; for
narrow-leaf evergreens, 1 to 4 pounds of Nitrogen per 1000 square feet; for broadleaf evergreens, 1 to 3 pounds of Nitrogen per 1000 square feet.

Shrubs and groundcover shall be top-dressed with compost 1" deep or fertilized once in March with 10-6-4 analysis fertilizer at the rate of 3 pounds per 100 square feet of bed area.
Ericaceous material shall be fertilized with an ericaceous fertilizer at the manufacturer's recommendation rate. If plants are growing poorly, a soil sample should be taken.

TREES, SHRUBS, & GROUND COVER (CONT.)

MULCHING
Annually, all tree and shrub beds will be prepared and mulched, to a minimum depth of 3" with quality mulch to match existing. Bed preparation shall include removing all weeds, cleaning up said bed, edging and cultivating decayed mulch into the soil. Debris from edging is to be removed from beds where applicable. If deemed necessary, a pre-emergent herbicide may be applied to the soil to inhibit the growth of future weeds.

Organically maintained gardens shall not receive any pre-emergent herbicides. Mulch in excess of 4" will be removed from the bed areas. SPECIAL CARE shall be taken in the mulching operation not to over-mulch or cover the base of trees and shrubs. This can be detrimental to the health of the plants.

WEEDING
All beds shall be weeded on a continuous basis throughout the growing season to maintain a neat appearance at all times.

Pre-emergent (soil-applied) and post-emergent (foliar-applied) herbicides shall be used where and when applicable and in accordance with the product's label.

INSECT & DISEASE CONTROL: TREES, SHRUBS & GROUNDCOVER

The maintenance contractor shall be responsible for monitoring the landscape site on a regular basis. The monitoring frequency shall be monthly except for growing season, which will be every other week. Trained personnel shall monitor for plant damaging insect activity, plant pathogenic diseases and potential cultural problems in the landscape. The pest or cultural problem will be identified under the supervision of the contractor.

For plant damaging insects and mites identified in the landscape, the contractor shall consult and follow the recommendations of the most current edition of the state Cooperative Service publication on insect control on landscape plant material.

Plant pathogenic disease problems identified by the contractor that can be resolved by pruning or physical removal of damaged plant parts will be performed as part of the contract. For an additional charge, plant pathogenic diseases that can be resolved through properly timed applications of fungicides shall be made when the owner authorizes it.

If the contractor notes an especially insect-or disease-prone plant species in the landscape, he/she will suggest replacement with a more pest-resistant cultivar or species that is consistent with the intent of the landscape design.

NOTE: For identification of plant-damaging insects and mites, a reference textbook that can be used is Insects that feed on Trees and Shrubs by Johnson and Lyon, Comstock Publishing Associates. For plan pathogenic diseases, two references are suggested: Scouting and Controlling Woody Ornamental Diseases in Landscapes and Nurseries, authorized by Gary Moorman, published by Penn State College of Agricultural Sciences, and Diseases of Trees and Shrubs by Sinclair and Lyon, published by Comstock Publishing Press.

TRASH REMOVAL
The maintenance contractor shall remove trash from all shrub and groundcover beds with each visit.

LEAF REMOVAL
All fallen leaves shall be removed from the site in November and once in December. If requested by the owner, the maintenance contractor, at an additional cost to the owner shall perform supplemental leaf removals.

WINTER CLEAN-UP
The project shall receive a general clean-up once during each of the winter months, i.e., January, February, and March.

Clean-up includes:
- Cleaning curbs and parking areas
- Removing all trash and unwanted debris
- Turning mulch where necessary
- Inspection of grounds

SEASONAL COLOR: PERENNIALS, ANNUALS, AND BULBS

The installation of perennials, annuals, and bulbs, unless specified herein, shall be reviewed with the owner, and, if accepted, installed and billed to the owner.

SEASONAL COLOR MAINTENANCE

Perennialization of Bulbs:
1. After flowering, cut off spent flower heads.
2. Allow leaves of daffodils and hyacinths to remain for six weeks after flowers have faded. Cut off at base.
3. Allow leaves of other bulbs to yellow naturally and then cut off at base.
4. Apply fertilizer after flowering in spring, possibly again in fall. Apply 10-10-10 at the rate of 2 pounds per 1000 square feet or top-dress with compost 1" deep. Fall fertilization with a bulb fertilizer or mulching with 1" of compost is optional.

Flower Rotation:
1. Bulbs: Remove the entire plant and bulb after flowers have faded or at the direction of the owner and install new plants if included in contract.
2. Summer Annuals or Fall Plants:
   A. Dead heading: Pinch and remove dead flowers on annuals as necessary.
   B. Fertilizing Summer Annuals: Fertilize using one or two methods: Apply a slow-release fertilizer in May following manufacturer's recommendations. A booster such as 10-10-10 may be necessary in late summer. Or, apply liquid fertilizations of 20-20-20 water-soluble fertilizers, not to exceed 2 pounds of 20-20-20 per 100 gallons of water, monthly; or mulch with compost 1" deep.
   C. Removal: If fall plants are to be installed, summer annuals shall be left in the ground until the first killing frost and then removed, unless otherwise directed by the owner.

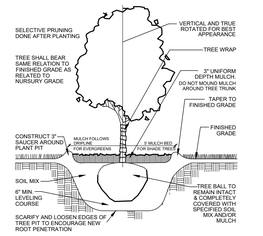
Perennials:
1. After initial installation, if a time-released fertilizer has been incorporated during plant installation, no more fertilizer need be applied the first growing season.
2. The following year:
   A. Fertilize perennials with a slow-release fertilizer or any 50% organic fertilizer, or mulch perennials with compost 1" deep.
   B. Cut all deciduous perennials flush to the ground by March 1, if this was not done the previous fall, to allow new growth to develop freely.
   C. Mulch the perennial bed once in early spring at 1"-2" depth. If soil is bared in late fall, re-mulch lightly after ground is frozen to protect perennials.
   D. Inspect for insect or disease problems on perennials. Monitor and control slugs on hostas and ligularias. Powdery mildew on phlox, monardas, and asters can be prevented with properly timed fungicides or use of disease-resistant varieties.
   E. Weed perennial bed as specified in "WEEDING" above.
   F. Prune branching species to increase density. Cut only the flowering stems after blooming. Do not remove the foliage.
3. The following fall cut back deteriorating plant parts unless instructed to retain for winter interest, e.g. Sedum Autumn Joy and ornamental grasses.
4. Long-term Care:
   A. Divide plants that overcrowd the space provided. Divide according to the species. Some need frequent dividing, e.g. asters and yarrow every two years; other rarely, if ever, e.g. peonies, hostas, and astilbe.
   B. For detailed information regarding the care of specific perennials, refer to All About Perennials by Ortho; Perennials: How to Select, Grow and Enjoy by Pamela Harper and Frederick McGouty, Hp Books Publisher; Herbaceous Perennial Plants: A Treatise on their Identification, Culture and Garden Attributes by Allan Armitage, Stipes Pub LLC.

SUMMARY OF MAINTENANCE

LAWN MAINTENANCE
1. Soil analysis performed annually to determine pH. If pH does not fall within specified range, adjust according to soil test recommendations.
2. Maintain proper fertility and pH levels of the soil to provide an environment conducive to turf vitality for turf grasses.
3. Mow turf on a regular basis and as season and weather dictates. Remove no more than the top 1/3 of leaf blade. Clippings on paved and bed areas will be removed.
4. Aerate warm season turf areas to maintain high standards of turf appearance.
5. Apply pre-emergent to turf in two applications in early February and early April to extend barrier.
6. Apply post emergent as needed to control weeds.
7. Mechanically edge curbs and walks.
8. Apply non-selective herbicide, to mulched bed areas and pavement and remove excess runners to maintain clean defined beds.

TREE, GROUNDCOVER AND SHRUB BED MAINTENANCE
1. Prune shrubs, trees and groundcover to encourage healthy growth and create a natural appearance.
2. Mulch to be applied in February/March with a half rate in late summer to top dress.
3. Apply pre-emergent herbicides in February and April.
4. Manual weed control to maintain clean bed appearance.
5. Apply fungicides and insecticides as needed to control insects and disease.
6. Ornamental shrubs, trees and groundcovers to be fertilized three (3) times per year with a balanced material (January/February, April/May, and October/November)
7. Edge all mulched beds.
8. Remove all litter and debris.

GENERAL MAINTENANCE
1. Remove all man-made debris, blow edges.
2. Inspect grounds on a monthly basis and schedule inspection with Unit Operator.



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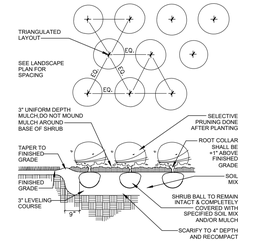

2 L2.1 SHRUB PLANTING DETAIL
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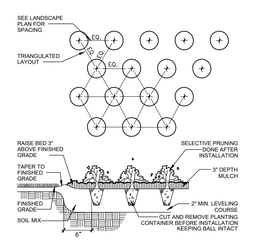

3 L2.1 GROUNDCOVER DETAIL
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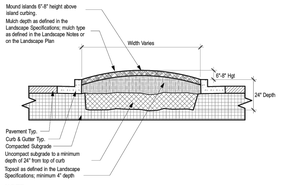

NOTE
1. Clean construction debris from within landscape island areas (ie. concrete, rocks, rubble, building materials, ect), prior to installing topsoil and plant material.
2. Fracture/loosen existing subgrade to a minimum 24" depth. Remove and replace any subgrade unsuitable for planting. Once subgrade is clean of debris and loosened, add topsoil to a minimum bermed 6"-8" height above island curbing.
3. Island plant material as per the Landscape Plan.
4. Install plant material as per tree, shrub and ground cover planting details, and as defined in the Landscape Specifications.
5. Install mulch or sod as specified on the Landscape Plan, and as defined in the Landscape Specifications.

4 L2.1 PARKING LOT ISLAND
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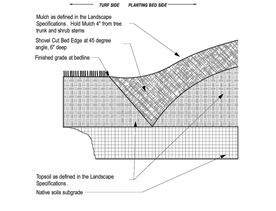

5 L2.1 SPADED PLANTING BED EDGE
SCALE:

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Kathryn Talty
landscape architecture
Winnetka, Illinois 60093
847.612.5154
www.kmtaltydesign.com

no.	revision description	initial	date
1	ISSUED FOR REVIEW	KMT	01-11-23
2	PER VILLAGE COMMENTS	KMT	03-13-23
3	ISSUED FOR REVIEW	KMT	06-15-23
4	PER VILLAGE COMMENTS	KMT	07-25-23
5	ISSUED FOR REVIEW	KMT	10-27-23

ARLINGTON HEIGHTS
MULTI-FAMILY
116 EASTMAN ST
ARLINGTON HEIGHTS, ILLINOIS

LANDSCAPE NOTES
MASTER PLANT LIST
PLANTING SPECIFICATIONS
DETAILS

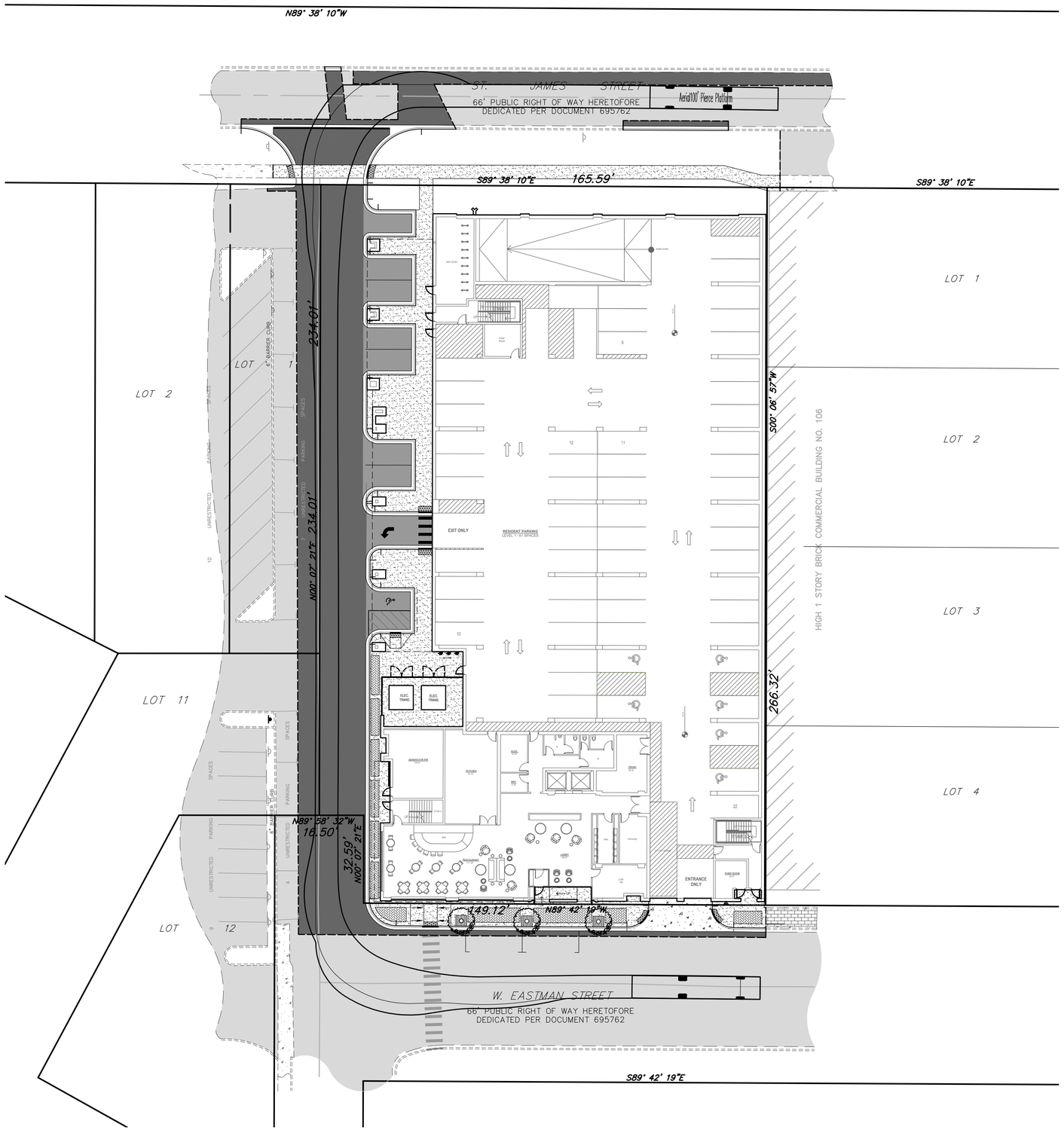
date 01-10-23 | drawn KMT | checked KMT

job no. 23010

sheet no. L 2.1

EXHIBIT E

FIRE TRUCK TURNING PLANS



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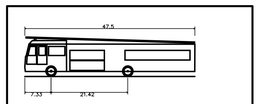
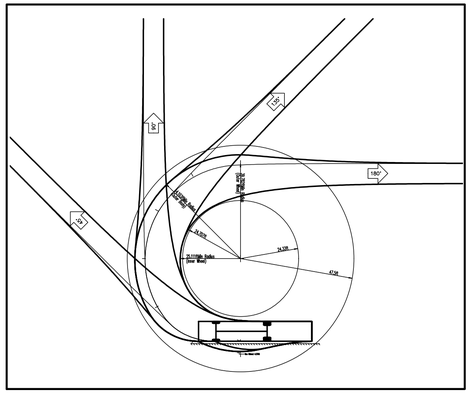


Aerial100' Pierce Platform	
Overall Length	47.500ft
Overall Width	8.333ft
Overall Body Height	11.000ft
Min Body Ground Clearance	1.383ft
Track Width	8.333ft
Lock-to-lock time	6.000s
Max Wheel Angle	40.00°



DATE	REVISIONS	DRAWN BY
1 08/31/23	PER VILLAGE REVIEW #1	TLM
2 10/27/23	PER VILLAGE REVIEW #2	TLM

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EASTMAN STREET APARTMENTS

116-120 W. EASTMAN STREET, ARLINGTON HEIGHTS, IL

FIRE TRUCK MANEUVERING PLAN

RWG Engineering, LLC
Civil Engineering ◆ Real Estate Consulting ◆ Project Management
975 E. 22nd St, Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

PROJECT NO.	68512022
DATE	07/31/23
SCALE	1"=20'
PROJ. MGR.	MRM
PROJ. ASSOC.	RWG
DRAWN BY	TLM

SHEET 1 OF 2

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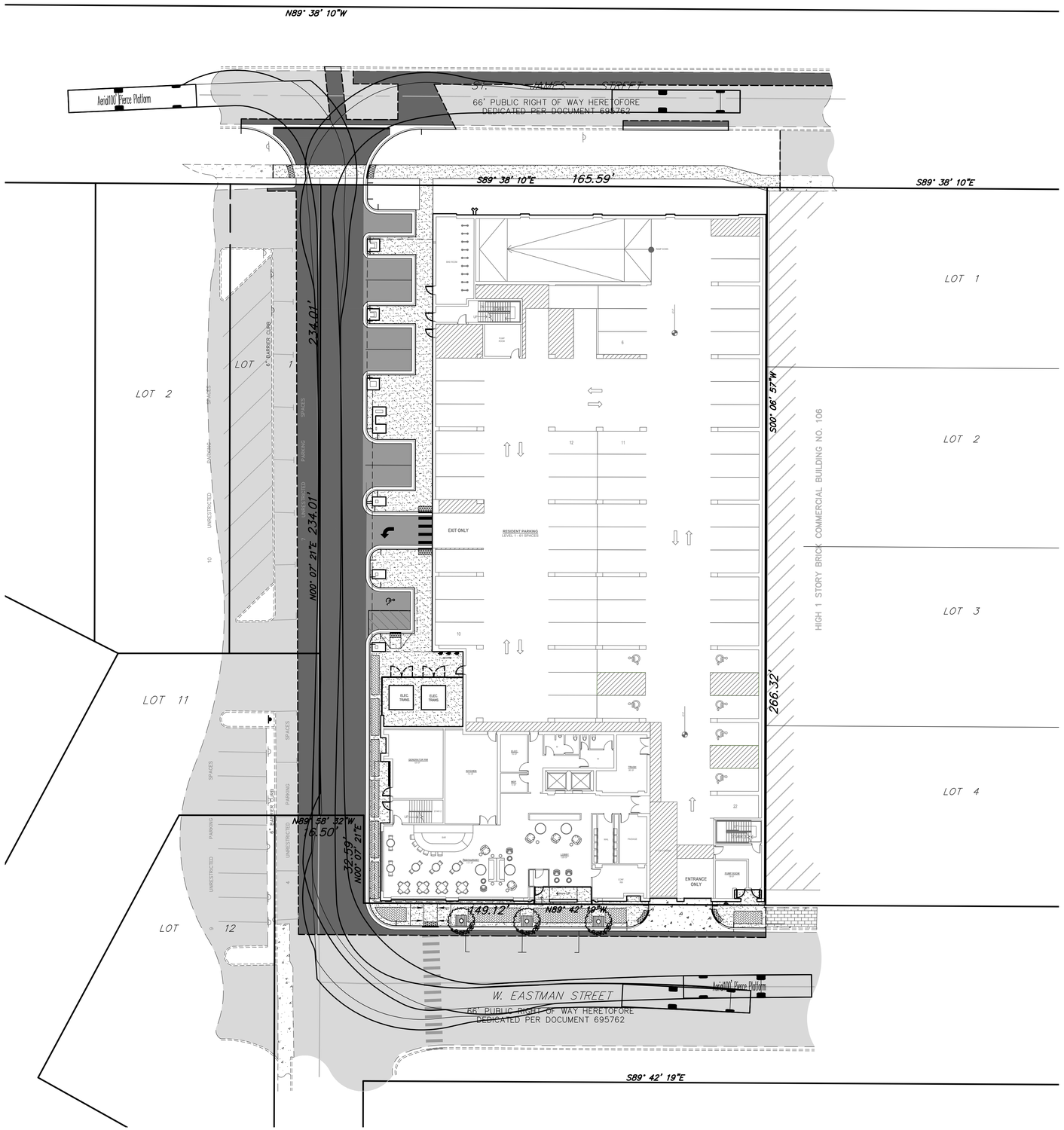

NORTH

GRAPHIC SCALE

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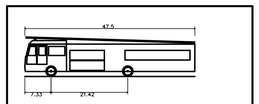
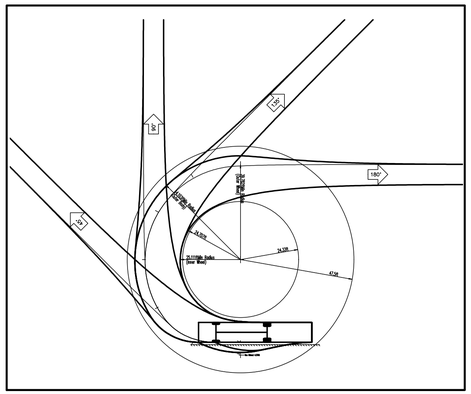
(IN FEET)
1 inch = 20 ft.



Aerial100' Pierce Platform	
Overall Length	47.500ft
Overall Width	8.333ft
Overall Body Height	11.000ft
Min Body Ground Clearance	1.167ft
Track Width	8.333ft
Lock-to-lock time	6.000s
Max Wheel Angle	40.00°



DATE	REVISIONS	DRAWN BY
1 08/31/23	PER VILLAGE REVIEW #1	TLM
2 10/27/23	PER VILLAGE REVIEW #2	TLM

EASTMAN STREET APARTMENTS
116-120 W. EASTMAN STREET, ARLINGTON HEIGHTS, IL
FIRE TRUCK MANEUVERING PLAN

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PROJECT NO.	68512022
DATE	07/31/23
SCALE	1"=20'
PROJ. MGR.	MRM
PROJ. ASSOC.	RWG
DRAWN BY	TLM

SHEET
2 OF 2

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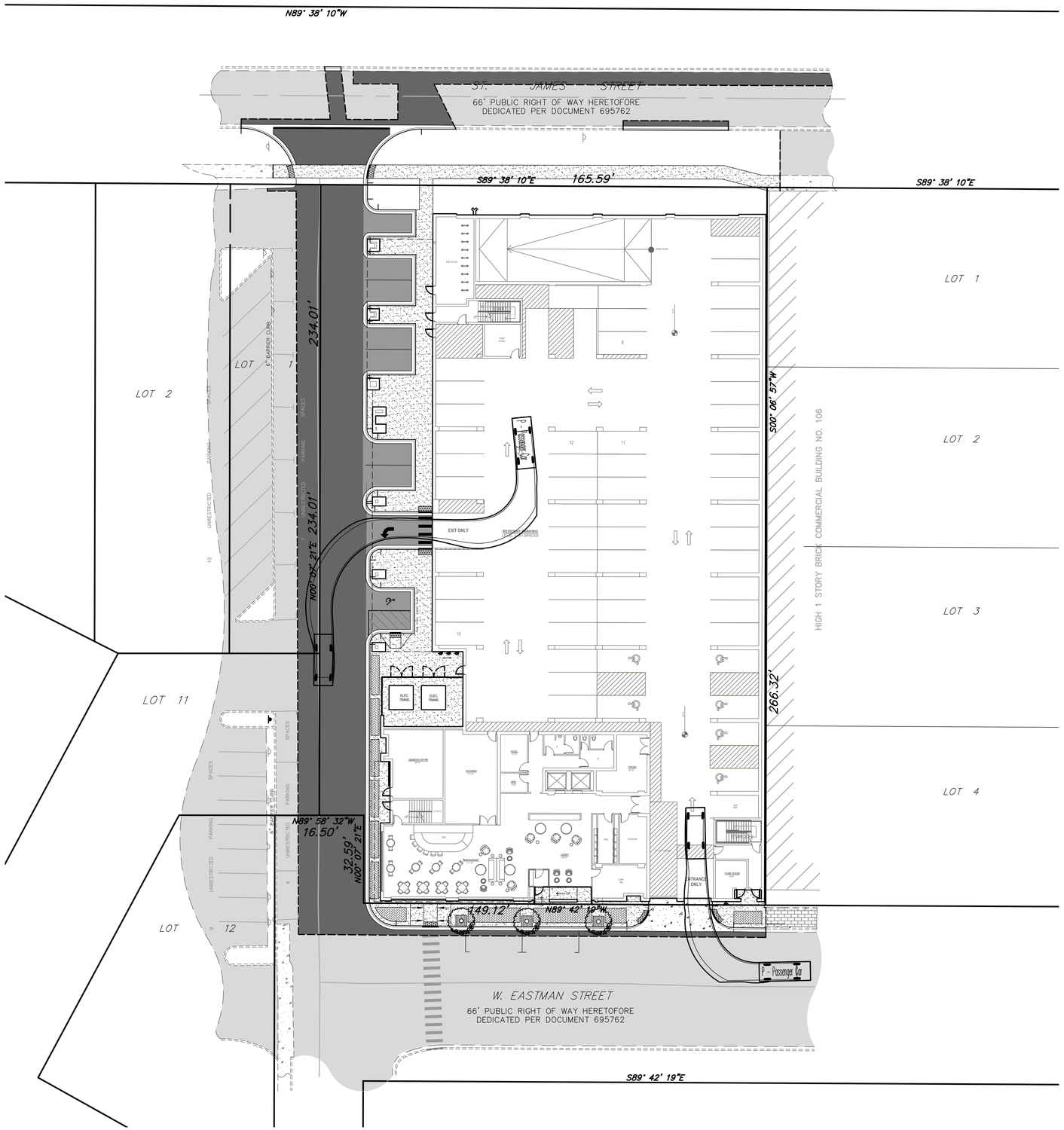
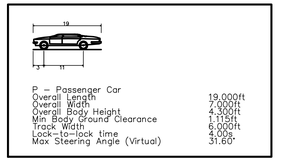
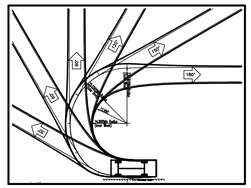
EXHIBIT F

VECHILE TURNING PLANS







DRAWN BY

DATE	REVISIONS	DRAWN BY
1 08/31/23	PER VILLAGE REVIEW #1	TLM
2 10/27/23	PER VILLAGE REVIEW #2	TLM

EASTMAN STREET APARTMENTS
116-120 W. EASTMAN STREET, ARLINGTON HEIGHTS, IL
PASSENGER CAR MANEUVERING PLAN

RWG Engineering, LLC
Civil Engineering ◆ Real Estate Consulting ◆ Project Management
975 E. 22nd St. Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

PROJECT NO. 68512022
DATE 07/31/23
SCALE 1"=20'
PROJ. MGR. MRM
PROJ. ASSOC. RWG
DRAWN BY TLM

SHEET
1 OF 1

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EXHIBIT G

RENDERINGS

VIEW FROM NORTHWEST HWY

OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

COMPASSPOINT
DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 EASTMAN STREET
ARLINGTON HEIGHTS, ILLINOIS 60004
NOVEMBER 28, 2023 Project #: 22008

VIEW FROM ST. JAMES ST.

OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

COMPASSPOINT
DEVELOPMENT, LLC

VIEW FROM ST. JAMES ST.

OKW Architects

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DEVELOPMENT, LLC

VIEW FROM ST. JAMES ST.

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DEVELOPMENT, LLC

VIEW FROM HIGHLAND AVE.

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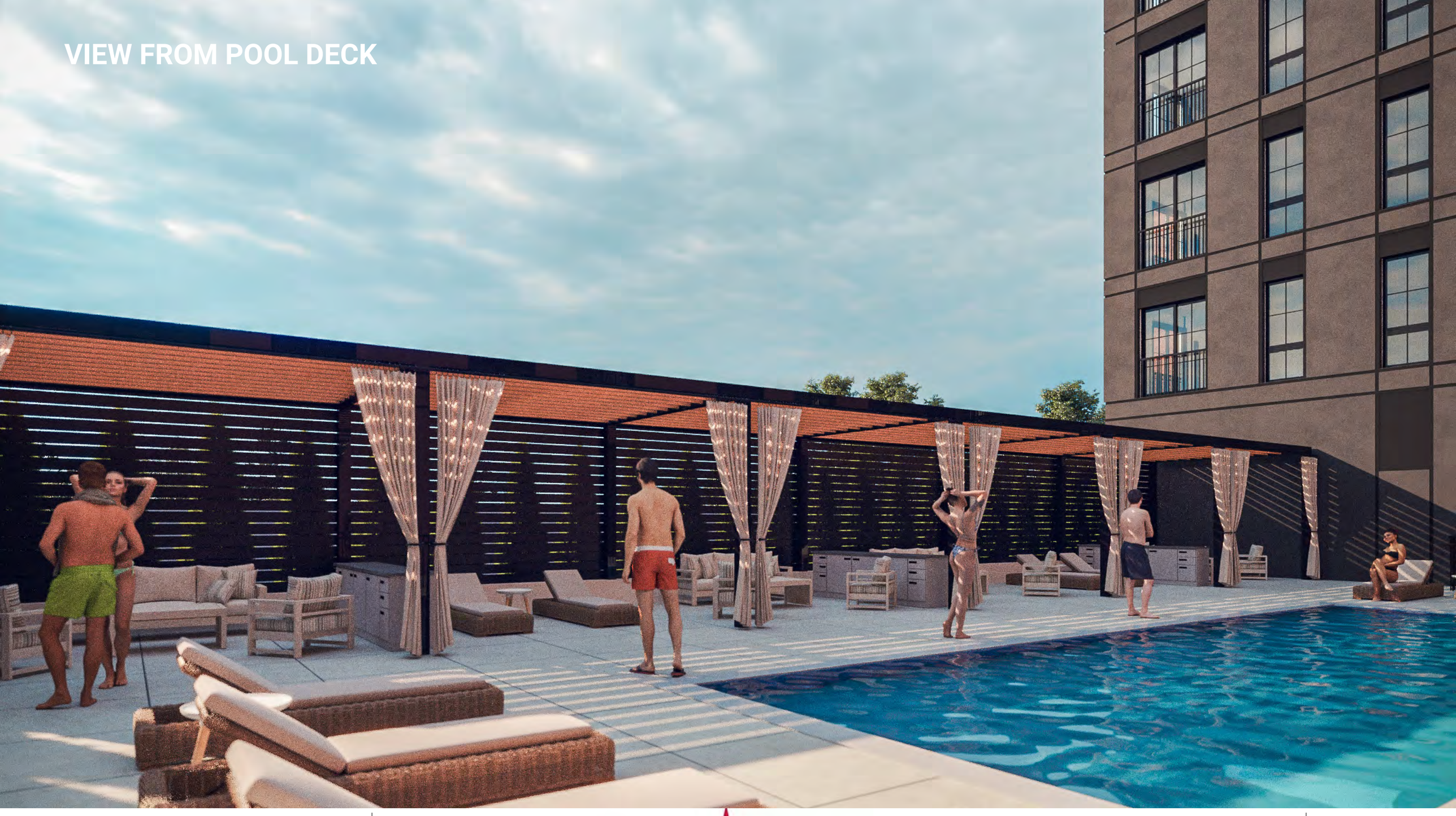
COMPASSPOINT
DEVELOPMENT, LLC

VIEW FROM POOL DECK



OKW Architects

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COMPASSPOINT
DEVELOPMENT, LLC

EASTMAN AVE. ENTRANCE

OKW Architects

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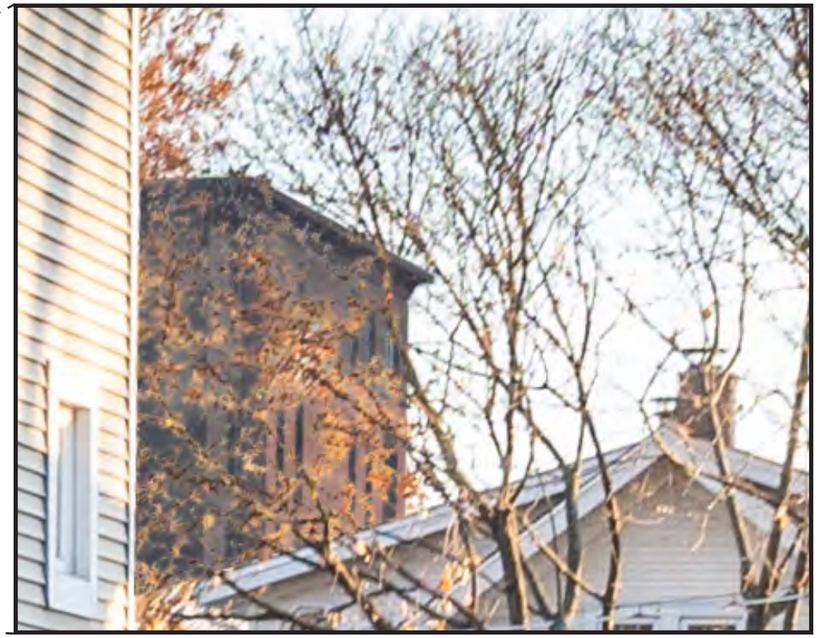
Chicago, IL 60661

COMPASSPOINT
DEVELOPMENT, LLC

VISIBILITY FROM FREMONT ST.

LATE FALL - LEAFLESS TREES



SUMMER MONTHS - NO VISIBILITY

OKW Architects

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Chicago, IL 60661

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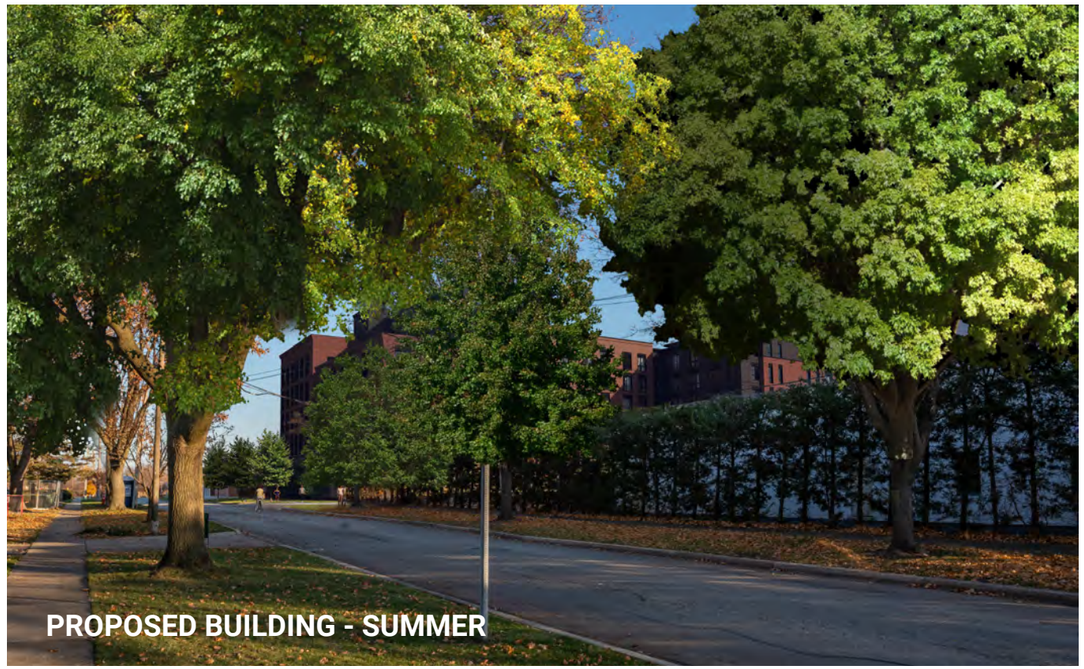
DEVELOPMENT, LLC

VISIBILITY FROM ST. JAMES ST.

EXISTING BUILDING - FALL

PROPOSED BUILDING - FALL


PROPOSED BUILDING - SUMMER

OKW Architects

OKW ARCHITECTS
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Chicago, IL 60661

COMPASSPOINT
DEVELOPMENT, LLC

EXHIBIT H

PARKING LOT PHOTOMETRIC PLANS

NOTES
PG-ENLIGHTEN IS NEITHER LICENSED NOR INSURED TO DETERMINE CODE COMPLIANCE. CODE COMPLIANCE REVIEW BY OTHERS.
FIXTURE TYPES AND QUANTITIES BASED ON PROVIDED LAYOUT AND DRAWINGS ARE FOR REFERENCE ONLY. TYPES AND QUANTITIES MAY CHANGE WITH FUTURE REVISIONS.
FIXTURE TYPES AND QUANTITIES MAY CHANGE BASED ON UNKNOWN OBSTRUCTIONS OR FIELD CONDITIONS. THESE CHANGES MAY RESULT IN AN INCREASED QUANTITY OF FIXTURES.
RENDER IMAGES ARE NOT TO SCALE AND PROVIDED SOLELY TO ILLUSTRATE CONTRAST

Luminaire Schedule

Symbol	Qty	Tag	Manufacturer	Label	Arrangement	Total Lamp Lumens	LLF	Description
	18	F01	LEDRA BRANDS	NU4-RD-SW-20LM-30K-80-HET60-WH-WH	Single	N.A.	0.900	NU4-RD-SW-20LM-30K-80-HET60-WH-WH
	18	F02	Insight Lighting	SSM_MO_40k_55	Single	N.A.	0.450	SSM_MO_40k_55°_WM_UNV_DIM
	41	F03	Focal Point, LLC	FSM4LWLS-AS-275LF-35K-1C-UNV-	Single	N.A.	0.900	FSM4LWLS-AS-275LF-35K-1C-UNV-XXX-XX-XX-WH-4FT
	5	F04	BEACON - HOL - CURRENT	RFL3-90L-50-4K7-M-UNV-K-FINISH	Single	N.A.	0.900	RFL3-90L-50-4K7-M-UNV-K-FINISH
	3	F05	BEACON - HOL - CURRENT	TRP2-D-50-4K7-FT	Single	N.A.	0.900	TRP2-D-50-4K7-FT

Calculation Summary

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Asphalt_Planar	Illuminance	Fc	2.56	21.1	0.0	N.A.	N.A.
Pedestrian Ramp	Illuminance	Fc	N.A.	N.A.	N.A.	N.A.	N.A.
RESIDENTIAL PROP LINE	Illuminance	Fc	0.09	0.1	0.0	N.A.	N.A.

LIGHTING SCHEDULE AND SUMMARY: NTS

SITE ILLUMINATION CALC - 1/16" = 1'-0"

PROJECT NAME:
ARLINGTON HEIGHTS MULTI-FAMILY

CLIENT NAME:
OKW Architects

REVISIONS

1	08/01/23	REV1	
2	08/29/23	REV2	
3			

PG CONTACT:
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brady.schenkel@pg-enlighten.com
260.519.0867

DRAWN BY:
ERIC SISCO
eric.sisco@pg-enlighten.com
913.488.3072

PG ENLIGHTEN
500 QUAIL RIDGE DRIVE
WESTMONT, IL 60559
WWW.PG-ENLIGHTEN.COM

LIGHT FIXTURE SCHEDULE

REFER TO PRODUCT SPECIFICATION SHEETS FOR ADDITIONAL INFORMATION - SPECIFIER TO CONFIRM PRODUCT NUMBERS

TYPE	DESCRIPTION	MANUFACTURER	PRODUCT NUMBER	WATTS	DIMMING TYPE	NOTES	CONTACT PERSON
F01	*4" Recessed Round*	*Alphabet* *EcoNU 4" RD*	*NU4-RD-SW-20LM-4K-80-HET60-WH-WH-IC -UNV-DIM10* https://alphabetlighting.com/home/product/nu4rd/	*16*	*0-10V*		*BRADY SCHENKEL* *brady.schenkel@pg-enlighten.com* *260-519-0867*
F02	*Sconce*	*Insight Lighting* *Scope Medium Sconce*	*SSM-DN-LO-NA-NA-4k-55°-WM-UNV-DIM- TBL* https://insightlighting.com/products/scope-medium-sconce-wl/	*10*	*0-10V*	*FINSISH - Per Arch*	*BRADY SCHENKEL* *brady.schenkel@pg-enlighten.com* *260-519-0867*
F03	*4" Wet surface Asymetric Linear*	*Focal Point* *Seem 4*	*FSM4LWLS-AS-275LF-4K-1C-UNV-LD1-SM-WH- LENGTH* https://www.focalpointlights.com/products/surface-mount-suspended-linear/seem-4-led-direct-suspend	*2.4 / FT*	*0-10V*	*LENGTH - Per drawings*	*BRADY SCHENKEL* *brady.schenkel@pg-enlighten.com* *260-519-0867*
F04	*Area Flood*	*BEACON - HOL - CURRENT* *RFL3 Ratio Floodlight*	*RFL3-90L-50-4K7-M-UNV-K- BLT* https://www.currentlighting.com/outdoor-lighting/rfl2-ratio-floodlight/3236081	*50*	*0-10V*	*FINSISH - Per Arch*	*BRADY SCHENKEL* *brady.schenkel@pg-enlighten.com* *260-519-0867*
F05	*Wall Area Flood*	*BEACON - HOL - CURRENT* *TRP2 GeoPak*	*TRP2-D-50-4K7-FT-UNV- BL* https://www.currentlighting.com/outdoor-lighting/trp2-geopak/2518916#documents	*50*	*0-10V*	*FINSISH - Per Arch*	*BRADY SCHENKEL* *brady.schenkel@pg-enlighten.com* *260-519-0867*

GENERAL NOTES

CONTRACTOR TO VERIFY QUANTITIES & LENGTH AND VERIFY FIELD AND SPECIFIED INFORMATION AS REQUIRED
SCHEDULE IS PROVIDED FOR REFERENCE ONLY – SEE ISSUED CONTRACT DRAWING SET FOR FINAL INFORMATION
ALL MOUNTING LOCATIONS AND CONDITIONS PER ARCHITECTURAL SET
CATALOG NUMBERS IN RED TO BE CONFIRMED BY PURCHASER AND MAY ALTER PRICING OR LEAD TIMES
INFORMATION IS SUBJECT TO CHANGE WITHOUT NOTICE FROM MANUFACTURERS

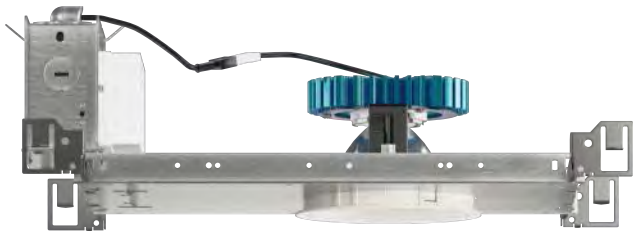
847-228-1199
INFO@PG-ENLIGHTEN.COM

alphabet

NU4

4" Round Downlight Standard White

NSF | AT airtight | DF dead-front | PR plenum rated | wet rated



Trim

Trimless

Trimless Millwork

PROJECT INFORMATION			
JOB NAME		TYPE	
ORDERING CODE			

30° - 70° BEAM
(Note: Specifications are subject to change without notice)

14mm COB PERFORMANCE DATA

LED LIGHT ENGINE	NOMINAL DELIVERED LUMENS	SYSTEM WATTAGE
10LM	800LM @30K/80CRI	9W
15LM	1200LM @30K/80CRI	14W
20LM	1600LM @30K/80CRI	16W
25LM	2000LM @30K/80CRI	20W
30LM	2400LM @30K/80CRI	24W
35LM	2620LM @30K/80CRI	28W
40LM	3000LM @30K/80CRI	32W
10LM	670LM @30K/90/CRI	9W
15LM	1010LM @30K/90/CRI	14W
20LM	1350LM @30K/90/CRI	16W
25LM	1700LM @30K/90/CRI	20W
30LM	2020LM @30K/90/CRI	24W
35LM	2210LM @30K/90/CRI	28W
40LM	2500LM @30K/90/CRI	32W
Notes	Delivered lumens based on WH70 optic with no lens, (see page 2)	

10° BEAM
(Note: Specifications are subject to change without notice)

9mm COB PERFORMANCE DATA

LED LIGHT ENGINE	NOMINAL DELIVERED LUMENS	SYSTEM WATTAGE
10LM	740LM @30K/80CRI	9W
15LM	1145LM @30K/80CRI	14W
20LM	1525LM @30K/80CRI	16W
25LM	1900LM @30K/80CRI	20W
30LM	2285LM @30K/80CRI	24W
10LM	620LM @30K/90/CRI	9W
15LM	960LM @30K/90/CRI	14W
20LM	1280LM @30K/90/CRI	16W
25LM	1605LM @30K/90/CRI	20W
30LM	1900LM @30K/90/CRI	24W
Notes	Delivered lumens based on S10 optic with no lens, (see page 2)	

eldoLED | LUTRON | CASAMBI | nLIGHT

FEATURES
- Thermally optimized for LED longevity
- 3/4" bezel regress with 1/16" micro flange
- 10° - 70° optical beam control
- UGR < 15
- Multiple mounting, glare control options, trims, and finishes available

DIMMING AND CONTROLS
- eldoLED flicker free 0-10V dimming to 0% and 1%
- eldoLED flicker free DALI dimming to 0% and 1%
- DMX dim to zero
- Lutron Hi-lumen 2-Wire (Triac and Eco System) dimming
- Leading & trailing edge (Triac/ELV) dimming to 1%
- Casambi bluetooth dimming to 0.1%
- NLight control interface dimming to 0%

CONSTRUCTION
- Lexan™ (PC) highly resistant to impact and heat (240°F)
- Optimal material for wireless BLE signal connectivity
- Shatter proof acrylic bezel lens
- Electrocoated 16-gauge cold-rolled steel construction
- Accommodates ceiling thickness from 1/8" to 1-5/8"

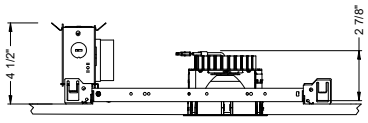
LED
- 90 CRI: SDCM = 2-step MacAdam Ellipse, Lumen Maintenance: L_{70} > 66,000 hrs
- 80 CRI: SDCM = 2-step MacAdam Ellipse, Lumen Maintenance: L_{70} > 66,000 hrs

LISTING
- ULus Listed to UL1598 & UL2108; cUL Listed to CSA C22.2 #250.0
- IP65 with lens - Suitable for wet locations with lens - Suitable for damp locations without lens
- Non-conductive, dead-front construction (shower approved)
- Made in the USA - meets the requirements of the Buy American provision within the ARRA
- NSF/ANSI-2 with lens (Non-Food and Splash Zones)
- 5 Year Limited warranty

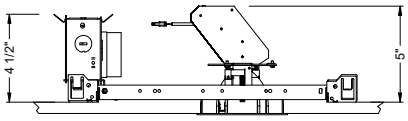
ELECTRICAL
- 120V-277V, 120 only Triac / ELV
- Power factory ≥ 0.9
- 2kV driver input surge protection
- Remote and Integral (ITS) emergency test switch
- 7W, 10W (T20 CEC) and 12W EM 90min battery
- Max. ambient installation temperature 95°F (35°C)

FIXTURE HEIGHT

10LM-30LM LOW LUMENS

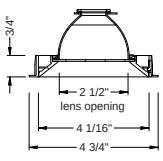


40LM HIGH LUMENS



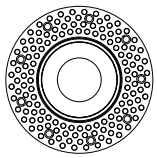
TRIMMED

ceiling cutout
4-3/8" diameter
ceiling thickness
1/8" to 1-5/8"

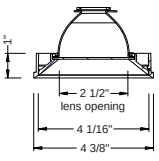


aperture dimensions

TRIMLESS



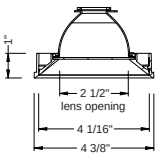
ceiling cutout
4-1/2" diameter
ceiling thickness
3/8" to 1-3/4"



aperture dimensions

MILLWORK

ceiling cutout
4-3/8" diameter
ceiling thickness
1/2" to 1-3/4"



aperture dimensions

100014

In a continuing effort to offer the best product possible we reserve the right to change, without notice, specifications or materials that in our opinion will not alter the function of the product.

alphabet

PROJECT INFORMATION			
JOB NAME		TYPE	
ORDERING CODE			

30°- 70° BEAM ORDERING CODE

SERIES	**NU4**	NU4
TYPE	**RD**	round downlight
	RDT	round downlight trimless
	RDTMW	round downlight trimless millwork
LED	**SW**	standard white
DELIVERED LUMENS	**10LM**	800 lm
	15LM	1200 lm
	20LM	1600 lm
	25LM	2000 lm
	30LM	2400 lm
	35LM	2800 lm
	40LM	3000 lm
	Standard Configuration: 3000K 80CRI WH70 **Calculated Delivered Lumens** = [Delivered Lumen Value] x [CCT Multiplier] x [Reflector Multiplier]	
CCT	**27K**	2700K
	30K	3000K
	35K	3500K
	40K	4000K

CCT	2700K		3000K		3500K		4000K	
CRI	80+	90+	80+	90+	80+	90+	80+	90+
CCT MULTIPLIER FOR LUMEN OUTPUT	0.96	0.81	1.00	0.85	1.03	0.88	1.06	0.91

CRI	**80**	80 CRI	
	90	90 CRI	
OPTIC & LM MULTIPLIER SEE PAGE 4	**HE40**	40° high efficiency diffused lens	(0.96)
	HE60	60° high efficiency diffused lens	(0.96)
	HE70	70° high efficiency diffused lens	(0.92)
	HET30	30° high efficiency textured lens, similar to Solite™	(0.97)
	HET40	40° high efficiency textured lens, similar to Solite™	(0.87)
	HET60	60° high efficiency textured lens, similar to Solite™	(0.92)
	HET70	70° high efficiency textured lens, similar to Solite™	(0.97)
	SS30	30° semi-specular with clear lens	(0.90)
	SS40	40° semi-specular with clear lens	(0.82)
	SS60	60° semi-specular with clear lens	(0.94)
	D40	40° diffused with clear lens	(0.86)
	D50	50° diffused with clear lens	(0.90)
	D60	60° diffused with clear lens	(0.90)
	WH70	70° brilliant white with clear lens	(1.00)
	10° narrow beam angle, see page 3 for details.		
ACCESSORY SEE PAGE 4	**HCL**[1]	honeycomb louver	
	Attached to bezel		
BEZEL LENS SEE PAGE 4	**NL**[2,3]	no lens	(1.00)
TRIM COLOR SEE PAGE 4	**BK**	black	
	WH	white	
	MC	matte chrome	
	BZ	bronze	
	WT	wheat	
	Not applicable to trimless option. Do not include in trimless ordering code.		
BEZEL COLOR SEE PAGE 4	**BK**	black	(0.98)
	WH	white	(1.00)
	MC	matte chrome	(0.99)
	BZ	bronze	(0.98)
	WT	wheat	(0.99)

30°- 70° BEAM ORDERING CODE

MOUNTING OPTIONS SEE PAGE 7, 8	**NC**	new construction with ceiling fitting plate
	IC[4]	insulation contact housing
	ICAT[4]	insulation contact/airtight housing
	CP[4]	chicago plenum housing
	RET	retrofit, no ceiling fitting plate
VOLTAGE	**120**	120V
	UNV	120V-277V
DIMMING	**DIM10**	eldoLED flicker free 0-10V dimming to 1%
	DIM10Z	eldoLED flicker free 0-10V dimming to 0%
	DALI	eldoLED flicker free DALI dimming to 1%
	DALIZ	eldoLED flicker free DALI dimming to 0%
	DMXZ	DMX dim to zero
	LTE[5]	Lutron Hi-lume 2-Wire (Triac) dimming to 1%
	LUT	Lutron Hi-lume Ecosystem dimming to 1%, Soft-on & Fade-to-Black
	LUTP[6]	Lutron Hi-lume Premier Ecosystem dimming to 0.1%, Soft-on & Fade-to-Black
	ELV1[5]	leading & trailing edge (Triac/ELV) dimming to 1%
	NLT	nLight control interface: standard Cat-5/RJ45 connection (female), dimming to 0%
	CAS	Casambi Bluetooth control with flicker free 0.1% dimming
ELECTRICAL OPTIONS	**EM7**[7]	emergency battery backup, 90 minutes at 7W to LED
	EM12[7,8]	emergency battery backup, 90 minutes at 12W to LED
	EM10CA20[7]	remote emergency battery backup, 90 minutes at 10W to LED, CA title 20

ADDITIONAL MOUNTING INFO

New Construction Bar Hangers (included)	Mounting Length: 14-3/4" to 26"
Extension Kit p/n: K20266 (ordered separately, 1 per fixture)	*Extends a pair of Bar Hangers* Total Mounting Length: 29" to 48"

YOUR COMPLETED ORDERING CODE

Follow the steps to specify your fixture, example:

NU4 - RD - SW - 20LM - 35K - 90 - D40 - NL - WH - WH - NC - UNV - DIM10 - EM7

NOTES

1. HCL not available with lens. Multiplier: Delivered Lumens (0.78) / Beam Spread (0.80).
2. NL option does not meet requirement for AT/DF/WET/NSF listings.
3. NL option available for SS30/SS40/SS60/D40/D50/D60/WH70.
4. IC/ICAT/CP not available in 35LM/40LM.
5. ELV1/LTE (120V) not available 10LM.
6. LUTP not available in 25LM/30LM/40LM.
7. For integrated test switch add "ITS" after emergency backup code, i.e. EM12ITS. Test switch is mounted in the bezel of the fixture.
8. EM12 not available in 10LM.

*EldoLED uses logarithmic dimming curve as standard. For linear dimming curve, add "LIN" after dimming code, i.e. DIM10LIN.

100014

alphabet

PROJECT INFORMATION			
JOB NAME		TYPE	
ORDERING CODE			

10° BEAM ORDERING CODE

SERIES	**NU4**	NU4
TYPE	**RD**	round downlight
	RDT	round downlight trimless
	RDTMW	round downlight trimless millwork
LED	**SW**	standard white
DELIVERED LUMENS	**10LM**	740 lm
	15LM	1145 lm
	20LM	1525 lm
	25LM	1900 lm
	30LM	2285 lm
	Standard Configuration: 3000K 80CRI S10 **Calculated Delivered Lumens** = [Delivered Lumen Value] x [CCT Multiplier] x [Reflector Multiplier]	
CCT	**27K**	2700K
	30K	3000K
	35K	3500K
	40K	4000K

CCT	2700K		3000K		3500K		4000K	
CRI	80+	90+	80+	90+	80+	90+	80+	90+
CCT MULTIPLIER FOR LUMEN OUTPUT	0.96	0.81	1.00	0.85	1.03	0.88	1.06	0.91

CRI	**80**	80 CRI
	90	90 CRI
OPTIC & LM MULTIPLIER SEE PAGE 4	**S10**	10° specular with clear lens (1.00)
ACCESSORY SEE PAGE 4	**HCL**[1]	honeycomb louver
	Attached to bezel	
BEZEL LENS SEE PAGE 4	**NL**[2]	no lens (1.00)
TRIM COLOR SEE PAGE 4	**BK**	black
	WH	white
	MC	matte chrome
	BZ	bronze
	WT	wheat
	Not applicable to trimless option. Do not include in trimless ordering code.	
BEZEL COLOR SEE PAGE 4	**BK**	black (0.98)
	WH	white (1.00)
	MC	matte chrome (0.99)
	BZ	bronze (0.98)
	WT	wheat (0.99)

10° BEAM ORDERING CODE

MOUNTING OPTIONS SEE PAGE 7, 8	**NC**	new construction with ceiling fitting plate
	IC[3]	insulation contact housing
	ICAT[3]	insulation contact/airtight housing
	CP[3]	chicago plenum housing
	RET	retrofit, no ceiling fitting plate
VOLTAGE	**120**	120V
	UNV	120V-277V
DIMMING	**DIM10**	eldoLED flicker free 0-10V dimming to 1%
	DIM10Z	eldoLED flicker free 0-10V dimming to 0%
	DALI	eldoLED flicker free DALI dimming to 1%
	DALIZ	eldoLED flicker free DALI dimming to 0%
	DMXZ	DMX dim to zero
	LTE[4]	Lutron Hi-lume 2-Wire (Triac) dimming to 1%
	LUT	Lutron Hi-lume Ecosystem dimming to 1%, Soft-on & Fade-to-Black
	LUTP[5]	Lutron Hi-lume Premier Ecosystem dimming to 0.1%, Soft-on & Fade-to-Black
	ELV1[4]	leading & trailing edge (Triac/ELV) dimming to 1%
	NLT	nLight control interface: standard Cat-5/RJ45 connection (female), dimming to 0%
	CAS	Casambi Bluetooth control with flicker free 1% dimming
ELECTRICAL OPTIONS	**EM7**[6]	emergency battery backup, 90 minutes at 7W to LED
	EM12[6, 7]	emergency battery backup, 90 minutes at 12W to LED
	EM10CA20[7]	emergency battery backup, 90 minutes at 10W to LED, CA title 20

ADDITIONAL MOUNTING INFO	
New Construction Bar Hangers (included)	Mounting Length: 14-3/4" to 26"
Extension Kit p/n: K20266 (ordered separately, 1 per fixture)	*Extends a pair of Bar Hangers* Total Mounting Length: 29" to 48"

YOUR COMPLETED ORDERING CODE

Follow the steps to specify your fixture, example:

NU4 - RD - SW - 20LM - 35K - 90 - S10 - NL - WH - WH - NC - UNV - DIM10 - EM7

NOTES

1. HCL not available with lens. Multiplier: Delivered Lumens (0.78) / Beam Spread (0.80).
2. NL option does not meet requirement for AT/DF/WET/NSF listings.
3. IC/ICAT/CP not available in 25LM/30LM.
4. ELV1/LTE (120V) not available 10LM.
5. LUTP not available in 25LM/30LM.
6. For integrated test switch add "ITS" after emergency backup code, i.e. EM12ITS. Test switch is mounted in the bezel of the fixture.
7. EM12 not available in 10LM.

*EldoLED uses logarithmic dimming curve as standard. For linear dimming curve, add "LIN" after dimming code, i.e. DIM10LIN.

100014

alphabet

PROJECT INFORMATION			
JOB NAME		TYPE	
ORDERING CODE			

TRIM OPTIONS

TRIM/BEZEL COLORS

WH

MC

BK

BZ

WT

OPTICAL OPTIONS

- UGR calculation based on CIE 117-1995; room size: 4H X 8H, reflectance: 70/50/20;
- UGR calculation based on 15LM fixtures, unless otherwise noted.

ACCESSORY
Honeycomb Louver

OPTIC	BEAM ANGLE	UGR
S10	10	5
SS30	24.5	5
SS40	35.7	5
SS60	47.2	5
D40	33.4	5
D50	38.2	5
D60	49	5

HE
High Efficiency Diffused Lens

OPTIC	BEAM ANGLE	UGR
HE40	45.7	21.2
HE60	59.5	21.8
HE70	75.8	23.1

CL
Clear Lens

OPTIC	BEAM ANGLE	UGR
S10	12.6	14.7
SS30	30.6	14.9
SS40	44.6	16.6
SS60	59	16.8
D40	41.8	16.2
D50	47.8	17
D60	61.2	17.7

HET
High Efficiency Textured Lens

OPTIC	BEAM ANGLE	UGR
HET30	30	14.3
HET40	36.2	15.4
HET60	55.5	19.2
HET70	69.3	24.2

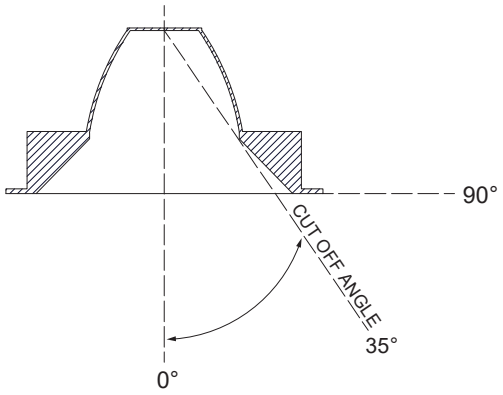
GLARE CONTROL

CUT-OFF ANGLE

Visual comfort is achieved with a lower cut-off angle due to improved glare control. The smaller the cut-off angle, the easier it is on the eye.

Alphabet downlights have been thoughtfully engineered to eliminate glare while still delivering functional illumination.

- Cutoff angle of CL is 35 degrees;



100014

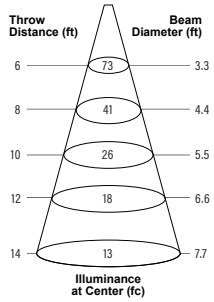
alphabet

PROJECT INFORMATION			
JOB NAME		TYPE	
ORDERING CODE			

PHOTOMETRIC DATA

15LM CCT MULTIPLIERS		
	80CRI	90CRI
2700K	0.96	0.81
3000K	1	0.85
3500K	1.03	0.88
4000K	1.06	0.91
FC Formula = CBCP / Distance^2		

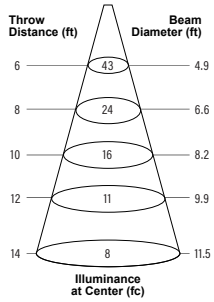
SS30
31° SEMI-SPECULAR WITH CLEAR LENS



WATTS: 12.7	LPW: 87.3
LUMENS: 1109	CCT: 3000K

INTENSITY	
DEGREE	CANDELA
0	2640
5	2424
15	1349
25	676
35	222
45	32

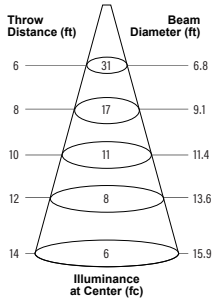
HE40
45° HIGH EFFICIENCY DIFFUSED LENS



WATTS: 12.7	LPW: 92.2
LUMENS: 1171	CCT: 3000K

INTENSITY	
DEGREE	CANDELA
0	1551
5	1496
15	1122
25	661
35	333
45	153

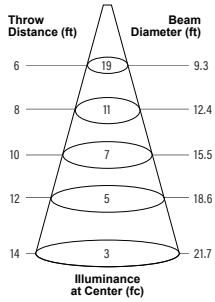
HE60
59° HIGH EFFICIENCY DIFFUSED LENS



WATTS: 12.7	LPW: 92.5
LUMENS: 1174	CCT: 3000K

INTENSITY	
DEGREE	CANDELA
0	1108
5	1089
15	946
25	689
35	401
45	185

HE70
76° HIGH EFFICIENCY DIFFUSED LENS

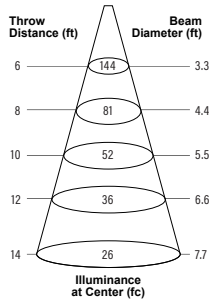


WATTS: 12.7	LPW: 89.5
LUMENS: 1137	CCT: 3000K

INTENSITY	
DEGREE	CANDELA
0	682
5	675
15	621
25	516
35	381
45	249

30LM CCT MULTIPLIERS		
	80CRI	90CRI
2700K	0.96	0.81
3000K	1	0.85
3500K	1.03	0.88
4000K	1.06	0.91
FC Formula = CBCP / Distance^2		

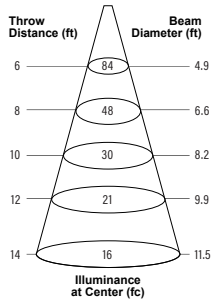
SS30
31° SEMI-SPECULAR WITH CLEAR LENS



WATTS: 26.5	LPW: 82.1
LUMENS: 2175	CCT: 3000K

INTENSITY	
DEGREE	CANDELA
0	5175
5	4754
15	2646
25	1325
35	436
45	63

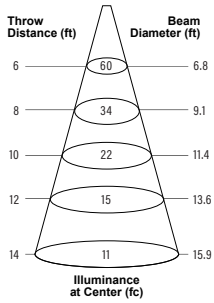
HE40
45° HIGH EFFICIENCY DIFFUSED LENS



WATTS: 26.5	LPW: 86.6
LUMENS: 2296	CCT: 3000K

INTENSITY	
DEGREE	CANDELA
0	3042
5	2934
15	2201
25	1295
35	653.3
45	299

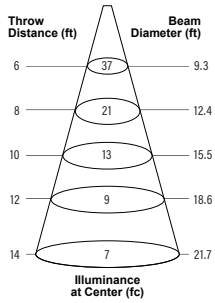
HE60
59° HIGH EFFICIENCY DIFFUSED LENS



WATTS: 26.5	LPW: 86.9
LUMENS: 2303	CCT: 3000K

INTENSITY	
DEGREE	CANDELA
0	2172
5	2136
15	1854
25	1351
35	787
45	362

HE70
76° HIGH EFFICIENCY DIFFUSED LENS



WATTS: 26.5	LPW: 84.1
LUMENS: 2229	CCT: 3000K

INTENSITY	
DEGREE	CANDELA
0	1338
5	1324
15	1218
25	1013
35	747
45	488

100014

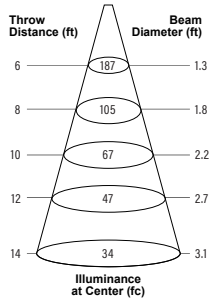
alphabet

PROJECT INFORMATION			
JOB NAME		TYPE	
ORDERING CODE			

PHOTOMETRIC DATA

10LM CCT MULTIPLIERS		
	80CRI	90CRI
2700K	0.96	0.81
3000K	1	0.85
3500K	1.03	0.88
4000K	1.06	0.91
FC Formula = CBCP / Distance^2		

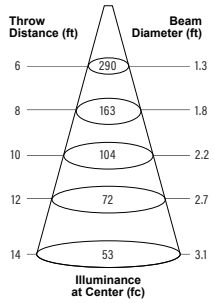
S10
12.5° SPECULAR WITH CLEAR LENS



WATTS: 8.2	LPW: 90.1
LUMENS: 739	CCT: 3000K
INTENSITY	
DEGREE	CANDELA
0	6747
5	4317
15	446
25	338
35	169
45	9

15LM CCT MULTIPLIERS		
	80CRI	90CRI
2700K	0.96	0.81
3000K	1	0.85
3500K	1.03	0.88
4000K	1.06	0.91
FC Formula = CBCP / Distance^2		

S10
12.5° SPECULAR WITH CLEAR LENS



WATTS: 12.2	LPW: 93.7
LUMENS: 1143	CCT: 3000K
INTENSITY	
DEGREE	CANDELA
0	10439
5	6680
15	690
25	523
35	261
45	14

100014

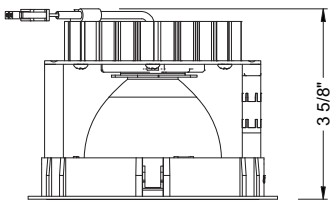
alphabet

PROJECT INFORMATION			
JOB NAME		TYPE	
ORDERING CODE			

MOUNTING OPTIONS

FIXTURE HEIGHT

10LM-30LM CONFIGURATION



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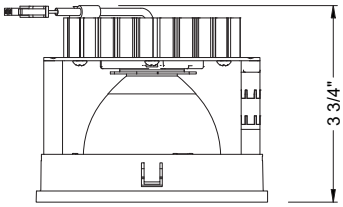
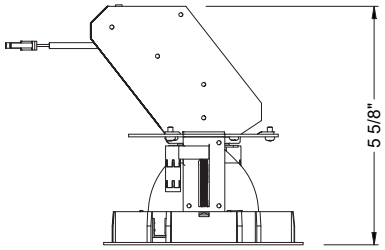


TRIMLESS & MILLWORK

40LM CONFIGURATION



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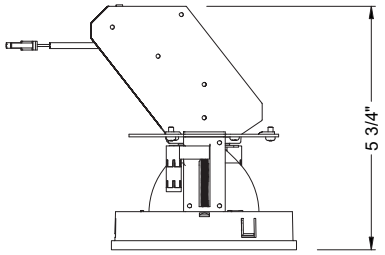
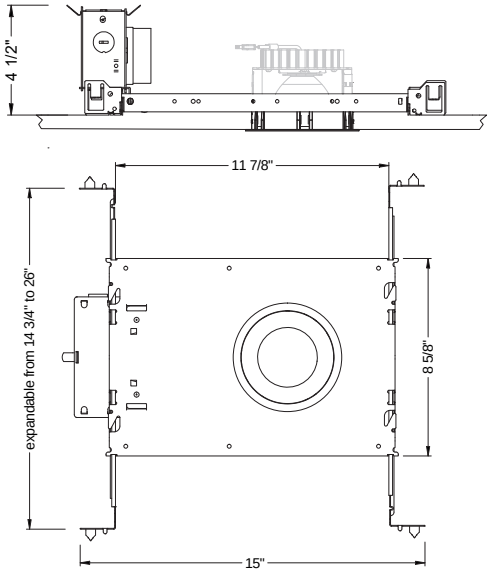


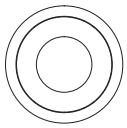
TRIMLESS & MILLWORK

NC - NEW CONSTRUCTION

TRIM

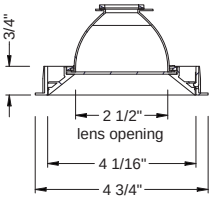


TRIM



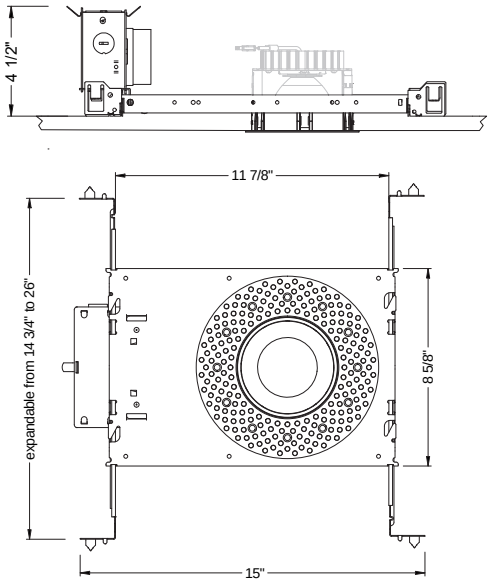
ceiling cutout
4-3/8" diameter

ceiling thickness
1/8" to 1-5/8"

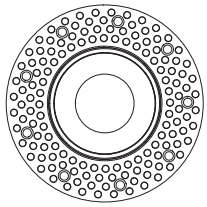


aperture dimensions

TRIMLESS

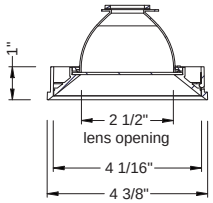


TRIMLESS



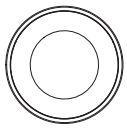
ceiling cutout
4-1/2" diameter

ceiling thickness
3/8" to 1-3/4"



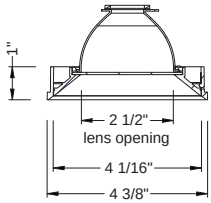
aperture dimensions

TRIMLESS/MILLWORK



ceiling cutout
4-3/8" diameter

ceiling thickness
1/2" to 1-3/4"



aperture dimensions

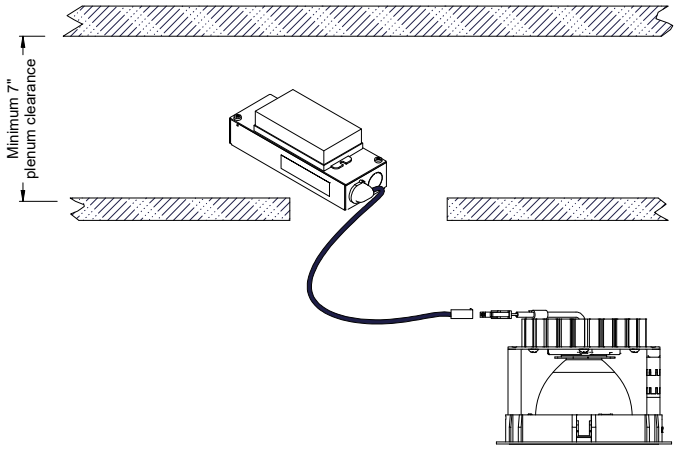
100014

alphabet

PROJECT INFORMATION			
JOB NAME		TYPE	
ORDERING CODE			

MOUNTING OPTIONS (CONTINUED)

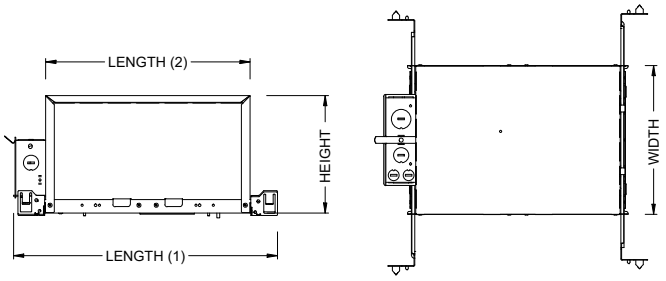
RET - RETRO
TRIM/TRIMLESS



RATINGS / CERTIFICATIONS	NC	RET	IC	CP
TYPE NON-IC	✔	✔		
TYPE IC			✔	✔
CHICAGO PLENUM (CCEA)				✔
SUITABLE FOR AIR HANDLING PLENUMS	✔	✔	✔	✔
REDUCED AIRFLOW (WITH LENS) ASTM E283	✔	✔	✔	✔

CEILING THICKNESS	
FIXTURE TYPE	MOUNTING TYPE
	NC, IC, ICAT, CP, RET
	STANDARD CEILING THICKNESS
TRIM	1/8" to 1-5/8"
TRIMLESS	3/8" to 1-3/4"
MILLWORK (TRIMLESS)	1/2" to 1-3/4"

IC - INSULATION CONTACT HOUSING
ICAT - INSULATION CONTACT / AIR TIGHT
CP - CHICAGO PLENUM



BOX SIZE	L 1	L 2	W	H
A	15 - 7/16"	11 - 3/4"	8 - 1/2"	6 - 3/4"
B	18 - 1/4"	14 - 7/8"	12 - 1/8"	11 - 1/4"

BOX TYPE / LUMEN OUTPUT - NARROW BEAM (10°)					
LUMEN OUTPUT	BOX - A		BOX - B		
	IC	CP	IC	ICAT	CP
10LM	✔	✔			
15LM	✔	✔			
20LM			✔	✔	✔
25LM					
30LM					

BOX TYPE / LUMEN OUTPUT - STANDARD BEAMS (30° - 70°)					
LUMEN OUTPUT	BOX - A		BOX - B		
	IC	CP	IC	ICAT	CP
10LM	✔	✔			
15LM	✔	✔			
20LM	✔	✔			
25LM	✔	✔			
30LM			✔	✔	✔
35LM					
40LM					

100014

alphabet

PROJECT INFORMATION			
JOB NAME		TYPE	
ORDERING CODE			

BATTERY OPTIONS

EMERGENCY BATTERY

IOTA's ILB Battery Backups are UL Listed LED emergency drivers that allow the same LED fixture to be used for both normal and emergency operation. In the event of a power failure, the ILB switches to the emergency mode and operates the existing fixture for 90 minutes. The unit contains a battery, charger, and converter circuit in a single can. The Constant Power design of the ILB maintains the output wattage to the LED array even as the system voltage diminishes. UL 924 Listed for U.S. and Canada. UL 1310 Certified, Output Class 2 Compliant. Includes single-piece TBTS test switch and charge indicator accessory kit. For use with switched and unswitched fixtures, and includes Two-wire universal AC input. Meets or exceeds all National Electric Code and Life Safety Code Emergency Lighting Requirements. Rated for use in Plenum, Damp Location, Recessed Type IC, and Enclosed and Gasketed Luminares.

REMOTE TEST SWITCH

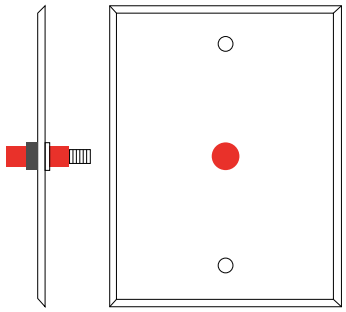
The Remote Test Switch may be mounted adjacent to the LED Fixture by others.

EMERGENCY BATTERY ACCESS

Above ceiling access is required for service. An access panel in the ceiling (or other form of access) adjacent to the installation location of the Emergency Battery is required.

REMOTE LOCATION

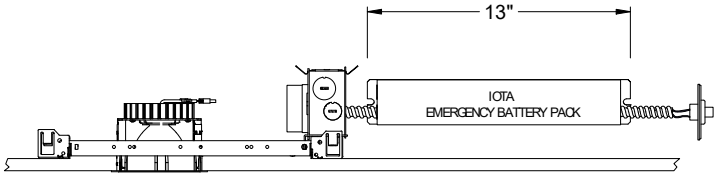
Maximum remote mounting distance of the emergency driver shall be 50 feet. Remote location wiring provided by others. Follow all Local and National Electric/ Building Codes.



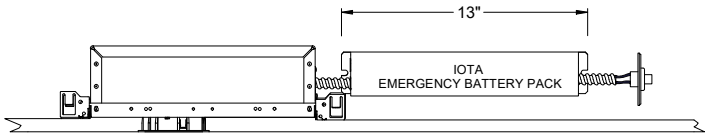
Remote Test Switch

EM MODE OUTPUT (DELIVERED LUMENS)			
LUMEN ORDERING CODE	EM7	EM10	EM12
ALL OPTIONS (10LM TO 30LM)	560LM	1000LM	1200LM
Notes: Based on 30K, 80CRI			

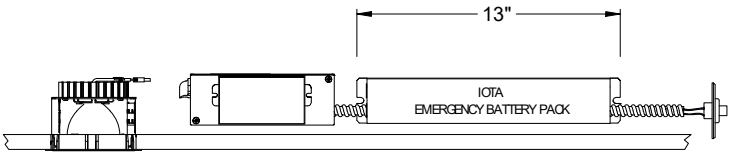
NC - NEW CONSTRUCTION
WITH EM BATTERY (REMOTE TEST SWITCH)



IC / ICAT / CP - INSULATION CONTACT HOUSING
WITH EM BATTERY (REMOTE TEST SWITCH)

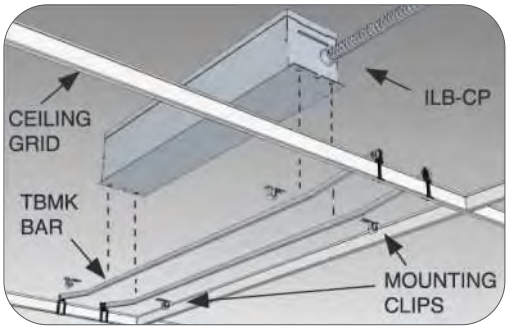


RET - RETROFIT
WITH EM BATTERY (REMOTE TEST SWITCH)



Accessory

76066 Optional T-Grid Mounting Kit[2]



2. Can be used with any of the Emergency Battery Backups. Must be ordered as a separate line item.

100014

insight lighting

SCOPE MEDIUM SCONCE

CYLINDER UP OR DOWN, UP AND DOWN | WHITE LIGHT

PROJECT:	TYPE:	CATALOG #: SSM - - - - - - - WM - - - -

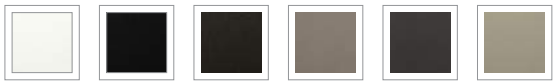
PROFILE

WATTAGE	LO (10.0W), MO (20.0W)
OPTICS	20°, 30°, 55°, ASYMMETRIC
CCT	2700K, 3000K, 3500K, 4000K (82 CRI)
CRI	82+ CRI
PERFORMANCE	UP TO 12457 PEAK CANDELA (20.0W)
VOLTAGE	120V OR 277V
POWER	INTEGRATED POWER SUPPLY
DIMMING	0-10V (DIMS DOWN TO 1%), DMX DIMMING
DIMENSIONS	10.00" X 3.00", 16.00" X 3.00"
HOUSING	EXTRUDED ALUMINUM HOUSING
LENS	TEMPERED GLASS
FINISH	HIGH DURABILITY POWDER COATING
WARRANTY	5-YEAR LIMITED
OPERATING TEMP	-30° C TO 50° C
LUMEN MAINTENANCE	84,000 HOURS
CERTIFICATION	ETL/cETL WET LOCATION, IP66, 3G
	MEETS ADA REQUIREMENTS

FIXTURES SHOWN:

SSM-UD-MO-40K-30-UNV-DIM-WM-TBL

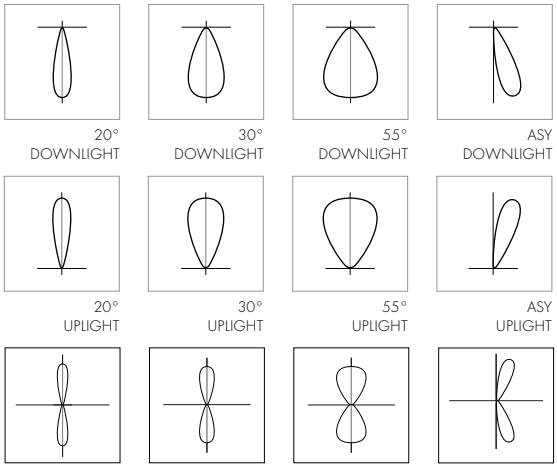
STANDARD FINISHES



TEXTURED WHITE | TEXTURED BLACK | TEXTURED BRONZE | TEXTURED L. BRONZE | TEXTURED GRAY | TEXTURED S. STONE

OPTICS

NOT ALL AVAILABLE OPTICS SHOWN

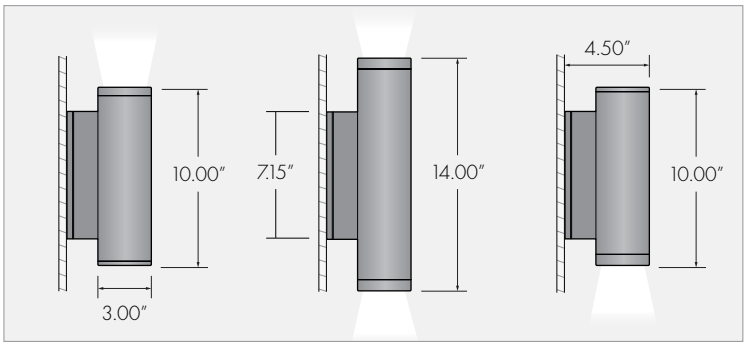


20° DOWNLIGHT | 30° DOWNLIGHT | 55° DOWNLIGHT | ASY DOWNLIGHT

20° UPLIGHT | 30° UPLIGHT | 55° UPLIGHT | ASY UPLIGHT

20°/ 20° UPLIGHT/ DOWNLIGHT | 30°/ 30° UPLIGHT/ DOWNLIGHT | 55°/ 55° UPLIGHT/ DOWNLIGHT | ASY/ ASY UPLIGHT/ DOWNLIGHT

PROFILE



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P.: 505.345.0888 | insightlighting.com

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SCOPE MEDIUM SCONCE

CYLINDER UP OR DOWN, UP AND DOWN | WHITE LIGHT

PROJECT: TYPE: CATALOG #: SSM - - - - - - - WM - - - -

SPECIFICATION

SSM | | | | | | | WM | | | | |

1 2 3 4 5 6 7 8 9 10 11 12

1 FIXTURE

SCOPE MEDIUM SCONCE	SSM

2 LIGHT DIRECTION

UPLIGHT	UP
DOWNLIGHT	DN
UPLIGHT AND DOWNLIGHT	UD

3 WATTAGE

LOW OUPUT	LO
10 W IN EITHER DIRECTION	
MEDIUM OUTPUT	MO
20 W IN EITHER DIRECTION	

4 CCT - UPLIGHT

2700K	27K
3000K	30K
3500K	35K
4000K	40K
NO SELECTION	NA

5 OPTICS - UPLIGHT

20°	20
30°	30
55°	55
ASYMMETRIC	ASY
NO SELECTION	NA

6 CCT - DOWNLIGHT

2700K	27K
3000K	30K
3500K	35K
4000K	40K
NO SELECTION	NA

7 OPTICS - DOWNLIGHT

20°	20
30°	30
55°	55
ASYMMETRIC	ASY
NO SELECTION	NA

8 MOUNTING

WALL MOUNT	WM

9 VOLTAGE

120V	120
277V	277

10 CONTROLS

NON-DIMMING	NO
0-10V DIMMING	DIM
Dims down to 1%	
DMX DIMMING	DMX
Requires DMX Distribution and Programming Kit see below	
Dimming controls to be provided by others	

11 FINISH

TEXTURED WHITE	TW
TEXTURED BLACK	TBL
TEXTURED BRONZE	TBR
TEXTURED LIGHT BRONZE	TLB
TEXTURED GRAY	TG
TEXTURED SANDSTONE	TS
CUSTOM COLOR	CC

Contact factory for custom color - additional charges will apply

12 OPTIONS

HIGH CRI, 90+	HCRI
INTEGRAL HEX LOUVER	IHL
47% Light loss	
CORROSION RESISTANT	CRF

Corrosion Resistance Finish Complies with ASTM B117 standard

CRF is recommended for coastal or extreme exterior environments

CONTROL & WIRING OPTIONS

Go To DMX Guide >

DMX DISTRIBUTION AND PROGRAMMING KIT - REQUIRED FOR DMX DIMMING

DMX/RDM DISTRIBUTION KIT (4 OUTPUTS) - IP67	CDS-RDM

DMX/RDM Distribution Kit consists of four outputs

Each output is limited to one run per output - up to 32 fixtures max. If light direction is Uplight and Downlight, up to 16 fixtures max.

Four terminators are included for end of line termination

RDM TOOL - OPTIONAL

DMX/RDM PROGRAMMING TOOL	RDM

DMX/RDM measurement and testing tool

Allows for RDM addressing and monitoring of products that have RDM capability while also being able to test all elements of DMX data signals to ensure proper system operations

Contact factory to order

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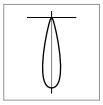
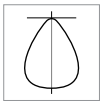
P.: 505.345.0888 | insightlighting.com

PROJECT: TYPE: CATALOG #: SSM - - - - - - - WM - - - -

PERFORMANCE

PERFORMANCE DATA

OPTIC	CCT	SINGLE DIRECTION LOW OUTPUT (10 W)			SINGLE DIRECTION MEDIUM OUTPUT (20 W)		
		DELIVERED LUMENS	LUMINARE EFFICACY	PEAK CANDELA	DELIVERED LUMENS	LUMINARE EFFICACY	PEAK CANDELA
20° 	4000K	1106 LM	99.6 LM/W	6755	2001 LM	104.3 LM/W	12457
30°	4000K	1094 LM	98.5 LM/W	3132	1936 LM	101.0 LM/W	7961
55° 	4000K	1034 LM	93.2 LM/W	1290	1871 LM	97.7 LM/W	2379

WIRING

FIXTURES PER 10 AMP CIRCUIT (FULL LOAD)

FIXTURE	SINGLE DIRECTION LO		SINGLE DIRECTION MO		UPLIGHT & DOWNLIGHT LO		UPLIGHT & DOWNLIGHT MO	
VOLTAGE	120V	277V	120V	277V	120V	277V	120V	277V
	120	277	60	138	60	138	30	69

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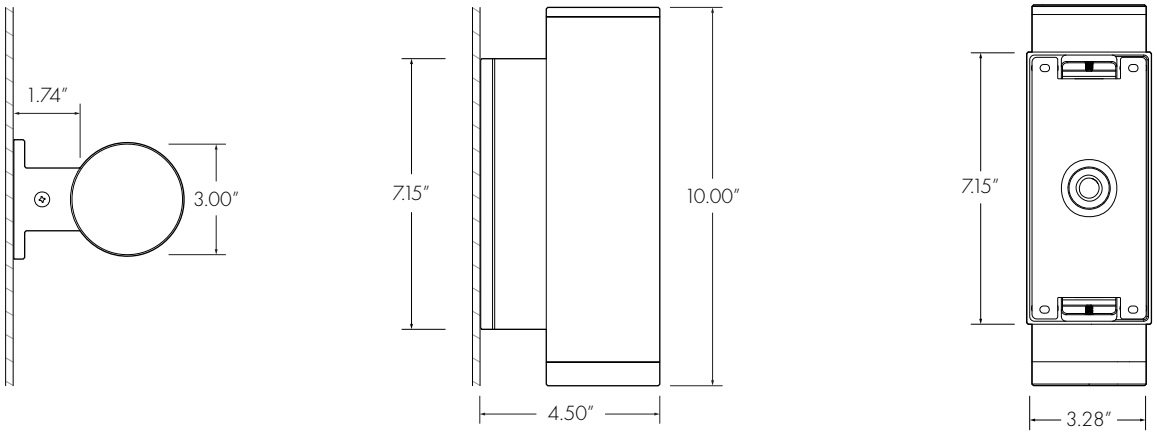
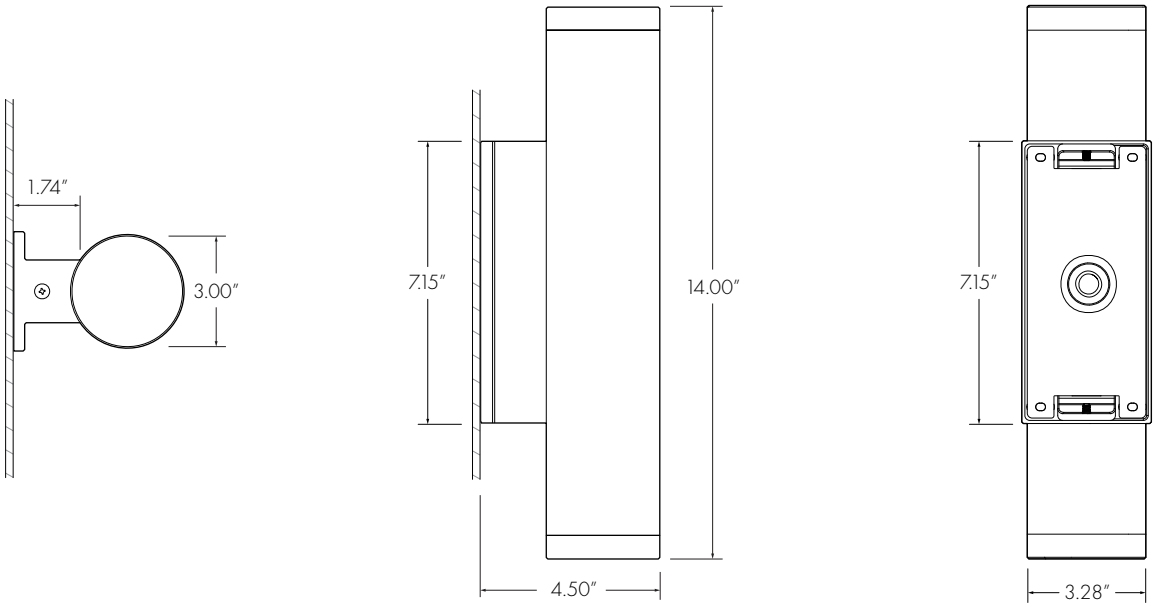
PROJECT:	TYPE:	CATALOG #: SSM - - - - - - - WM - - - -

FIXTURE DIMENSIONS

WM - WALL MOUNT (SINGLE DIRECTION)



WM - WALL MOUNT (UP AND DOWN)



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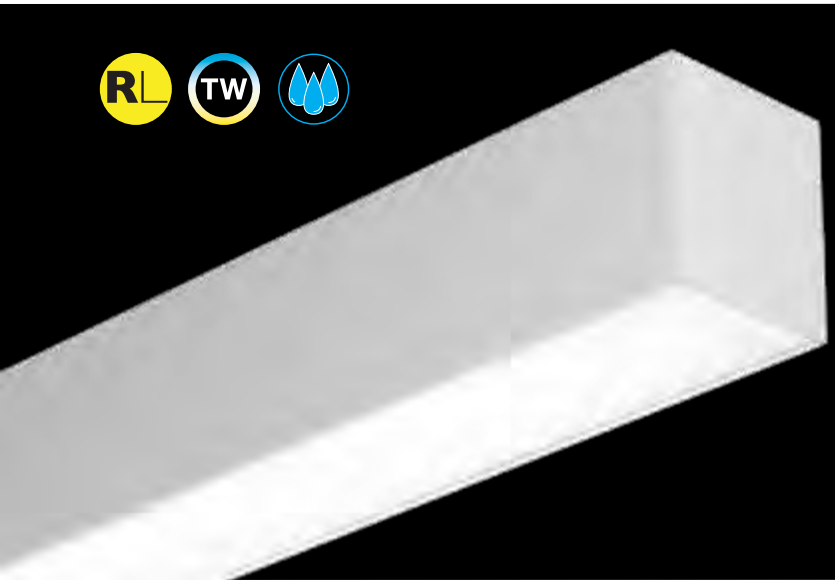
Seem® 4

LED - SURFACE MOUNT | WET LOCATION

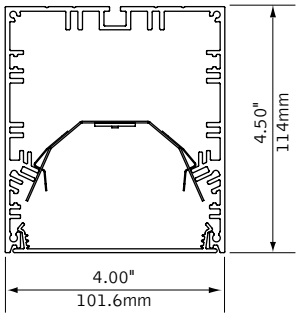
FOCAL POINT®



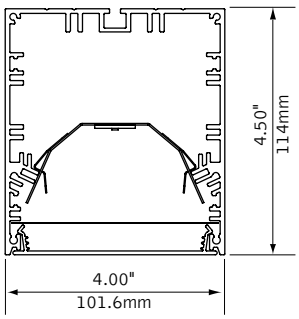
recessed
companion

DIMENSIONAL DATA

Individual Unit



Continuous Run



FEATURES

Narrow extruded aluminum 4" linear direct LED.

Individual units and continuous runs in 1' increments.

Available in flush, asymmetric, asymmetric room fill or batwing, lens.

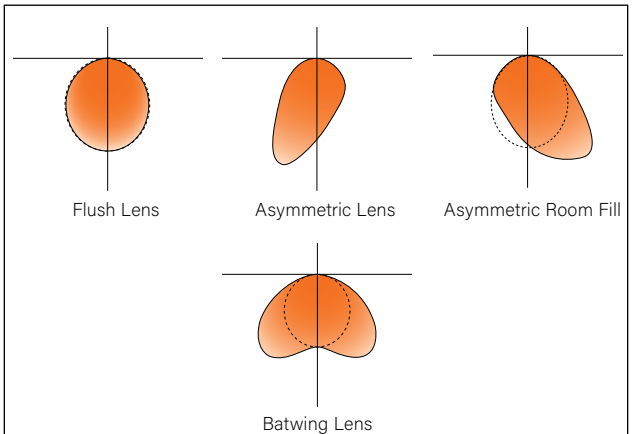
Frosted acrylic lens provides uninterrupted illumination, without pixels or shadows.

LED position and lens material optimized to provide the perfect blend of high performance and visual comfort.

Choice of output levels to meet a wide variety of application needs.

Tunable White: Supports human activity, well-being, and preferences with a light quality that evolves throughout the day.

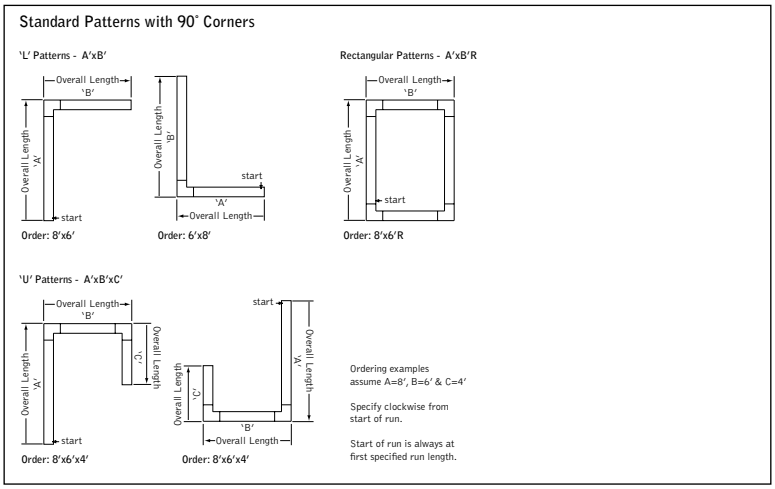
PERFORMANCE



Photometric performance is measured in accordance with IESNA LM-79.
Visit focalpointlights.com for complete photometric data.

fixture: project:

DETAILS



4' PERFORMANCE CHART

Lumen Output	Nominal Lumens	Tested System Watts	LPW BW	LPW FL	LPW AS	LPW AF
275LF	1100	9.5	110	106	114	114
375LF	1500	12.5	119	114	123	123
625LF	2500	21.4	119	113	122	122
875LF	3500	30.4	118	113	122	122
1000LF	4000	35.0	117	112	121	121
1125LF	4500	39.6	116	111	119	119
1250LF	5000	43.5	115	110	119	118

Based on 3500K, 80 CRI, 4' lengths. Lumen multiplier: 90+ CRI = 0.87. Lumen output may vary +/- 5%. Actual wattage may vary +/- 5%.

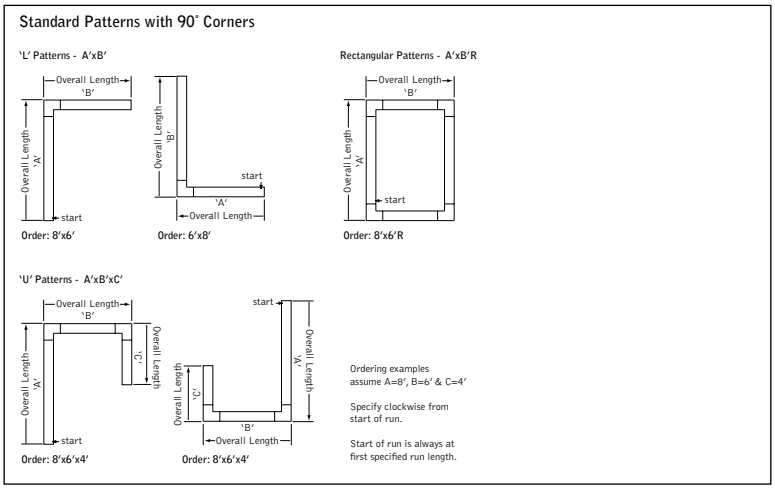
STANDARD WHITE

Luminaire Series		**FSM4LWLS**
Seem 4 LED Wet Location	FSM4LWLS	
Shielding		_____
Asymmetric Lens*	AS	
Asymmetric Room Fill*	AF	
Batwing Lens*	BW	
Flush Satin Lens (*individual units only)	FL	
Lumen Output		_____
275 Lumens per foot (LD1 & L11 only.)	275LF	
375 Lumens per foot (LD1 & L11 only.)	375LF	
625 Lumens per foot (3' minimum with LH1.)	625LF	
875 Lumens per foot	875LF	
1000 Lumens per foot	1000LF	
1125 Lumens per foot	1125LF	
1250 Lumens per foot	1250LF	
Color Temperature		_____
3000K, 80+ CRI	30K	
3500K, 80+ CRI	35K	
4000K, 80+ CRI	40K	
Circuits & Zones		_____
1 Circuit, non-emergency	1C	
Consult Ordering Guide on page 3 for multiple circuiting and zoning options	_C_Z_DL	
Voltage		**UNV**
120/277 UNV Volt	UNV	
Control System & Dimming Level		_____
0-10V - 10% Dimming	LD1	
0-10V - 1% Dimming	L11	
Lutron Hi-Lume EcoSystem (LDE1) - 1% Dimming (3' minimum length)	LH1	
Mounting		**SM**
Surface Mount	SM	
Factory Options (See page 4 for ordering details for DC, EC, EM & ECD.)		
Daylight Circuit	_DC	_____
Emergency Circuit	_EC	_____
Emergency Battery Pack†	_EM	_____
Emergency Control Device† †(4' minimum. 120/277 Volt only. EM or ECD not available at corners.)	_ECD	_____
Outdoor Rated (LD1 only. Not available with EM.)	OD	_____
Finish		**WH**
Matte White Housing	WH	
Luminaire Length		_____
Specify luminaire/row length in 1' increments (2' minimum length.)	X'	
Pattern Options (3' minimum length)		_____
'L' pattern	A' x B'	
'U' pattern	A' x B' x C'	
Rectangular pattern	A' x B'R	

Focal Point LLC reserves the right to change specifications for product improvement without notification.

fixture: project:

DETAILS



TW 4' PERFORMANCE CHART

Lumen Output	Nominal Lumens	Tested System Watts	LPW BW	LPW FL
275LF	1100	13.30	87.3	83.2
375LF	1500	17.34	90.8	86.5
625LF	2500	27.84	94.0	89.5
875LF	3500	37.22	98.9	94.2
1000LF	4000	42.39	99.2	94.4
1125LF	4500	50.27	93.9	89.4

Based on 2700K, 80CRI, 4' lengths. Lumen output may vary +/- 5%. Actual wattage may vary +/- 5%.

Lumen Multipliers

CRI	Multiplier
80+	1.00
90+	0.89

Wattage Multipliers

CCT	Multiplier
2700K	1.00
3000K	0.92
3500K	0.88
4000K	0.86
5000K	0.85
5700K	0.87
6500K	0.90

TW TUNABLE WHITE

Luminaire Series		**FSM4LWLS**
Seem 4 LED Wet Location	FSM4LWLS	
Shielding		
Batwing Lens (individual units only)	BW	
Flush Satin Lens	FL	
Lumen Output		
275 Lumens per foot (3' min. with D1TW. 4' min. with LT1.)	275LF	
375 Lumens per foot (3' min. with LT1)	375LF	
625 Lumens per foot	625LF	
875 Lumens per foot	875LF	
1000 Lumens per foot	1000LF	
1125 Lumens per foot	1125LF	
Color Temperature		
Tunable White: 2700-6500K, 80+ CRI	2765T	
Tunable White: 2700-6500K, 90+ CRI	92765T	
Circuits & Zones		
1 Circuit, non-emergency	1C	
Consult Ordering Guide on page 3 for multiple circuiting and zoning options	_C_Z_DL	
Voltage		**UNV**
120/277 UNV Volt	UNV	
Control System & Dimming Level		
Lutron T-Series - 1% Dimming	LT1	
DALI - 1% Dimming (DT6 control. Requires two addresses, one for intensity & one for CCT tuning. Consult factory for DT8.)	D1TW	
Mounting		**SM**
Surface Mount	SM	
Factory Options (See page 4 for ordering details for DC, EC, EM & ECD.)		
Daylight Circuit	_DC	
Emergency Circuit	_EC	
Emergency Battery Pack†	_EM	
Emergency Control Device† †(Consult factory)	_ECD	
Finish		**WH**
Matte White Housing	WH	
Luminaire Length		
Specify luminaire/row length in 1' increments (2' minimum length.)	X'	
Pattern Options (3' minimum length)		
'L' pattern	A' x B'	
'U' pattern	A' x B' x C'	
Rectangular pattern	A' x B'R	

Focal Point LLC reserves the right to change specifications for product improvement without notification.

SPECIFICATIONS

LED System

Proprietary linear LED module incorporates premium LEDs on a robust platform to achieve excellent thermal management. LEDs are placed to promote a uniform appearance. Available in 2700K, 3000K, 3500K or 4000K with CRI>80 or CRI>90, 3 SDCM or Tunable White (2700K-6500K), CRI>80, >90. LED modules and drivers are replaceable from below.

Construction

One piece extruded aluminum housing. Die cast aluminum end caps. 2' unit weight: 10 lbs., 3' unit weight: 14 lbs., 4' unit weight: 18 lbs., 5' unit weight: 22 lbs.

Optic

Reflectors fabricated of 22 Ga. steel finished in High Reflectance White powder coat. Extruded acrylic lens .085" thick with satin finish, up to 8' continuous.

Electrical

Luminaires are pre–wired with factory installed branch circuit wiring and over-molded quick connects. Standard 120-277V constant current driver includes 0-10V analog dimming.
Dimming range 100% to 10%. Power factor > .9.

Emergency

Output - 10 watts for 90 minutes. Maximum mounting height: 19.2ft.

Labels

UL and cUL Listed. Suitable for Dry, Damp or Wet Locations, indoor use only. Specify Outdoor rated (OD) for outdoor covered ceiling applications. Outdoor rating not available with Tunable White.

Finish

Polyester powder coat applied over a multi-stage pre–treatment. Canopy and cord white as standard.

Lumen Maintenance

Reported:	L70 > 61,000 hours	Calculated:	L70 at > 480,000 hours
	L90 > 61,000 hours		L90 at > 128,000 hours

(Derived from EPA TM-21 calculator. Based on typical conditions, consult factory for additional data.)

Reliability

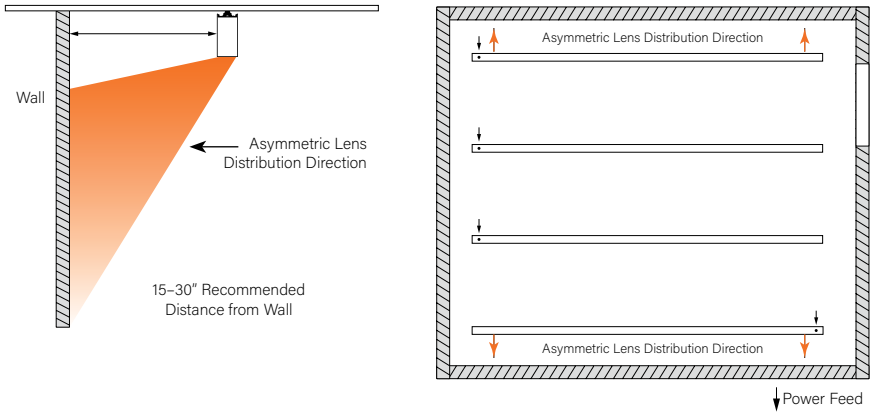
At Focal Point, our products are designed to stand the test of time. Each luminaire is engineered using superior components, manufactured with the utmost care and rigorously tested. Contact us for reliability data.

Warranty

LED System rated for operation in ambient environments up to 25°C. 5-year limited warranty.Fixture with Outdoor rated (OD) option must be installed in a covered ceiling and is warrantied for operation in ambient environments between -20˚C to +40˚C.

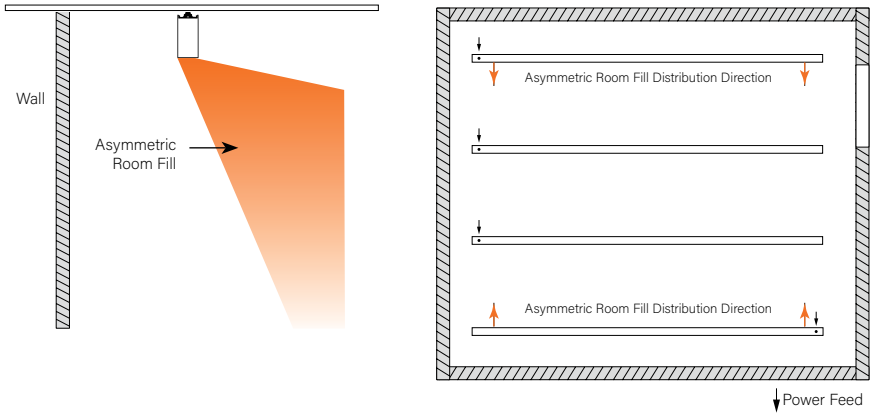
DIRECT ASYMMETRIC

Standard Application Example



DIRECT ASYMMETRIC ROOM FILL

Standard Application Example



Ordering Guide

Linear Circuitry, Zones & Factory Options

FOCAL POINT®

HOW TO USE THIS GUIDE

Fill out the worksheet on the following page to specify your requirements for circuitry, zones, and factory options.

Refer to the run chart for standard run configurations, consult factory for custom configurations.

Complete the Totals / Ordering Codes at the bottom of the worksheet and add to your ordering logic on the cut sheet.

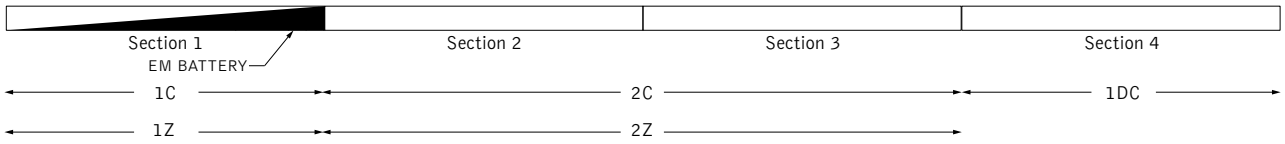
Submit the worksheet along with your order.

TOTAL RUN LENGTH: 32ft **JOB NAME:** _____ **FIXTURE TYPE:** _____

EXAMPLE

HOUSING SECTION	SECTION LENGTH	SHARED ELECTRICAL FEED, NORMAL POWER			FACTORY OPTIONS			
					SEPARATE ELECTRICAL FEEDS			EM
		SWITCHING CIRCUIT	DIMMING ZONE	DAYLIGHT ZONE	DAYLIGHT CIRCUIT	EMERGENCY CIRCUIT	ECD	
1	8	1C	1Z					1EM
2	8	2C	2Z					
3	8	2C	2Z					
4	8				1DC			
Totals / Ordering Codes		**2C**	**2Z**		**1DC**			**1EM**

ORDERING: FSM4L-FL-625LF-35K- **2C2Z** -UNV-LD1-G2- **1DC-1EM** -WH-32ft



KEY	
C = Switching Circuit Switched Hot / Shared Neutral	**DC = Daylight Circuit** Switched Hot / Separate Neutral
Z = Dimming Zone Dimming Control Wires	**EC = Emergency Circuit** Switched Hot / Separate Neutral
DL = Daylight Zone Daylight Dimming Control Wires	**EM = Emergency Battery** Unswitched Hot / Shared Neutral
	ECD = Emergency Control Device Unswitched Hot / Separate Neutral

DEFAULTS

- Zones and Factory Options illuminate entire sections from 4' to 8' in length.
- One shared or isolated circuit and zone required per housing section.
- Limit of one EM or ECD per housing section.
- Additional electrical feed required for applications greater than three shared circuits and zones.
- Each DC, EC and ECD require an additional electrical feed.
- ECD not available in the same housing section as EC.
- Longer lead times and additional pricing may apply for custom run configurations.

CUSTOM LENGTHS

- If partial illumination of emergency or daylight section is required, indicate in ordering guide and add "partial illumination" in Order Notes. Drawing required.
- Engineering validation required, longer lead times may apply.

Ordering Guide Worksheet

Linear Circuitry, Zones & Factory Options

FOCAL POINT®

WORKSHEET

TOTAL RUN LENGTH: _____ **JOB NAME:** _____ **FIXTURE TYPE:** _____

HOUSING SECTION	SECTION LENGTH	SHARED ELECTRICAL FEED, NORMAL POWER			FACTORY OPTIONS			
					SEPARATE ELECTRICAL FEEDS			EM
		SWITCHING CIRCUIT	DIMMING ZONE	DAYLIGHT ZONE	DAYLIGHT CIRCUIT	EMERGENCY CIRCUIT	ECD	
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
Totals / Ordering Codes								

Combine to create Circuits & Zones ordering code

Enter as individual Factory Options

RUN CHART

Run length (ft)	Housing Configuration Section Lengths
9	5 + 4
10	6 + 4
11	7 + 4
12	8 + 4
13	8 + 5
14	8 + 6
15	8 + 7
16	8 + 8
17	8 + 5 + 4
18	8 + 6 + 4
19	8 + 7 + 4
20	8 + 8 + 4

Run length (ft)	Housing Configuration Section Lengths
21	8 + 8 + 5
22	8 + 8 + 6
23	8 + 8 + 7
24	8 + 8 + 8
25	8 + 8 + 5 + 4
26	8 + 8 + 6 + 4
27	8 + 8 + 7 + 4
28	8 + 8 + 8 + 4
29	8 + 8 + 8 + 5
30	8 + 8 + 8 + 6
31	8 + 8 + 8 + 7
32	8 + 8 + 8 + 8

Run length (ft)	Housing Configuration Section Lengths
33	8 + 8 + 8 + 5 + 4
34	8 + 8 + 8 + 6 + 4
35	8 + 8 + 8 + 7 + 4
36	8 + 8 + 8 + 8 + 4
37	8 + 8 + 8 + 8 + 5
38	8 + 8 + 8 + 8 + 6
39	8 + 8 + 8 + 8 + 7
40	8 + 8 + 8 + 8 + 8
41	8 + 8 + 8 + 8 + 5 + 4
42	8 + 8 + 8 + 8 + 6 + 4
43	8 + 8 + 8 + 8 + 7 + 4
44	8 + 8 + 8 + 8 + 8 + 4

Run length (ft)	Housing Configuration Section Lengths
45	8 + 8 + 8 + 8 + 8 + 8 + 5
46	8 + 8 + 8 + 8 + 8 + 8 + 6
47	8 + 8 + 8 + 8 + 8 + 8 + 7
48	8 + 8 + 8 + 8 + 8 + 8 + 8

Standard run configurations, consult factory for custom configurations.

BEACON
design . performance . technology

Ratio Flood

COMPACT

DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

RATIO

RFL2 RFL3

FEATURES

- Compact LED flood with a variety of NEMA distributions for lighting applications such as: safety/security, accent, flag pole, columns or signs
- Part of the Ratio flood series, this luminaire was designed in cohesion with the site/area products to provide a sleek and timeless look
- Features a dense optical array, providing reduced pixelation and increased visual comfort without compromising performance

IP66 DLC LISTED DLC LISTED PREMIUM BUY AMERICAN SOLUTIONS

See Certification Specifications

SPECIFICATIONS

CONSTRUCTION

- Corrosion resistant, rugged die-cast aluminum housing with powder coat paint finish
- High impact UV stabilized acrylic outer lens protects LEDs and allows for cleaning and debris removal
- Internal venting fins create optimal heat dissipation and allow all water to drain from the face of the luminaire
- Lens hardware is internal to the fixture allowing for uniform pressure on the gasket for an optimal water tight seal

OPTICS

- 44 or 90 midpower LEDs
- Stock Versions: 4000K and 5000K CCT
- Variety of NEMA distributions: - N (2x2), M (4x4) and W (6x6) - Stock version Wide (6x6) only
- Entire optical aperture illuminates to create a larger luminous surface area resulting in a low glare appearance without sacrificing optical performance

INSTALLATION

- Traditional ½" x 14 NPS threaded adjustable knuckle mounting
- Easy maintenance access to electrical components with removal of 4 screws from back of fixture housing
- Trunnion mount available (sold separately)

ELECTRICAL

- 120–277V operation, 50/60Hz
- Driver IP66 and RoHS compliant driver
- 10kV surge protector optional
- 0–10V dimming driver standard, continuous dimming option to have leads pulled out for easy connection
- Drivers have 90% power factor and less than 20% THD
- LED drivers have output power over-voltage, over-current protection and short circuit protection with auto recovery
- Dimming drivers are standard, but must contact factory to request wiring leads for purpose of external dimming controls

CERTIFICATIONS

- Fixture is IP66 rated
- Listed to UL1598 for use in wet locations
- This product qualifies as a "designated country construction material" per FAR 52.225-11 Buy American-Construction Materials under Trade Agreements effective 04/23/2020. See Buy American Solutions

WARRANTY

- 5 year limited warranty
- See HLI Standard Warranty for additional information

KEY DATA	
Lumen Range	3245–6823
Wattage Range	26–52
Efficacy Range (LPW)	126–142
Weights lbs. (kg)	3.7–5.5 (6.12–10.8)

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Ratio Flood
COMPACT

DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

STOCK ORDERING INFORMATION

Catalog Number	Mounting	Distribution	Wattage	Voltage	CCT	Lumens	LPW	Weight lbs. (KG)	Finish
RFL2-25-4K	Knuckle	Wide	26	120–277V	4000K	3327	127	3.7 (1.68)	Bronze
RFL2-25-5K	Knuckle	Wide	26	120–277V	5000K	3245	124	3.7 (1.68)	Bronze
RFL2-25-4K-PC	Knuckle	Wide	26	120–277V	4000K	3327	127	3.7 (1.68)	Bronze
RFL2-25-5K-PC	Knuckle	Wide	26	120–277V	5000K	3245	124	3.7 (1.68)	Bronze
RFL3-40-4K	Knuckle	Wide	34	120–277V	4000K	4551	134	5.5 (2.50)	Bronze
RFL3-40-5K	Knuckle	Wide	34	120–277V	5000K	4439	131	5.5 (2.50)	Bronze
RFL3-40-4K-PC	Knuckle	Wide	34	120–277V	4000K	4551	134	5.5 (2.50)	Bronze
RFL3-40-5K-PC	Knuckle	Wide	34	120–277V	5000K	4439	131	5.5 (2.50)	Bronze
RFL3-50-4K	Knuckle	Wide	52	120–277V	4000K	6823	131	5.5 (2.50)	Bronze
RFL3-50-5K	Knuckle	Wide	52	120–277V	5000K	6654	128	5.5 (2.50)	Bronze
RFL3-50-4K-PC	Knuckle	Wide	52	120–277V	4000K	6823	131	5.5 (2.50)	Bronze
RFL3-50-5K-PC	Knuckle	Wide	52	120–277V	5000K	6654	128	5.5 (2.50)	Bronze

ORDERING GUIDE

Example: RFL2–44L-25–4K7–M–UNV–K–DBT–CD–SP

CATALOG #

Model	Nominal Lumens	CCT/CRI	Distribution	Voltage	Mounting	Color
RFL2 Ratio Flood Size 2	**44L–25** 44 LED–3000lm	**3K7** 3000K, 70 CRI	**N** Narrow, 2x2	**UNV** Universal 120–277	**K** Knuckle	**BLT** Black Matte Textured
RFL3 Ratio Flood Size 3	**90L–40** 90 LED–5000lm	**4K7** 4000K, 70 CRI	**M** Medium Flood, 4x4			**BLS** Black Gloss Smooth
	90L–50 90 LED–7000lm	**5K7** 5000K, 70 CRI	**W** Wide Flood, 6x6			**DBT** Dark Bronze Matte Textured
						DBS Dark Brone Gloss Smooth
						GTT Graphite Matte Textured
						LGS Light Grey Gloss Smooth
						PSS Platinum Silver Smooth
						WHT White Matte Textured
						WHS White Gloss Smooth
						VGT Verde Green Textured
						Color Option
						CC Custom Color

Control Options	Options
CD Continuous Dimmable	**SP**[1] Surge Protector, 10kA Surge Protector
PC[1] Button Photcontrol	

1 SP and PC cannot be in the same fixture due to space constraints

ACCESSORIES AND REPLACEMENT PARTS (ORDERED SEPARATELY)

	Catalog Number	Description
☐	**TRN–XX**[1]	Trunnion adapter for ½" threaded knuckle mount

1 Specify finish color to match fixture, e.g. DBT - Dark Bronze Matte

TRN-XX

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DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

Ratio Flood

COMPACT

PERFORMANCE DATA

					5K (5000K nominal, 70 CRI)			4K (4000K nominal, 70 CRI)			3K (3000K nominal, 70 CRI)		
Series	Nominal Watts	Dist. Type	NEMA	Field Angle H^0 X V^0	Lumens	LPW[1]	Max Beam Candlepower	Lumens	LPW[1]	Max Beam Candlepower	Lumens	LPW[1]	Max Beam Candlepower
RFL2	25	N	2 x 2	20 x 20	3308	129	56009	3391	132	57425	3285	128	55632
		M	4 x 4	57 x 57	3124	121	7180	3203	124	7588	3103	120	7426
		W	6 x 6	105 x 105	3245	124	1848	3327	127	1895	3223	123	1836
RFL3	40	N	2 x 2	20 x 20	4525	136	76622	4639	139	69924	4494	135	76107
		M	4 x 4	57 x 57	4273	127	10228	4382	130	10486	4245	126	10159
		W	6 x 6	105 x 105	4439	131	2528	4551	134	2592	4409	130	2511
	50	N	2 x 2	20 x 20	6784	133	114868	6956	136	117772	6739	132	114095
		M	4 x 4	57 x 57	6408	125	17055	6569	128	17486	6364	124	16940
		W	6 x 6	105 x 105	6654	128	3791	6823	131	3886	6610	127	3765

1 Lumen values are from photometric tests performed in accordance with IESNA LM–79–08. Data is considered to be representative of the configurations shown. Actual performance may differ as a result of end-user environment and application.

ELECTRICAL DATA

# LEDS	Nominal Wattage	Input Voltage	Oper. Current (Amps)	System Power (W)
RFL2	25	120	0.22	26.0
		208	0.13	
		240	0.11	
		277	0.09	
RFL3	40	120	0.28	33.8
		208	0.16	
		240	0.14	
		277	0.12	
	50	120	0.43	51.7
		208	0.25	
		240	0.22	
		277	0.19	

PROJECTED LUMEN MAINTENANCE

Ambient Temperature	OPERATING HOURS					
	0	25,000	50,000	TM–21–11 60,000[1]	100,000	Calculated L70 (Hours)
25°C / 77°C	1.00	0.96	0.94	0.91	0.83	> 191,000
40°C / 104°F	0.99	0.95	0.93	0.93	0.81	> 173,000

LUMINAIRE AMBIENT TEMPERATURE FACTOR (LATF)

Ambient Temperature		Lumen Multiplier
0˚ C	32˚ F	1.03
10˚ C	50˚ F	1.01
20˚ C	68˚ F	1.00
25˚ C	77˚ F	1.00
30˚ C	86˚ F	0.99
40˚ C	104˚ F	0.98
50˚ C	122˚ F	0.97

Use these factors to determine relative lumen output for average ambient temperatures from 0–40°C (32–104°F)

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Ratio Flood
COMPACT

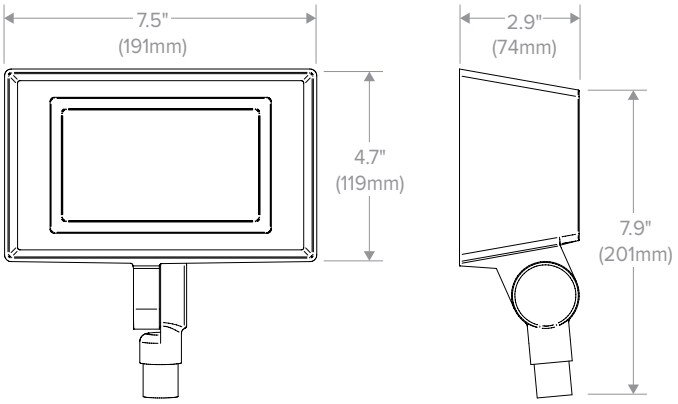
DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

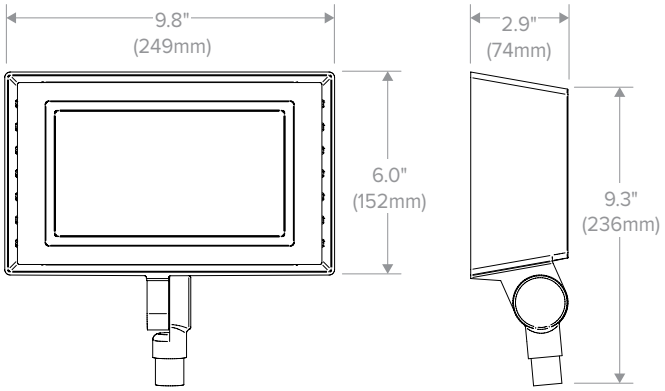
DIMENSIONS

RFL2



RFL2 EPA(Front/Side)
0.34ft² / 0.17ft²

RFL3



RFL3 EPA(Front/Side)
0.97ft² / 0.20ft²

ADDITIONAL INFORMATION

SHIPPING INFORMATION

Catalog Number	G.W (kg)/CTN	Carton Dimensions		
		Length Inch (cm)	Width Inch (cm)	Height Inch (cm)
RFL2	3.7lbs (1.68kg)	20.7 (52.7)	15.1 (38.4)	6.9 (17.6)
RFL3	5.5lbs (2.50kg)	25 (63.5)	15.1 (38.4)	6.9 (17.6)

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GEOPAK SERIES SIZE 2 LED

Architectural Wallpack

TRP2/RDI2 Low Glare **NEW**

Cat.#

Job

Type

HUBBELL Outdoor Lighting

Approvals

SPECIFICATIONS

Applications:
Medium sized architectural wallpacks in two stylish shapes accentuate building architecture and provide excellent illumination and uniformity

Construction:
- Die-cast aluminum housing and door
- Seven powder coat standard finishes, plus custom color options

LED/Optics:
- Precision crafted optics and reflectors provide up to 150 LPW and zero pixelation over the lens for maximum visual comfort
- Wide Throw and Forward Throw distributions available
- 3000K - 70 CRI, 4000K - 70 CRI, and 5000K - 70 CRI, CCT nominal

Electrical:
- Optional Dual Drivers & Dual Power Feeds for 50 and 70 watt versions
- 120-277, 347 and 480 voltage, 50/60Hz
- Power factor ≥ 90%
- THD (Total Harmonic Distortion) <20%
- Ambient operating temperature -40°C to 40°C

Installation/Mounting:
- Quick-mount adapter with gasket seal provides easy installation to wall or to recessed junction box (4" square junction box). Fixture attaches by two Allen-head hidden fasteners for tamper resistance.
- Black box accessory available for surface conduit application

Options/Controls:
- Drivers are 0-10V dimming standard
- Universal button photocontrol for dusk to dawn energy savings
- Occupancy sensor options available for complete on/off and dimming control

Secondary Distribution:
- Optional secondary distributions provide approximately 5% uplight for lighting building facades and/or providing direct/indirect lighting for under canopy applications
- Available in three distribution including Wall Graze, Spot/Column and Canopy

Listings:
- IP65 rated housing
- DesignLights Consortium® (DLC) qualified. Please refer to the DLC website for specific product qualifications at www.designlights.org
- Zero uplight (U0), dark sky, neighbor friendly (excludes uplight versions)
- Drivers IP66 and RoHS compliant

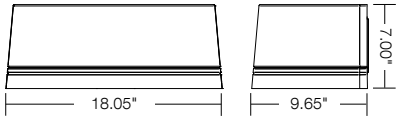
Warranty:
For more information visit:
http://www.hubbelloutdoor.com/resources warranty/

PRODUCT IMAGE(S)

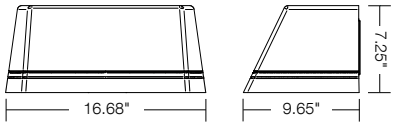
Trapezoid

Radius

DIMENSIONS



RDI2
Weight:
16 lbs (7.3 kg)



TRP2
Weight:
16 lbs (7.3 kg)

CERTIFICATIONS/LISTINGS

*3000K and warmer CCTs only

SHIPPING INFORMATION

Catalog Number	G.W(kg)/ CTN	Carton Dimensions		
		Length Inch (cm)	Width Inch (cm)	Height Inch (cm)
RDI2	18 (8.2)	20.5 (52)	9.5 (24)	12 (30)
TRP2	16 (7.3)	18.5 (47)	9.5 (24)	11.5 (29)

ORDERING INFORMATION

ORDERING EXAMPLE: TRP2-D-30-3K7-FT-UNV-UG-GT-PC

[ ] - [ ] - [ ] - [ ] - [ ] - [ ] - [ ] - [ ] - [ ]

FAMILY
- **TRP2** Trapezoid
- **RDI2** Radius

LEDS - WATTAGE
- **D-20** 20w Low Glare Diffuse
- **D-30** 30w Low Glare Diffuse
- **D-50** 50w Low Glare Diffuse
- **D-70** 70w Low Glare Diffuse

CCT
- **3K7** 3000K, 70CRI
- **4K7** 4000K, 70CRI
- **5K7** 5000K, 70CRI

DISTRIBUTION
- **FT** Forward Throw Diffused
- **WT** Wide Throw Diffused

VOLTAGE
- **UNV** 120-277V
- **120** 120V
- **208** 208V
- **240** 240V
- **277** 277V
- **UHV**[1] 347/480V
- **347**[1] 347V
- **480**[1] 480V

FINISH
- **BL** Black Textured
- **DB** Dark Bronze Textured
- **GT** Graphite Textured
- **GYS** Light Gray Smooth
- **PS** Platinum Silver Smooth
- **WH** White Textured
- **CC** Custom Color

SECONDARY DISTRIBUTION
- **BLANK** Downlight Only
- **UG**[2] Uplight Wall Graze
- **UC**[2] Uplight Canopy
- **US**[2] Uplight Spot/Column

CONTROL OPTIONS
- **PC** Button Photocontrol
- **SCP**[4,5] Programmable occupancy sensor, factory default is 10% light output
- **SCO**[4] Sensor Control, On/Off

SPEC SCP/SCO MOUNT HEIGHT
- **-8F** Up to 8ft mount height
- **-20F** Up to 20ft mount height

OPTIONS
- **SF**[3] Single Fuse & Fuse Holder
- **DF**[3] Double Fuse & Fuse Holder
- **2DR**[6] Dual Drivers
- **2PF**[6] Dual Power Feeds

[1] 70 watt version only, not available with PC, SCP or SCO sensors
[2] Not available with SF, DF, 2DR or 2PF electrical options
[3] Must specify voltage
[4] PCU option not applicable, included in sensor
[5] Must order minimum of one remote control to program dimming settings, 0-10V fully adjustable dimming with automatic daylight calibration and different time delay settings
[6] Not available with 20w, 30w or uplight versions

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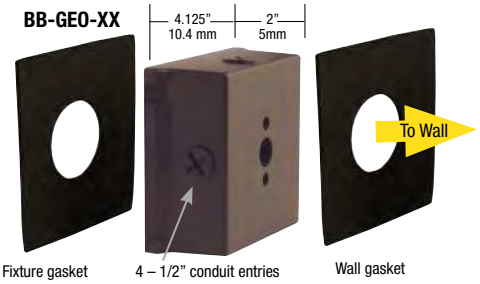
ACCESSORIES - Order separately

Catalog Number	Description
SCP-REMOTE*	Remote control for SCP option. Order at least one per project to program and control dimming settings
BB-GEO-XX	Black box with 4 - 1/2" threaded conduit holes, specify finish by replacing "XX" with finish selection, eg. Dark Bronze "DB"

* Must order minimum of one remote control to program dimming settings, 0-10V fully adjustable dimming with automatic daylight calibration and different time delay settings.
** When ordering with SiteSync, one of the following interface options must be chosen an ordered separately. Each option contains the SiteSync License, GUI and Bridge Node.
\+ If needed, an additional Bridge Node can be ordered.

BB-GEO-XX – Mounted to luminaire



INPUT POWER CONSUMPTION

# OF LEDS	VERSION	INPUT VOLTAGE (V)	CURRENT (Amps)	SYSTEM POWER (w)
180	Downlight Only	120	0.18	21
		277	0.08	21
		120	0.28	33
		277	0.12	33
		120	0.41	49
		277	0.18	49
		120	0.52	62
		277	0.22	62
		347	0.18	62
		480	0.13	62
	With Uplight	120	0.18	22
		277	0.08	22
		120	0.29	35
		277	0.13	35
		120	0.43	52
		277	0.19	52
		120	0.55	66
		277	0.24	66
		347	0.19	66
		480	0.14	66

PERFORMANCE DATA - LOW GLARE

				5K (5000K nominal, 70 CRI)					4K (4000K nominal, 70 CRI)					3K (3000K nominal, 70 CRI)				
SECONDARY DISTRIBUTION	NOMINAL WATTS	SYSTEM WATTS	MAIN DISTR. TYPE	LUMENS	LPW	B	U	G	LUMENS	LPW	B	U	G	LUMENS	LPW	B	U	G
None	D-20	21.0	FT	3,082	147	1	0	1	3,067	146	1	0	1	2,883	137	1	0	1
			WT	3,195	152	1	0	0	3,179	151	1	0	0	2,988	142	1	0	0
	D-30	33.4	FT	4,995	150	1	0	1	4,970	149	1	0	1	4,672	140	1	0	1
			WT	5,178	155	1	0	1	5,152	154	1	0	1	4,843	145	1	0	1
	D-50	48.7	FT	7,094	146	1	0	1	7,058	145	1	0	1	6,635	136	1	0	1
			WT	7,353	151	1	0	1	7,316	150	1	0	1	6,877	141	1	0	1
	D-70	61.8	FT	8,669	140	1	0	1	8,626	140	1	0	1	8,108	131	1	0	1
			WT	8,986	145	1	0	1	8,941	145	1	0	1	8,405	136	1	0	1
UC (Canopy)	D-20	22.3	FT	2,991	134	1	3	1	2,976	133	1	3	1	2,798	125	1	3	1
			WT	3,325	149	1	3	0	3,309	148	1	3	0	3,110	139	1	3	0
	D-30	35.5	FT	4,847	137	1	3	1	4,823	136	1	3	1	4,534	128	1	3	1
			WT	5,389	152	1	3	1	5,362	151	1	3	1	5,040	142	1	3	1
	D-50	51.7	FT	6,884	133	1	3	1	6,850	132	1	3	1	6,439	125	1	3	1
			WT	7,653	148	1	3	1	7,615	147	1	3	1	7,158	138	1	3	1
	D-70	65.7	FT	8,413	128	1	3	1	8,371	127	1	3	1	7,869	120	1	3	1
			WT	9,353	142	1	3	1	9,306	142	1	3	1	8,748	133	1	3	1
UG (Wall Graze)	D-20	22.3	FT	2,966	133	1	3	1	2,952	132	1	3	1	2,774	124	1	3	1
			WT	3,302	148	1	3	0	3,286	147	1	3	0	3,089	139	1	3	0
	D-30	35.5	FT	4,808	135	1	3	1	4,784	135	1	3	1	4,497	127	1	3	1
			WT	5,352	151	1	3	1	5,325	150	1	3	1	5,006	141	1	3	1
	D-50	51.7	FT	6,827	132	1	3	1	6,793	131	1	3	1	6,386	124	1	3	1
			WT	7,600	147	1	3	1	7,562	146	1	3	1	7,109	137	1	3	1
	D-70	65.7	FT	8,344	127	1	3	1	8,302	126	1	3	1	7,804	119	1	3	1
			WT	9,288	141	1	3	1	9,242	141	1	3	1	8,687	132	1	3	1
US (Spot/ Column)	D-20	22.3	FT	3,156	142	1	3	1	3,140	141	1	3	1	2,952	132	1	3	1
			WT	3,316	149	1	3	0	3,300	148	1	3	0	3,102	139	1	3	0
	D-30	35.5	FT	5,114	144	1	3	1	5,089	143	1	3	1	4,784	135	1	3	1
			WT	5,375	151	1	3	1	5,348	151	1	3	1	5,027	142	1	3	1
	D-50	51.7	FT	7,263	140	1	3	1	7,227	140	1	3	1	6,793	131	1	3	1
			WT	7,633	148	1	3	1	7,595	147	1	3	1	7,140	138	1	3	1
	D-70	65.7	FT	8,876	135	1	3	1	8,832	134	1	3	1	8,302	126	1	3	1
			WT	9,328	142	1	3	1	9,282	141	1	3	1	8,725	133	1	3	1

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LOW - GLARE

Designed for optimal visual comfort and maximum performance, the low glare versions provide excellent illumination and uniformity with zero LED pixelation.

UPLIGHT

Optional uplight distributions provide accent lighting for columns, canopies or building facades

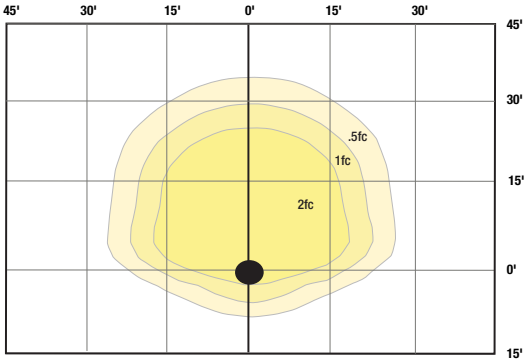
The wall graze also creates a 50/50 appearance on the wall while still providing general illumination on the ground

CONTROL OPTIONS

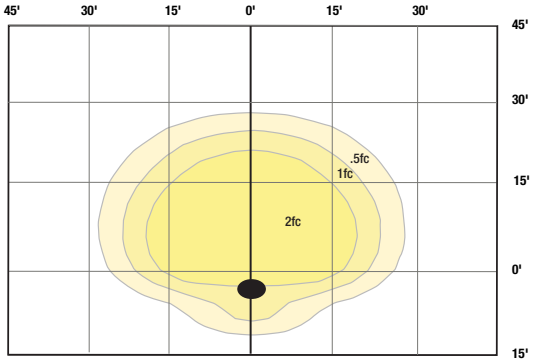
Programmable occupancy sensor offers greater control and energy savings with adjustable delay and dimming levels (Factory default is 10%).

PHOTOMETRICS

Mounting Height 15ft



FORWARD THROW



WIDE THROW

UPLIGHT GRAZE

UPLIGHT SPOT/COLUMN

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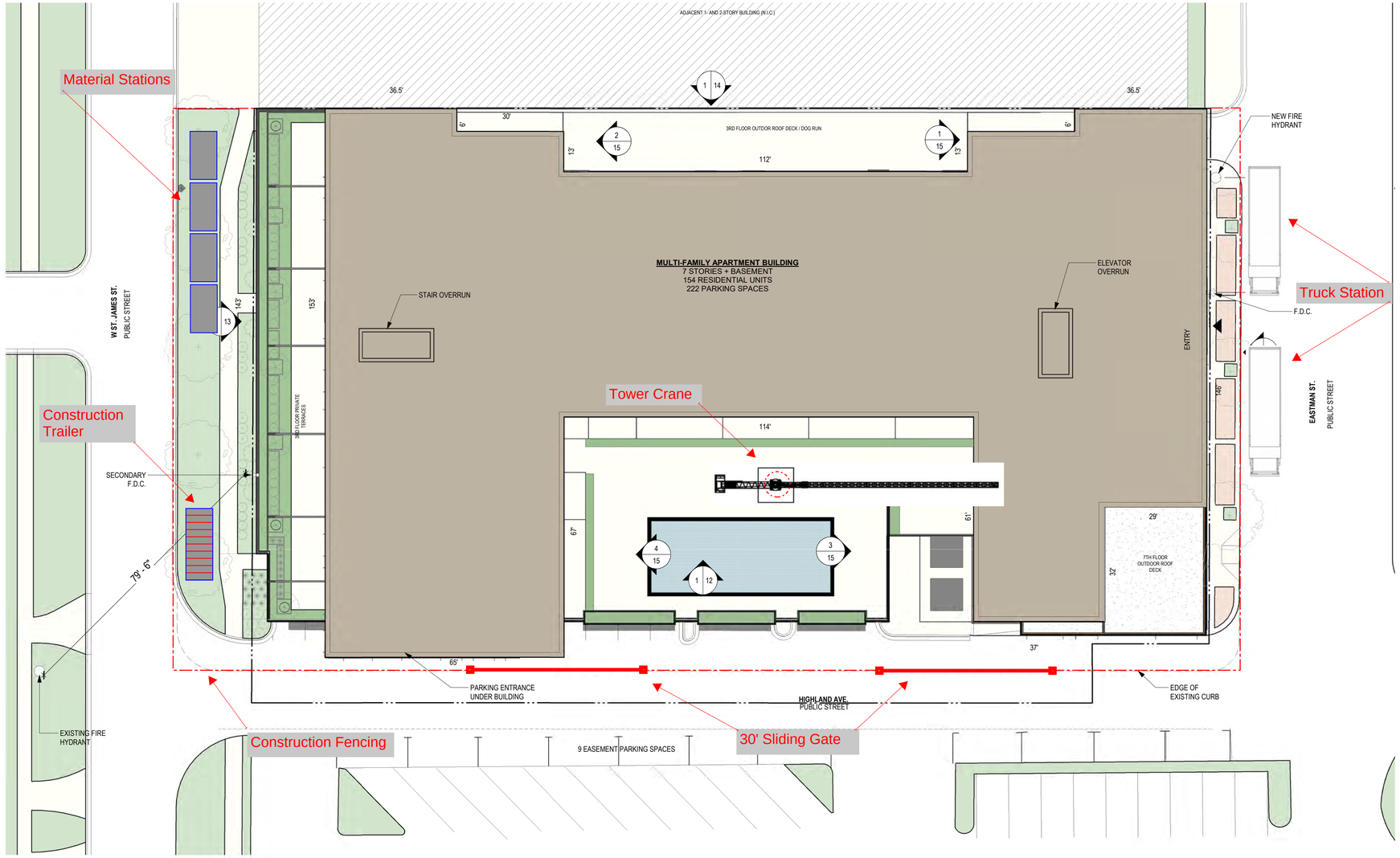
EXHIBIT I

CONSTRUCTION STAGING PLAN



1/02 SITE PLAN
SCALE: 1/16" = 1'-0"

ZONING SUMMARY

PROPOSED ZONING DISTRICT:	**B-5**	
ZONING DESCRIPTION:		
SITE AREA:	**43,584 SF**	
	ORDINANCE REQUIREMENT	**PROPOSED**
FAR	N/A	
AREA / DWELLING UNIT: 1 Bedroom 2 Bedroom	300 sf lot area / DU 400 sf lot area / DU	
FRONT YARD Adjacent Residential Minimum:5 FT. Adjacent Other Minimum: N/A	0'-0"	0'-0"
SIDE YARD (NEXT TO R-ZONE) Adjacent Residential Minimum: Setback of adjacent residential district. Adjacent Other Minimum: 5ft. if abutting street or alley	0'-0"	0'-0"
REAR YARD (NEXT TO R-ZONE) Adjacent Residential Minimum: 25 ft or 20% of lot depth, whichever is less. Adjacent Other Minimum: N/A	0'-0"	0'-0"
HEIGHT (W/ GROUND FLOOR RETAIL)	90'-0"	84'-0"
PARKING STUDIO & 1 BEDROOM UNITS 2-BR UNIT LOADING	1 space / unit 1.25 space / unit (1) 10'x35'x14'H	
TOTAL RESIDENTIAL PARKING SPACES	154	
RESTAURANT	1 space / 200sf seating 7 req'd spaces	
TOTAL:	161	224

DEVELOPMENT SUMMARY

BUILDING AREA

	GROSS	NET (RESIDENTIAL)	PARKING
TOTAL:			
LEVEL LL:	6,321	--	
LEVEL 01:	32,736	--	26,475
LEVEL 02:	36,930	5,118	29,870
LEVEL 03:	26,422	19,234	
LEVEL 04:	26,422	23,264	
LEVEL 05:	26,422	23,264	
LEVEL 06:	26,422	23,264	
LEVEL 07:	25,352	19,908	
TOTAL:	**207,027**	**114,052**	**56,345**

PARKING

	RESIDENTIAL	COMMERCIAL	TOTAL
LOWER LEVEL	39	0	39
LEVEL 01	67	4 + 19 PUBLIC SPACES	90
LEVEL 02	77 (+ 18 TANDEM)		95
TOTAL PROVIDED:	201	23	224
TOTAL REQ'D	154	7	161

BIKE PARKING

	RESIDENTIAL	COMMERCIAL	TOTAL
LEVEL 01	15	0	15
TOTAL PROVIDED	15	0	15
TOTAL REQ'D	15	0	15

UNIT MATRIX

	STUDIO	1-BED	1-B+DEN	2-BED	TOTALS
LEVEL 2	1	5	1	--	7
LEVEL 3	6	14	6	1	27
LEVEL 4	4	15	7	4	30
LEVEL 5	4	15	7	4	30
LEVEL 6	4	15	7	4	30
LEVEL 7	3	13	8	2	26
TOTALS	22	77	36	15	150

AVERAGE UNIT SIZE

STUDIO	505 SQ. FT.
1-BED	753 SQ. FT.
2-BED	1063 SQ. FT.

OKW Architects
OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

N

PROJECT

SCALE: 1/16" = 1' 0"
0' 4' 8' 16' 32'

COMPASSPOINT
DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
04/17/2023 Project #: 22008

EXHIBIT J

PARKWAY RESTORATION MAP

Exhibit J – Parkway Restoration Area

Parkway to be restored in this area

EXHIBIT K

UNCONDITIONAL AGREEMENT AND CONSENT

TO: The Village of Arlington Heights, Illinois (*"Village"*):

WHEREAS, MYLO Residential Arlington Heights Property LLC (*"Applicant"*) is the owner of record of that certain property located in the B-5 Downtown District (*"B-5 District"*), commonly known as 116-120 W. Eastman Street (*"Property"*); and

WHEREAS, the Applicant desires to construct a 135-unit multi-family development on the Property with space for a restaurant or other commercial use (*"Proposed Development"*); and

WHEREAS, Ordinance No. 2023-_____, adopted by the Village President and Board of Trustees on _____, 2023 (*"Ordinance"*), approves a planned use development and grants variations for the Proposed Development; and

WHEREAS, Section 10 of the Ordinance provides, among other things, that the Ordinance will be of no force or effect unless and until the Applicant files, within 30 days following the passage of the Ordinance, their unconditional agreement and consent to accept and abide by each and all of the terms, conditions, and limitations set forth in the Ordinance;

NOW, THEREFORE, the Applicant does hereby agree and covenant as follows:

1. The Applicant hereby unconditionally agrees to, accepts, consents to, and will abide by, each and all of the terms, conditions, limitations, restrictions, and provisions of the Ordinance.

2. The Applicant acknowledges that public notices and hearings have been properly given and held with respect to the adoption of the Ordinance, has considered the possibility of the revocation provided for in the Ordinance, and agrees not to challenge any such revocation on the grounds of any procedural infirmity or a denial of any procedural right.

3. The Applicant acknowledges and agrees that the Village is not and will not be, in any way, liable for any damages or injuries that may be sustained as a result of the Village's granting of the planned development permit and the variations for the Property or its adoption of the Ordinance, and that the Village's approvals do not, and will not, in any way, be deemed to insure the Applicant against damage or injury of any kind and at any time.

4. The Applicant hereby agrees to hold harmless and indemnify the Village, the Village's corporate authorities, and all Village elected and appointed officials, officers, employees, agents, representatives, and attorneys, from any and all claims that may, at any time, be asserted against any of such parties in connection with the Village's adoption of the Ordinance granting the planned development permit and the variations for the Property.

[SIGNATURES ON FOLLOWING PAGE]

Dated: _____, 2023

ATTEST:	MYLO RESIDENTIAL ARLINGTON HEIGHTS PROPERTY LLC
By: _____	By: _____
Its: _____	Its: _____

Village Board
12/18/2023

Item: Resolution approving an agreement with Municipal GIS Partners, Inc., for GIS support services

Department: ISD

Since 2017, the Village of Arlington Heights has been a member of the GIS Consortium ("Consortium"), a 42-member organization comprised of municipalities in northeastern Illinois, of which Consortium members share the cost of establishing a regional Geographic Information Systems program "Program". On behalf of its members, the Consortium has selected Municipal GIS Partners, Inc. ("MGP"), for the provision of services related to the Program and therefore the Village and MGP desire to enter into a Contract for GIS Support Services for the period beginning January 1, 2024, through December 31, 2024 ("Contract"). MGP continues to meet staff expectations and is a reliable and innovative GIS service provider. It is necessary that each Consortium member enter into an annual agreement with MGP in order to maintain their standing as a Consortium member.

Staff recommends approval of a one-year renewal of the Service Provider Contract and Statement of Work. Funds in the amount of $230,044.32 are available and budgeted.

The one-year term renewal and the calendar year project utilization/service rate adjustments and modifications to the Contract are set forth in the attached.

RECOMMENDATION
It is recommended a Resolution approving an agreement with Municipal GIS Partners, Inc., for GIS support services be approved and that the Village Manager be authorized to execute related documents.

ATTACHMENTS:

Description	Type
Resolution approving agreement with Municipal GIS Partners 2024	Resolution
MGP Master Arlington HeightsIL 2024 V01 Agreement	Agreement
MGP Master Arlington Heights Statement of Work 2024	Agreement

MGP Master Arlington HeightsIL 2024 Insurance Agreement

VILLAGE OF ARLINGTON HEIGHTS

RESOLUTION NO. _____

A RESOLUTION APPROVING AN AGREEMENT WITH
MUNICIPAL GIS PARTNERS, INC., FOR GIS SUPPORT SERVICES

WHEREAS, the Village is a member of the GIS Consortium (*"Consortium"*), an organization comprised of municipalities in northeastern Illinois, which Consortium shares the cost of establishing a regional Geographic Information Systems program (*"Program"*); and

WHEREAS, on behalf of its members, the Consortium has selected Municipal GIS Partners, Inc. (*"MGP"*), for the provision of services related to the Program; and

WHEREAS, the Village and MGP desire to enter into a new agreement for GIS Support Services for the one-year period beginning January 1, 2024 (*"Agreement"*); and

WHEREAS, the Village President and Board of Trustees have determined that approving the Agreement will serve and be in the best interest of the Village;

NOW, THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF ARLINGTON HEIGHTS, COOK COUNTY, ILLINOIS, as follows:

SECTION 1. RECITALS. The facts and statements contained in the preamble to this Resolution are found to be true and correct and are hereby adopted as part of this Resolution.

SECTION 2. APPROVAL OF AGREEMENT. The President and Board of Trustees hereby approve the Agreement in substantially the form attached to this Resolution as Exhibit A.

SECTION 3. EXECUTION OF AGREEMENT. The Village Manager and the Village Clerk are hereby authorized and directed to execute and attest, on behalf of the Village, the Agreement upon receipt by the Village Clerk of at least one original copy of the Agreement executed by MGP; provided, however, that if the executed copy of the Agreement is not received by the Village Clerk within 60 days after the effective date of this Resolution, then this authority to execute and attest will, at the option of the President and Board of Trustees, be null and void.

SECTION 4. EFFECTIVE DATE. This Resolution will be in full force and effect from and after its passage and approval as provided by law.

[SIGNATURE PAGE FOLLOWS]

AYES:

NAYS:

PASSED AND APPROVED THIS ___ day of _____, 2023

_____
Village President

ATTEST:

_____
Village Clerk

GIS CONSORTIUM SERVICE PROVIDER CONTRACT

This contract (this "***Contract***") made and entered into this 1st day of January, 2024 (the "***Effective Date***"), by and between the Village of Arlington Heights, an Illinois municipal corporation (hereinafter referred to as the "***Municipality***"), and Municipal GIS Partners, Incorporated, 701 Lee Street, Suite 1020, Des Plaines, Illinois 60016 (hereinafter referred to as the "***Consultant***").

WHEREAS, the Municipality is a member of the Geographic Information System Consortium ("***GISC***");

WHEREAS, the Consultant is a designated service provider for the members of GISC and is responsible for providing the necessary professional staffing resource support services as more fully described herein (the "***Services***") in connection with the Municipality's geographical information system **(**"***GIS***");

WHEREAS, the Municipality desires to engage the Consultant to provide the Services on the terms set forth herein; and

WHEREAS, the Consultant hereby represents itself to be in compliance with Illinois statutes relating to professional registration applicable to individuals performing the Services hereunder and has the necessary expertise and experience to furnish the Services upon the terms and conditions set forth herein.

NOW, THEREFORE, in consideration of the foregoing and of the promises hereinafter set forth, it is hereby agreed by and between the Municipality and the Consultant that:

SECTION 1
SCOPE OF SERVICES

1.1 Statement of Work. This Contract contains the basic terms and conditions that will govern the overall relationship between the Consultant and the Municipality. The Consultant will provide the Services described in the statement of work attached hereto as ***Attachment 1*** ("***Statement of Work***"), which shall become a part of and subject to this Contract.

1.2 Supplemental Statements of Work. Any additional services to be performed by the Consultant may be added to this Contract after the Effective Date by the mutual agreement of the parties, which agreement will be evidenced by mutual execution of a Supplemental Statement of Work which shall also be subject to the terms and conditions set forth in this Contract.

1.3 Additional Compensation. If the Consultant wishes to make a claim for additional compensation as a result of action taken by the Municipality, the Consultant shall give written notice of its claim within fifteen (15) days after occurrence of such action. Regardless of the decision of the Municipality Manager relative to a claim submitted by the Consultant, all work required under this Contract as determined by the Municipality Manager shall proceed without interruption.

1.4 Contract Governs. If there is a conflict between the terms of this Contract and the Statement of Work or any Supplemental Statement of Work, unless otherwise specified in such Statement of Work, the terms of this Contract shall supersede the conflicting provisions contained in such Statement of Work.

SECTION 2
PERFORMANCE OF WORK

2.1 All work hereunder shall be performed under the direction of the Village Manager or their designee (hereinafter referred to as the "***Municipality Manager***") in accordance with the terms set forth in this Contract and each relevant Statement of Work**.**

SECTION 3
RELATIONSHIP OF PARTIES

3.1 Independent Contractor. The Consultant shall at all times be an independent contractor, engaged by the Municipality to perform the Services. Nothing contained herein shall be construed to constitute a partnership, joint venture or agency relationship between the parties.

3.2 Consultant and Employees. Neither the Consultant nor any of its employees shall be considered to be employees of the Municipality for any reason, including but not limited to for purposes of workers' compensation law, Social Security, or any other applicable statute or regulation.

3.3 No Authority to Bind. Unless otherwise agreed to in writing, neither party hereto has the authority to bind the other to any third party or to otherwise act in any way as the representative of the other.

SECTION 4
PAYMENT TO THE CONSULTANT

4.1 Payment Terms. The Municipality agrees to pay the Consultant in accordance with the terms and amounts set forth in the applicable Statement of Work, provided that:

(a) The Consultant shall submit invoices in a format approved by the Municipality.

(b) The Consultant shall maintain records showing actual time devoted to each aspect of the Services performed and cost incurred. The Consultant shall permit the authorized representative of the Municipality to inspect and audit all data and records of the Consultant for work done under this Contract. The Consultant shall make these records available at reasonable times during this Contract period, and for a year after termination of this Contract.

(c) The service rates and projected utilization set forth in the applicable Statement of Work shall adjust each calendar year in accordance with the annual rates approved by the Board of Directors of GISC which shall be reflected in a Supplemental Statement of Work.

(d) Payments to the Consultant shall be made pursuant to the Illinois Local Government Prompt Payment Act (50 ILCS 505/1 et seq.).

(e) The Municipality is a tax-exempt municipality and will provide Consultant with a copy of the Municipality's current sales tax exemption certificate. Consultant shall not charge the Municipality any tax incurred by the Consultant for these Services.

4.2 Service Rates. The fees and/or service rates set forth in the Statement of Work and Supplemental Statement of Work include all applicable federal, state, and local taxes of every kind and nature applicable to the Services as well as all taxes, contributions, and premiums for unemployment insurance, old age or retirement benefits, pensions, annuities, or similar benefits and all costs, royalties and fees arising from the use of, or the incorporation into, the Services, of patented or copyrighted equipment, materials, supplies, tools, appliances, devices, processes, or inventions. All claim or right to claim additional compensation by reason of the payment of any such tax, contribution, premium, costs, royalties, or fees is hereby waived and released by Consultant.

SECTION 5
TERM

5.1 Initial Term. Subject to earlier termination pursuant to the terms of this Contract, the initial term of this Contract shall commence on the Effective Date and remain in effect for one (1) year (the "***Initial Term***").

5.2 Renewal Terms. The Initial Term may be extended for successive one (1) year periods or for any other period as mutually agreed to in writing and set forth in a Supplemental Statement of Work executed by both parties (each, a "***Renewal Term***").

5.3 Status of this Contract. The expiration of the Initial Term or a Renewal Term shall not terminate or affect the obligations of the Parties to each other under any existing Statement of Work or Supplemental Statement of Work issued pursuant to this Contract, and such Statement of Work or Supplemental Statement of Work shall continue in full force and effect and shall continue to be governed by the terms of this Contract until the expiration or completion of such Statement of Work or Supplement Statement of Work or until such Statement of Work or Supplemental Statement of Work is itself terminated pursuant to this Contract.

SECTION 6
TERMINATION OF CONTRACT

6.1 Voluntary Termination. Notwithstanding any other provision hereof, (a) the Municipality may terminate this Contract, any Statement of Work, or any Supplemental Statement of Work during the Initial Term or any Renewal Term, with or without cause, at any time upon ninety (90) calendar days prior written notice to the Consultant.; (b) the Consultant may terminate this Contract, any Statement of Work, or any Supplemental Statement of Work, with or without cause, at any time upon one hundred eighty (180) calendar days prior written notice to the Municipality; or (c) following the expiration of the Term of this Agreement, and notwithstanding Section 5.3 of this Agreement, either Party may terminate any Statement of Work or any

Supplemental Statement of Work, with or without cause, upon thirty (30) calendar days prior written notice to the other Party.

6.2 Termination for Breach. Either party may terminate this Contract upon written notice to the other party following a material breach of a material provision of this Contract by the other party if the breaching party does not cure such breach within fifteen (15) days of receipt of written notice of such breach from the non-breaching party.

6.3 Payment for Services Rendered. In the event that this Contract is terminated in accordance with this Section 6, the Consultant shall be paid for services actually performed and reimbursable expenses actually incurred.

6.4 Effect of Termination. Termination of any Statement of Work or Supplemental Statement of Work will have no effect on this Contract. Termination of this Contract will serve to immediately terminate all open Statements of Work and Supplemental Statements of Work, absent a written agreement between the parties otherwise. Termination or expiration of this Contract, any Statement of Work, or any Supplemental Statement of Work will not affect any right or obligation of a party that comes into effect before, upon, or after such termination or expiration, or otherwise survives such termination or expiration, which was incurred by such party prior to such termination or expiration.

SECTION 7
CONSULTANT PERSONNEL AND SUBCONTRACTORS

7.1 Adequate Staffing. The Consultant must assign and maintain during the term of this Contract and any renewal thereof, an adequate staff of competent employees, agents, or subcontractors ("***Consultant Personnel***") that is fully equipped, licensed as appropriate and qualified to perform the Services as required by the Statement of Work or Supplemental Statement of Work.

7.2 Availability of Personnel. The Consultant shall notify the Municipality as soon as practicable prior to terminating the employment of, reassigning, or receiving notice of the resignation of, any Consultant Personnel assigned to provide the Municipality with the Services. The Consultant shall have no claim for damages and shall not bill the Municipality for additional time and materials charges as the result of any portion of the Services which must be duplicated or redone due to such termination or for any delay or extension of the time of performance as a result of any such termination, reassigning, or resignation.

7.3 Use of Subcontractors. The Consultant's use of any subcontractor or subcontract to perform the Services shall not relieve the Consultant of full responsibility and liability for the provision, performance, and completion of the Services as required by this Contract. All Services performed under any subcontract shall be subject to all of the provisions of this Contract in the same manner as if performed by employees of the Consultant. Consultant shall be fully responsible and assumes liability for the acts and omissions of all subcontractors directly or indirectly employed by, or working at the direction of, the Consultant in the performance of the Services.

7.4 Removal of Personnel and Subcontractors. Municipality may, upon written notice to Consultant, request that any Consultant Personnel be removed or replaced. Consultant shall

promptly endeavor to replace such Consultant Personnel and Municipality shall have no claim for damages for a delay or extension of the applicable Statement of Work as a result of any such removal or replacement.

7.5 Non-Solicitation of Consultant Employees. The Municipality agrees that during the term of this Contract and for a period of one (1) year thereafter, it shall not, directly or indirectly, through any other person, firm, corporation or other entity, solicit, induce, encourage or attempt to induce or encourage any employee of the Consultant to terminate his or her employment with the Consultant or to breach any other obligation to the Consultant. The Municipality acknowledges that the aforementioned restrictive covenant contained in this Section is reasonable and properly required for the adequate protection of the Consultant's business.

SECTION 8
ACCOMMODATION OF CONSULTANT PERSONNEL; MUNICIPAL FACILITIES

8.1 Facilities, Equipment, and Records. The Municipality shall provide the Consultant with adequate and safe office space, furnishings, records, hardware, software and connectivity to fulfill the objectives of the GIS program including, without limitation, the following:

(a) Office space for the Consultant's Personnel. This space should effectively and securely house all required GIS systems, peripherals and support tools. This space must be available during normal business hours;

(b) Furnishings including adequate desk(s), shelving, and seating for the Consultant's Personnel;

(c) Hardware, software, peripherals, internet access, and network connectivity meeting current minimum technical standards, as determined by Consultant from time to time, to perform the program objectives efficiently; and

(d) Any Municipality data or record which is necessary for carrying out the work as outlined in the Contract, Statement of Work or Supplemental Statement of Work.

8.2 Backup and Recovery Systems. The Municipality shall be responsible for installing, operating and monitoring the backup and recovery systems for all the Municipality's GIS assets that permit the Consultant to continue Services within a reasonable period of time following a disaster or outage. The Consultant shall be responsible for installing, operating and monitoring the backup and recovery systems for all Consultant's assets that permit the Municipality to continue accessing the GISC Materials and Services within a reasonable period of time following a disaster or outage.

8.3 Right of Entry; Limited Access. Consultant's Personnel performing Services shall be permitted to enter upon the Municipality's property in connection with the performance of the Services, subject to those rules established by the Municipality. Consent to enter upon a Municipality's facility given by the Municipality shall not create, nor be deemed to imply, the creation of any additional responsibilities on the part of the Municipality. Consultant's Personnel shall have the right to use only those facilities of the Municipality that are necessary to perform the Services and shall have no right to access any other facilities of the Municipality.

8.4 Compliance with Law. The Municipality shall comply with all applicable local, state, and federal laws including those pertaining to safety, harassment, and discrimination.

SECTION 9
CONFIDENTIAL INFORMATION; INTELLECTUAL PROPERTY; FOIA

9.1 Municipal Materials. The Consultant acknowledges and agrees that all trademarks, service marks, logos, tradenames and images provided by or on behalf of the Municipality to the Consultant for use in performing the Services and the GIS database (including files created from the database) created by Consultant hereunder (the "***Municipal Materials***") are the sole and exclusive property of the Municipality. The Consultant acknowledges that this Contract is not a license to use the Municipal Materials except as needed to perform the Services hereunder.

9.2 Third-Party Materials. If applicable, to the extent the Consultant has agreed to obtain and/or license Third-Party Materials on behalf of Municipality, the Consultant shall obtain a license for Municipality to use the Third-Party Materials as part of the Services for the purpose specified in the applicable Statement of Work. "***Third-Party Materials***" shall include, but are not limited to, computer software, script or programming code or other materials owned by third parties and/or any software available from third parties, that is licensed by Consultant for the benefit of the Municipality.

9.3 GISC Materials. It is expressly understood that, excluding the Municipal Materials and Third-Party Materials, all members of GISC and the Consultant may use or share in any improvements or modifications incorporated into any computer software (in object code and source code form), script or programming code used or developed by the Consultant in providing Services hereunder (the "***GISC Materials***").

(a) The Consultant herby grants the Municipality a limited, personal, nontransferable, non-exclusive license to use the GISC Materials solely for the purpose of and in connection with the Municipality's GIS. Upon expiration or termination of this Contract, or at such time the Municipality is no longer a member of GISC or in breach of its obligations hereunder, the Municipality shall not be entitled to or granted a license in future enhancements, improvements or modifications in the GISC Materials. The Municipality may grant a sublicense to a third party that the Municipality engages to maintain or update the GISC Materials in connection with the Municipality's GIS; provided that such third party agrees in writing to be bound by the license restrictions set forth in this Contract.

(b) The Municipality acknowledges that the Consultant is in the business of providing staffing resource support services and that the Consultant shall have the right to provide services and deliverables to third parties that are the same or similar to the services that are to be rendered under this Contract, and to use or otherwise exploit any GISC Materials in providing such services.

9.4 Confidential Information. In the performance of this Contract, the Consultant may have access to or receive certain information in the possession of the Municipality that is not generally known to members of the public ("***Confidential Information***"). The Consultant acknowledges that Confidential Information includes, but is not limited to, proprietary

information, copyrighted material, educational records, employee data, financial information, information relating to health records, resident account information, and other information of a personal nature. Consultant shall not use or disclose any Confidential Information without the prior written consent of the Municipality. Consultant will use appropriate administrative, technical and physical safeguards to prevent the improper use or disclosure of any Confidential Information received from or on behalf of the Municipality. Upon the expiration or termination of this Contract, Consultant shall promptly cease using and shall return or destroy (and certify in writing destruction of) all Confidential Information furnished by the Municipality along with all copies thereof in its possession including copies stored in any computer memory or storage medium. The term "Confidential Information" does not include information that (a) is or becomes generally available to the public other than as a result of a breach of this Contract by the Consultant; (b) was in the Consultant's or Consultant Personnel's possession on a non-confidential basis from any source other than the Municipality, which source, to the knowledge of the Consultant, is entitled to disclose such information without breach of any obligation of confidentiality; (c) is independently developed by the Consultant without the use of or reference to, in whole or in part, any Confidential Information; (d) required to be disclosed pursuant to a court order issued by a court having jurisdiction thereof (subject to Section 9.5); or (e) information subject to disclosure under FOIA (as defined below in Section 9.6). For avoidance of doubt, it is agreed that the GISC Materials shall not be considered Confidential Information.

9.5 Dissemination of Confidential Information. Unless directed by the Municipality, Consultant shall not disseminate any Confidential Information. If Consultant is presented with a request for documents by any administrative agency or with a subpoena *duces tecum* regarding any Confidential Information which may be in Consultant's possession as a result of Services provided under this Contract, unless prohibited by law, Consultant shall immediately give notice to the Municipality with the understanding that the Municipality shall have the opportunity to contest such process by any means available to it prior to submission of any documents to a court or other third party. Consultant shall not be obligated to withhold delivery of documents beyond the time ordered by a court of law or administrative agency, unless the request for production or subpoena is quashed or withdrawn, or the time to produce is otherwise extended. Consultant shall cause its personnel, staff and subcontractors, if any, to undertake the same obligations regarding confidentiality and dissemination of information as agreed to by Consultant under this Contract.

9.6 Freedom of Information Act Requests. Within four (4) business days after the Municipality's Notice to the Consultant of the Municipality's receipt of a request made pursuant to the Illinois Freedom of Information Act (ILCS 140/1 et seq. – herein "FOIA"), the Consultant shall furnish all requested records in the Consultant's possession which are in any manner related to this Contract or the Consultant's performance of the Services, including but not limited to any documentation related to the Municipality and associated therewith. The Consultant shall not apply any costs or charge any fees to the Municipality or any other person, firm or corporation for its procurement and retrieval of such records in the Consultant's possession which are sought to be copied or reviewed in accordance with such FOIA request or requests. The Consultant shall defend, indemnify and hold harmless the Municipality including its several departments and including its officers and employees and shall pay all of the Consultant's Costs associated with such FOIA request or requests including Costs arising from the Consultant's failure or alleged failure to timely furnish such documentation and/or arising from the Consultant's failure or alleged failure otherwise to comply with the FOIA, whether or not associated with the Consultant's and/or

the Municipality's defense of any litigation associated therewith. In addition, if the Consultant requests the Municipality to deny the FOIA request or any portion thereof by utilizing one or more of the lawful exemptions provided for in the FOIA, the Consultant shall pay all Costs in connection therewith. As used herein, "in the Consultant's possession" includes documents in the possession of any of the Consultant's officers, agents, employees and/or independent contractors; and "Costs" includes but is not limited to attorneys' fees, witness fees, filing fees and any and all other expenses — whether incurred by the Municipality or the Consultant.

9.7 News Releases. The Consultant may not issue any news releases without prior approval from the Municipality Manager nor will the Consultant make public proposals developed under this Contract without prior written approval from the Municipality Manager.

9.8 Survive Termination. The provisions of Section 9.1 and 9.4 through and including 9.8 shall survive the termination of this Contract.

SECTION 10
LIMITATION OF LIABILITY

10.1 THE REPRESENTATIONS SET FORTH IN THIS CONTRACT ARE EXCLUSIVE AND IN LIEU OF ALL OTHER REPRESENTATIONS AND WARRANTIES, EXPRESS OR IMPLIED, ARISING BY LAW OR OTHERWISE, INCLUDING BUT NOT LIMITED TO ANY FITNESS FOR A PARTICULAR PURPOSE OR ANY IMPLIED WARRANTIES ARISING FROM TRADE USAGE, COURSE OF DEALING OR COURSE OF PERFORMANCE. UNDER NO CIRCUMSTANCES SHALL EITHER THE CONSULTANT OR THE MUNICIPALITY BE LIABLE TO THE OTHER FOR ANY INDIRECT, CONSEQUENTIAL, SPECIAL OR INCIDENTAL DAMAGES, INCLUDING LOST SALES OR PROFITS, IN CONNECTION WITH THIS CONTRACT, EVEN IF IT HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES.

SECTION 11
CONSULTANT WARRANTY; INDEMNIFICATION; INSURANCE

11.1 Warranty of Services. The Consultant warrants that the Services shall be performed in accordance with industry standards of professional practice, care, and diligence practiced by recognized consulting firms in performing services of a similar nature in existence at the time of the Effective Date.

11.2 Indemnification. The Consultant shall indemnify and save harmless the Municipality and its officers, employees, and agents from and against any and all loss, liability and damages of whatever nature, including Workmen's Compensation claims by Consultant's employees, in any way resulting from or arising out of the intentional, willful and wanton, negligent and/or gross negligent actions or omissions of the Consultant, the Consultant's employees and agents.

11.3 Insurance. The Consultant must procure and maintain, for the duration of this Contract, insurance as provided in ***Attachment 2*** to this Contract.

11.4 No Personal Liability No official, director, officer, agent, or employee of any party shall be charged personally or held contractually liable by or to the other party under any term or provision of this Contract or because of its or their execution, approval or attempted execution of this Contract.

SECTION 12
GENERAL PROVISIONS

12.1 Equal Employment Opportunity Clause. In the event of the Consultant's non-compliance with the provisions of this Section 12.1 or the Illinois Human Rights Act, 775 ILCS 5/1-101, *et seq.*, as it may be amended from time to time, and any successor thereto (the "***Act***"), the Consultant may be declared ineligible for future contracts or subcontracts with the State of Illinois or any of its political subdivisions or municipal corporations, and this Contract may be cancelled or voided in whole or in part, and other sanctions or penalties may be imposed or remedies invoked as provided by statute or regulation. During the performance of this Contract, the Consultant agrees as follows:

(a) The Consultant will not discriminate against any employee or applicant for employment because of race, color, religion, sex, sexual orientation, marital status, order of protection status, national origin or ancestry, citizenship status, age, physical or mental disability unrelated to ability, military status or an unfavorable discharge from military service; and, further, the Consultant will examine all job classifications to determine if minority persons or women are underutilized and will take appropriate affirmative action to rectify any underutilization.

(b) That, if the Consultant hires additional employees in order to perform this Contract or any portion of this Contract, the Consultant will determine the availability (in accordance with 44 Ill. Admin. C. 750.5, *et seq.*, as it may be amended from time to time, and any successor thereto (the "***Applicable Regulations***")) of minorities and women in the areas from which the Consultant may reasonably recruit and the Consultant will hire for each job classification for which employees are hired in a way that minorities and women are not underutilized.

(c) That, in all solicitations or advertisements for employees placed by the Consultant or on the Consultant's behalf, the Consultant will state that all applicants will be afforded equal opportunity without discrimination because of race, color, religion, sex, sexual orientation, marital status, order of protection status, national origin or ancestry, citizenship status, age, physical or mental disability unrelated to ability, military status or an unfavorable discharge from military service.

(d) That the Consultant will send to each labor organization or representative of workers with which the Consultant has or is bound by a collective bargaining or other agreement or understanding, a notice advising the labor organization or representative of the Consultant's obligations under the Act and the Applicable Regulations. If any labor organization or representative fails or refuses to cooperate with the Consultant in the Consultant's efforts to comply with the Act and the Applicable Regulations, the Consultant will promptly notify the Illinois Department of Human Rights (the "***Department***") and the Municipality and will recruit employees from other sources when necessary to fulfill its obligations under the Contract.

(e) That the Consultant will submit reports as required by the Applicable Regulations, furnish all relevant information as may from time to time be requested by the Department or the Municipality, and in all respects comply with the Act and the Applicable Regulations.

(f) That the Consultant will permit access to all relevant books, records, accounts and work sites by personnel of the Municipality and the Department for purposes of investigation to ascertain compliance with the Act and the Department's Rules and Regulations.

(g) That the Consultant will include verbatim or by reference the provisions of this Section 12.1 in every subcontract awarded under which any portion of the Contract obligations are undertaken or assumed, so that the provisions will be binding upon the subcontractor. In the same manner as with other provisions of this Contract, the Consultant will be liable for compliance with applicable provisions of this Section 12.1 by subcontractors; and further the Consultant will promptly notify the Municipality and the Department in the event any subcontractor fails or refuses to comply with the provisions. In addition, the Consultant will not utilize any subcontractor declared by the Illinois Human Rights Commission to be ineligible for contracts or subcontracts with the State of Illinois or any of its political subdivisions or municipal corporations.

12.2 No Collusion. The Consultant represents and certifies that the Consultant is not barred from contracting with a unit of state or local government as a result of (i) a delinquency in the payment of any tax administered by the Illinois Department of Revenue unless the Consultant is contesting, in accordance with the procedures established by the appropriate revenue act, its liability for the tax or the amount of the tax, as set forth in Section 11-42.1-1 et seq. of the Illinois Municipal Code, 65 ILCS 5/11-42.1-1 *et seq*.; or (ii) a violation of either Section 33E-3 or Section 33E-4 of Article 33E of the Criminal Code of 1961, 720 ILCS 5/33E-1 et *seq*.

12.3 Sexual Harassment Policy. The Consultant certifies that it has a written sexual harassment policy in full compliance with Section 2-105(A)(4) of the Illinois Human Rights Act, 775 ILCS 5/2-105(A)(4).

12.4 Compliance with Laws and Grants. Consultant shall give all notices, pay all fees, and take all other action that may be necessary to ensure that the Services are provided, performed, and completed in accordance with all required governmental permits, licenses, or other approvals and authorizations that may be required in connection with providing, performing, and completing the Services, and with all applicable statutes, ordinances, rules, and regulations, including without limitation the Fair Labor Standards Act; any statutes regarding qualification to do business; any statutes prohibiting discrimination because of, or requiring affirmative action based on, race, creed, color, national origin, age, sex, or other prohibited classification, including, without limitation, the Americans with Disabilities Act of 1990, 42 U.S.C. §§ 12101 et seq., and the Illinois Human Rights Act, 775 ILCS 5/1-101 et seq. Consultant shall also comply with all conditions of any federal, state, or local grant received by Municipality or Consultant with respect to this Contract or the Services.

12.5 Assignments and Successors. This Contract and each and every portion thereof shall be binding upon the successors and the assigns of the parties hereto; provided, however, that

no assignment, delegation or subcontracting shall be made without the prior written consent of the Municipality.

12.6 Severability. The parties intend and agree that, if any paragraph, subparagraph, phrase, clause, or other provision of this Contract, or any portion thereof, shall be held to be void or otherwise unenforceable, all other portions of this Contract shall remain in full force and effect.

12.7 Third Party Beneficiary. No claim as a third party beneficiary under this Contract by any person, firm, or corporation other than the Consultant shall be made or be valid against the Municipality.

12.8 Waiver. No waiver of any provision of this Contract shall be deemed to or constitute a waiver of any other provision of this Contract (whether or not similar) nor shall any such waiver be deemed to or constitute a continuing waiver unless otherwise expressly provided in this Contract.

12.9 Governing Laws. This Contract shall be interpreted according to the internal laws, but not the conflict of laws rules, of the State of Illinois. Venue shall reside in Cook County, Illinois.

12.10 Headings. The headings of the several paragraphs of this Contract are inserted only as a matter of convenience and for reference and in no way are they intended to define, limit, or describe the scope of intent of any provision of this Contract, nor shall they be construed to affect in any manner the terms and provisions hereof or the interpretation or construction thereof.

12.11 Modification or Amendment. This Contract constitutes the entire Contract of the parties on the subject matter hereof and may not be changed, modified, discharged, or extended except by written amendment or Supplemental Statement of Work duly executed by the parties. Each party agrees that no representations or warranties shall be binding upon the other party unless expressed in writing herein or in a duly executed amendment hereof.

12.12 Attachments. Attachments 1 and 2 are attached hereto, and by this reference incorporated in and made a part of this Contract. In the event of a conflict between any Attachment and the text of this Contract, the text of this Contract shall control.

12.13 Rights Cumulative. Unless expressly provided to the contrary in this Contract, each and every one of the rights, remedies, and benefits provided by this Contract shall be cumulative and shall not be exclusive of any other such rights, remedies, and benefits allowed by law.

12.14 Good Faith Negotiation**.** Before commencing any legal action, the parties agree to enter into good faith negotiations to resolve any controversy, claim, or dispute ("***Dispute***"). Such good faith negotiations shall commence promptly upon a party's receipt of notice of any Dispute from the other party and continue for a period of fourteen (14) days or any period of time as mutually agreed upon.

12.15 Notices. All notices, reports and documents required under this Contract shall be in writing (including prepaid overnight courier, electronic transmission or similar writing) and shall

be given to such party at its address or e-mail address set forth below, or at such other address or e-mail address as such party may hereafter specify from time to time. Each such notice shall be effective (i) if given by first class mail or prepaid overnight courier, when received, or (ii) if sent to an e-mail address, upon the sender's receipt of an acknowledgment from the intended recipient (such as by the "return receipt requested" function, as available, return e-mail or other written acknowledgment).

If to Municipality: Village of Arlington Heights
33 S Arlington Heights Rd
Arlington Heights, IL 60005
Attention: Diana Mikula
E-mail: dmikula@vah.com

If to Consultant: Municipal GIS Partners, Incorporated
701 Lee Street, Suite 1020
Des Plaines, IL 60016
Attention: Thomas Thomey
E-mail: tthomey@mgpinc.com

12.16 Force Majeure. No party to this Contract shall be responsible or liable for, or deemed in breach hereof because of, any delay in the performance of its respective obligations under this Contract to the extent that such delay is due substantially to circumstances beyond the party's reasonable control and without the fault or negligence of the party experiencing such delay. Such circumstances may include, but are not limited to, any act of God, fire or other casualty, epidemic, quarantine, "stay home" or similar order, strike or labor dispute, embargo, war or violence, act of terrorism, or any law, order, proclamation, ordinance, demand, requirement, action or inaction of any national, state, provincial, local, or other government or governmental agency (each, a "***Force Majeure***"). Upon the occurrence of a Force Majeure, the party experiencing the Force Majeure shall notify the other party in writing immediately following such Force Majeure, but in no case later than three (3) business days after such party becomes aware of the occurrence of the Force Majeure. The written notification shall provide a reasonably detailed explanation of the Force Majeure.

12.17 Counterpart Execution. This Contract, Statement of Work or any Supplemental Statement of Work may be executed in several counterparts, each of which, when executed, shall be deemed to be an original, but all of which together shall constitute one and the same instrument.

12.18 Tort Immunity Defenses. Nothing contained in the Contract is intended to constitute, and nothing in the Contract will constitute, a waiver of the rights, defenses, and immunities provided or available to the Municipality under the Local Governmental and Governmental Employees Tort Immunity Act, 745 ILCS 10 et seq. or any other applicable State law.

[**REMAINDER INTENTIONALLY LEFT BLANK; SIGNATURE PAGE FOLLOWS**]

IN WITNESS WHEREOF, the undersigned have placed their hands and seals hereto as of the date first above written.

ATTEST:	**VILLAGE OF ARLINGTON HEIGHTS**
By: _____	By: _____
Name: _____	Name: _____
Its: _____	Its: _____
ATTEST:	**CONSULTANT: MUNICIPAL GIS PARTNERS, INCORPORATED**
By: Donna L. Thomey	By: Thomas A. Thomey
Name: Donna Thomey	Name: Thomas A. Thomey
Its: Management Support Specialist	Its: President

Attachment 1

Statement of Work
to
GIS Consortium Service Provider Contract

(see attached)

Attachment 2

Insurance
to
GIS Consortium Service Provider Contract

(see attached)

Municipal GIS Partners

www.mgpinc.com

Attachment 1 - Statement of Work

To GIS Consortium Service Provider Contract

About Municipal GIS Partners (MGP)

MGP (the Consultant) is the Service Provider to the GIS Consortium (GISC). It is necessary that each GISC member enter into an annual agreement with the Consultant (GISC Service Provider) to maintain their standing as a GISC member.

GISC Membership includes:

- Complete GIS program staffing with technology cost distribution across GISC members
- User and license access to all membership solutions and products
- Access to and participation in collaborative opportunities to share ideas and solutions

The Included Services section below expands on services provided by this agreement.

General Purpose

The Consultant will perform all or part of the Village of Arlington Heights (the Municipality) geographic information system (GIS) management, development, operation, and maintenance as directed by the Municipality. In addition to supporting the GIS program, the Consultant will identify opportunities for continued program development and enhancement.

Program Staffing

The Consultant provides all the requisite staffing and skillsets required to manage the Municipality program including:

- Technical professionals assigned directly to the Municipality
- Advanced technical support staff for analysis, system integration, and escalation
- Systems analysts for ensuring product, solution, and infrastructure performance
- Professional program managers for ensuring service levels

Direct Program Hours

Services related to the direct management, development, operation, and maintenance of the Municipality program required to support the system

Team Access During Normal Working Hours
The Consultant typically works Monday through Friday 8:00AM to 5:00PM. The Municipality has direct access to the staff assigned to the Municipality. Alternatively, the Municipality can call the Consultant's general telephone number or submit an email to Consultant's service desk for service.

Emergency Event Support
The Consultant will support Municipality emergency events within a reasonable timeframe of notification and work to staff the event for its duration. These services are not limited to normal business hours.

The Service Level section below expands on the program staffing services included in this agreement.

Staffing Allocation
Pursuant to the GISC membership agreement and bylaws all members must contract for a service level consistent with the allocation practices as prescribed by the GISC. The direct program staffing allocation for the Municipality for this agreement period is:

Agreement Period: January 1, 2024, through December 31, 2024

Direct Program Hours: 1,648.00

Onsite presence: Average of 15.45 days per month; estimated based upon 90 percent of the direct program hours, provided the Municipality and Consultant shall consult with each other in good faith from time to time on the advisability of flexible work arrangements whereby the program hours may be completed off-site, particularly in circumstances where the assigned staff and program are meeting or exceeding expectations.

Fees and Expenses
The fee for the staffing allocation set forth above is $19,170.36 per month. The total contract value for the agreement period is $230,044.32. Such fee does not include taxes or any reimbursable out-of-pocket expenses that may be incurred by the Consultant.

Included Services
This section identifies the professional staffing, products and solutions, and business structures included in this service agreement. The Municipality is responsible for identifying and prioritizing the aspects of the services that are most important. The Consultant is responsible for implementing those priorities and communicating progress.

Staffing and Program Management
The Consultant provides the required staffing and organization with the skills and expertise to manage, develop, and maintain the system per the Municipality's priorities which includes GISC shared infrastructure, platforms, products and solutions. Services include:

1. Program consulting and reporting with all Municipality departments
2. Data creation, management, and quality control
3. Project identification, management, and delivery
4. Shared solution implementation

5. ERP and department system GIS integration
6. User training and onboarding
7. Resource management and scheduling

Data Management

The Consultant is responsible for managing the GIS and related data based on priorities as directed by the Municipality.

Primary Layers:

Addresses, parcels, buildings, streets, railroads, water utilities, sewer utilities, municipal boundary, zoning districts, planned unit developments, variances, TIF districts, special use permits, annexations, signs, trees, recreation areas, bike paths, water features, school districts, emergency response boundaries, refuse collection, and legislative districts.

Municipality Priority Layers

The Consultant's local government data model has over 260 standard layers. Included in this service is the identification, creation, and management of layers as directed by the Municipality.

Data Quality

One of the primary accountabilities of the Consultant is to ensure that Primary and Municipality Priority layers are of high-quality. Practices employed include:

1. Daily data quality reporting and alerting
2. Mistake proofing databases, processes, and productivity tools
3. Address Verification to identify discrepancies between Municipality ERP and department systems
4. Utility system integrity leveling for completeness, field accuracy and timeliness
5. Formation and support of key data stakeholder teams
6. Data management documentation for Municipality layers

Products and Solutions

GISC Membership includes unlimited access to the products and solutions developed by the Consultant for the GISC and its members. The Consultant is accountable for:

1. Collaboration with third party vendors and partners
2. Deploying shared solutions for the Municipality
3. Identifying and communicating new solution opportunities
4. Managing existing solutions to agreed service levels
5. Infrastructure monitoring, alerting and mitigation
6. Patching, updating, and securing shared infrastructure
7. Researching and evaluating opportunities for development
8. Resource planning and scheduling
9. Scalability planning and right sizing
10. Technical documentation
11. Testing and quality certification

Solution List

The following are the primary products and solutions provided by the Consultant through membership in the GISC:

1. Address Pre-Check: A tool to standardize address data in Municipality systems and workflows.
2. Address Verification: A product to assess and score community address quality across department systems.
3. Asset Management and Manager Dashboards: A solution that enables the Municipality to manage and visualize infrastructure data and maintenance
4. Community Map Viewer: A publicly accessible map viewer designed for residents and businesses
5. Community-Portal: An address-based portal that integrates and organizes department data for staff, residents, and local businesses
6. Financial Forecasting: A tool to project future infrastructure replacement costs
7. Local Government Data Model: A database standard developed for, and in partnership, with members of the GISC
8. myGIS: A secure staff accessible mapping system to discover and analyze all Municipality GIS data
9. Story Maps: A customizable web application to communicate information to the public in a simple and meaningful way
10. Utility Leveling: A data quality measurement system to access the ability of utility data to support local government business processes

Service Level Agreement

The Consultant is responsible for managing the quality and availability of GISC infrastructure and solutions. These parameters are determined by GISC Board policy and included in these services.

Attachment 2 - Insurance

To GIS Consortium Service Provider Contract

Consultant's Insurance

Consultant shall procure and maintain, for the duration of this Contract, insurance against claims for injuries to persons or damages to property, which may arise from or in connection with the performance of the work hereunder by the Consultant, its agents, representatives, employees or subcontractors.

A. Minimum Scope of Insurance: Coverage shall be at least as broad as:

1. Insurance Services Office Commercial General Liability occurrence form CG 0001 with the Municipality named as additional insured, on a form at least as broad as the ISO Additional Insured Endorsement CG 2010 and CG 2026.

2. Insurance Service Office Business Auto Liability coverage form number CA 0001, Symbol 01 "Any Auto" with the Municipality named as additional insured, on a form at least as broad as the ISO Additional Insured Endorsement.

3. Workers' Compensation as required by the Labor Code of the State of Illinois and Employers' Liability insurance (the policy shall include a 'waiver of subrogation').

B. Minimum Limits of Insurance: Consultant shall maintain limits no less than:

1. Commercial General Liability: $1,000,000 combined single limit per occurrence for bodily injury, personal injury and property damage. The general aggregate shall be twice the required occurrence limit. Minimum General Aggregate shall be no less than $2,000,000 or a project/contract specific aggregate of $1,000,000.

2. Business Automobile Liability: $1,000,000 combined single limit per accident for bodily injury and property damage.

3. Workers' Compensation and Employers' Liability: Workers' Compensation coverage with statutory limits and Employers' Liability limits of $500,000 per accident.

C. Deductibles and Self-Insured Retentions: Any deductibles or self-insured retentions must be declared to and approved by the Municipality. At the option of the Municipality, either: (1) the insurer shall reduce or eliminate such deductibles or self-insured retentions as it respects the Municipality, its officials, agents, employees and volunteers; or (2) the Consultant shall procure a bond guaranteeing payment of losses and related investigation, claim administration and defense expenses.

D. Other Insurance Provisions: The policies are to contain, or be endorsed to contain, the following provisions:

1. General Liability and Automobile Liability Coverages: The Municipality, its corporate authorities, officials, officers, agents, employees, and volunteers are to be covered as insureds as respects: liability arising out of activities performed by or on behalf of the Consultant; products and completed operations of the Consultant; premises owned, leased or used by the Consultant; or automobiles owned, leased, hired or borrowed by the Consultant. The coverage shall contain no special limitations on the scope of protection afforded to the Municipality, its officials, agents, employees and volunteers.

2. The Consultant's insurance coverage shall be primary as respects the Municipality, its corporate authorities, officials, officers, agents, employees, and volunteers. Any insurance or self-insurance maintained by the Municipality, its officials, agents, employees and volunteers shall be excess of Consultant's insurance and shall not contribute with it.

3. Any failure to comply with reporting provisions of the policies shall not affect coverage provided to the Municipality, its corporate authorities, officials, officers, agents, employees, and volunteers.

4. The Consultant's insurance shall contain a Severability of Interests/Cross Liability clause or language stating that Consultant's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

5. If any commercial general liability insurance is being provided under an excess or umbrella liability policy that does not "follow form," then the Consultant shall be required to name the Municipality, its corporate authorities, officials, officers, agents, employees, and volunteers as additional insureds

6. All general liability coverages shall be provided on an occurrence policy form. Claims-made general liability policies will not be accepted.

7. The Consultant and all subcontractors hereby agree to waive any limitation as to the amount of contribution recoverable against them by the Municipality. This specifically includes any limitation imposed by any state statute, regulation, or case law including any Workers' Compensation Act provision that applies a limitation to the amount recoverable in contribution such as *Kotecki v. Cyclops Welding*. Consultant agrees to indemnify and defend the Municipality from and against all such loss, expense, damage or injury, including reasonable attorneys' fees, which the Municipality may sustain as a result of personal injury claims by Consultant's employees, except to the extent those claims arise as a result of the Municipality's own negligence.

E. All Coverages: Each insurance policy required by this paragraph shall be endorsed to state that coverage shall not be suspended, voided, cancelled, reduced in coverage or in limits except after thirty (30) days prior written notice by certified mail, return receipt requested, has been given to the Municipality.

F. Acceptability of Insurers: Insurance is to be placed with insurers with a Best's rating of no less than A-, VII and licensed to do business in the State of Illinois.

G. Verification of Coverage: Consultant shall furnish the Municipality with certificates of insurance naming the Municipality, its corporate authorities, officials, officers, agents, employees, and volunteers as additional insured's and with original endorsements, affecting coverage required herein. The certificates and endorsements for each insurance policy are to be signed by a person authorized by that insurer to bind coverage on its behalf. The certificates and endorsements are to be received and approved by the Municipality before any work commences. The Municipality reserves the right to request full certified copies of the insurance policies and endorsements.

Village Board
12/18/2023

Item: Arlington Gateway Development/Phase 1 - 1, 15, 111 E. Algonquin Rd, 2355 S. Arlington Heights Rd. - PC#23-012

Department: Planning & Community Development Department

Requested Action

1. Planned Unit Development (PUD) to allow an 8-story mixed use development with 24,972 square feet of ground floor commercial floor area and 301 multi-family residential units above.

2. Rezoning from the B-3, General Service, Wholesale, and Motor Vehicles District to the B-2, General Business District.

3. Preliminary Plat of Subdivision approval to consolidate the subject property into one lot.

Variations Required

• Chapter 28, Section 5.1-21.1d, to allow the northeast corner of the 1st floor to be setback 2 feet from a property line where code requires a minimum setback of 15 feet for structures 3 floors and less in height.

• Chapter 28, Section 5.1-21.1d, to allow the eastern side of floors 4 through 8 to be setback 21.1 feet from a property line, and to allow the southern side of floors 4 through 8 to be setback 19.2 feet from a property line, where code requires a minimum setback of 50 feet for structures over 3 floors in height.

• Chapter 28, Section 6.6-5.1, to allow balconies on the north side of the building to encroach 0.8 feet into the required 50-foot building setback and on the east and south sides of the building to encroach 16.5 feet into the required 50-foot building setback.

• Chapter 28, Section 10.2-12.3b, to allow 4.0 foot candles along a property line adjacent to a Business District where code restricts maximum foot candles to 2.0.

Recommendation

A public hearing was held by the Plan Commission on November 29, 2023, where Commissioner Cherwin moved and Commissioner Sigalos seconded:

A motion to recommend to the Village Board of Trustees approval of PC #23-012, a Planned Unit Development (PUD) to allow an eight-story mixed-use development with 24,972 square feet of ground floor commercial floor area and 301 multi-family residential units above; Rezoning from the B-3 General Service, Wholesale, and Motor Vehicles District to the B-2 General Business District; Preliminary Plat of Subdivision approval to consolidate the subject property into one lot; and the following Variations:

1. Chapter 28, Section 5.1-21.1D, to allow the northeast corner of the first floor to be set back two feet from a property line where code requires a minimum setback of 15 feet for structures three floors and less in height.

2. Chapter 28, Section 5.1-21.1D, to allow the eastern side of floors 4 through 8 to be set back 21.1 feet from a property line, and to allow the southern side of floors 4 through 8 to be set back 19.2 feet from a property line, where code requires a minimum setback of 50 feet for structures over three floors in height.

3. Chapter 28, Section 6.6-5.1, to allow balconies on the north side of the building to encroach 0.8 feet into the required 50-foot building setback and on the east and south sides of the building to encroach 16.5 feet into the required 50-foot building setback.

4. Chapter 28, Section 10.2-12.3B, to allow four-foot candles along a property line adjacent to a Business District where code restricts maximum foot candles to two.

This recommendation is subject to resolution of the following:

Infrastructure/Access

1. Petitioner shall design, permit and install all traffic required improvements, including but not limited to the Phase I Tonne Road traffic signal modifications.

2. Petitioner shall design, permit and construct intersection improvements at Algonquin Road/Tonne Road at the request of the Village, which shall be made when these improvements are warranted as part of the remaining phases of redevelopment (Phase II through IV). These improvements may include but shall not be limited to dual left turn lanes on Tonne Road. The share of costs for any such future improvements on the southern leg of this intersection shall be based on the cost sharing provisions within the existing easement agreement governing the private section of Tonne Road. The share of costs for any such future improvements on the northern leg of this intersection shall be 100 percent the responsibility of the Petitioner. The Village is agreeable to the establishment of a recapture agreement for the northern leg costs to be shared amongst all owners within the overall phased redevelopment area.

3. The Petitioner shall work in good faith with the Village to explore and implement future bicycle access improvements to Busse Woods, if feasible.

4. At the request of the Village, the Petitioner shall be responsible for modifying the east/west access road located on the southern side of the subject property, which shall be realigned at its intersection with Tonne Road as generally depicted within Exhibit III. Said modification shall only be required if/when approval is received from the property owner(s) of the lot directly abutting the subject property to the east, or at such time as the Petitioner becomes the controlling owner of that property.

5. The Petitioner shall be responsible for the burial of the overhead utility lines located on the southern side of Algonquin Road between Tonne Road and Arlington Heights Road, subject to the applicable agency approvals.

6. IDOT approval shall be required for the proposed side access along Arlington Heights Road and Algonquin Road, as well as for any improvements proposed within the IDOT right-of-way.

7. The Petitioner shall implement bus stop improvements to the satisfaction of the Village and in coordination with Pace, which shall be required as part of permit issuance.

Easements

8. Prior to recording of the final plat of subdivision, the plat of abrogation and grant of new easements shall be executed and recorded. Said document shall provide the following allowances, which shall be to the satisfaction of the Village:

- Perpetual ingress and egress granted to Lots 1, 2 and 3 in the Lincoln Executive Plaza Subdivision, for usage of the east/west access road on the subject property and on the Guitar Center property; and
- Perpetual ingress and egress granted to Lot 3 in August Busse's Subdivision (the Guitar Center lot - 2375 South Arlington Heights Road) for usage of the east/west access road on the subject property.

9. A sidewalk easement shall be required for the public sidewalk located on the subject property, which shall be included on the final plat of subdivision.

Parking

10. If parking provided is insufficient to meet demand as determined by the Village, the Petitioner shall work with the Village to develop and implement a parking mitigation plan that may include but shall not be limited to use restrictions for the commercial tenants, shared commercial parking within the residential garage, valet parking for any restaurants on the subject property (either within the on-site garage or at an off-site location) and/or the provision of off-site parking areas.

11. The residential garage shall be designed to facilitate future access

restrictions/segregation between commercial parking and residential and guest parking areas should it be necessary to share parking within said garage.

Streetscape/Landscape

12. The Petitioner shall collaborate with the Village on the following streetscape/landscape improvements which shall be implemented by the Petitioner to the satisfaction of the Village:

A. Implementation of parkway trees within the Arlington Heights and Algonquin Road parkways abutting the subject property.
B. Foundation plantings shall be added adjacent to the building where turf is proposed along Arlington Heights Road, Algonquin Road and Tonne Road.
C. Decorative pedestrian crossing at Algonquin Road and Tonne Road and at Arlington Heights Road and Algonquin Road. Said crossings shall be designed, permitted and constructed by the Petitioner and subject to IDOT review and approval.
D. Prior to issuance of a permit, Petitioner shall provide a full site furnishing plan for review and approval by the Village, including the following items:
I. Decorative pavement and paver details;
II. Decorative parking lot and driveway lights within the interior of the site and along the east/west access drive;
III. Further refinement of the seat wall and pedestrian area at the southeast corner of Arlington Heights Road.

13. If Phase III is not under construction within five years of approval of this PUD, the Petitioner shall install an interim curbing and landscape plan for the south side of the east/west access road, for review and approval by the Village.

General

14. Final plat of subdivision approval shall be required.

15. All restaurants on the subject property shall receive special use permit approval or a special use permit waiver (if eligible), and shall demonstrate to the satisfaction of the Village, that sufficient parking will be made available.

16. As part of final plat of subdivision approval, the Petitioner shall provide details on the proposed mechanical unit screen on the southern side of the building, which screen must be tall enough to screen the mechanical units within and shall be of materials that match the building, for review and approval by the Village.

17. Compliance with the October 24, 2023 motion approved by the Design Commission shall be required.

18. The Petitioner is responsible to ensure that the planned development is and remains in full compliance with the requirements of Article XVII of Chapter 7 of Village Code, being the Village's Inclusionary Housing Ordinance, and the Village's Inclusionary Housing Guidelines, including without limitations the following:

A. Providing, at a minimum, 10 percent of the total units (30 actual on-site units based on 301 total units) in perpetuity in the planned development in compliance with Section 7-1707 (b)(3) of the Village Code.

B. Ensuring compliance with all other provisions of the Inclusionary Housing Ordinance and the Inclusionary Housing Guidelines as applicable.

19. Land contribution fees (impact fees) shall be required at time of building permit issuance pursuant to Chapter 29 of the Municipal Code.

20. Residential units are approved as rental apartments. Conversion of the residential units from rental to condominium units will require an amendment to the planned unit development and the provision of sufficient parking for such change as determined necessary by the Village.

21. Medical office uses shall not be permitted on the subject property.

22. Prior to appearing before the Village Board, the Petitioner shall provide a preliminary construction staging plan. At time of application for a building permit, the Petitioner shall provide a detailed final construction schedule and logistics plan that identifies staging areas, material storage, lane closures and construction worker parking, for review and approval by the Village. Emergency access must be maintained at all times during each phase of construction.

Roll Call Vote: Commissioners Cherwin, Sigalos, Ennes, Green, Jensen, Lorenzini, and Vice Chair Warskow voted in favor. Motion carried.

ATTACHMENTS:

Description	**Type**
PC Staff Report	Board or Commission Report
PC Minutes - 11/29/23 - DRAFT	Minutes
VB Minutes 6/20/23 - Early Review	Minutes
Aerial	Exhibits
DC Minutes - 10/24/23	Minutes
DC Staff Report - 10/24/23	Board or Commission Report
Housing Commission Minutes - 11/15/23 - DRAFT	Minutes
Inclusionary Housing Plan	Exhibits
Project Description	Exhibits
Market Study	Exhibits
Preliminary Plat of Subdivision	Exhibits
Architectural Plans	Exhibits
Elevations	Exhibits
Engineering Plans	Exhibits
Justification for Variations	Exhibits
Landscape Plan	Exhibits

Parking Floor Plan	Exhibits
Parking Management Plan	Exhibits
Plat of Abrogation and Grant of New Easements	Exhibits
Renderings	Exhibits
Tonne Intersection Conceptual Future Plan	Exhibits
Traffic & Parking Study	Exhibits
Turning Exhibits	Exhibits
Construction Staging Plan	Exhibits
Department Comments - Round 1	Exhibits
Department Comments - Round 1 Petitioner Response	Exhibits
Department Comments - Round 2	Exhibits

VILLAGE OF ARLINGTON HEIGHTS

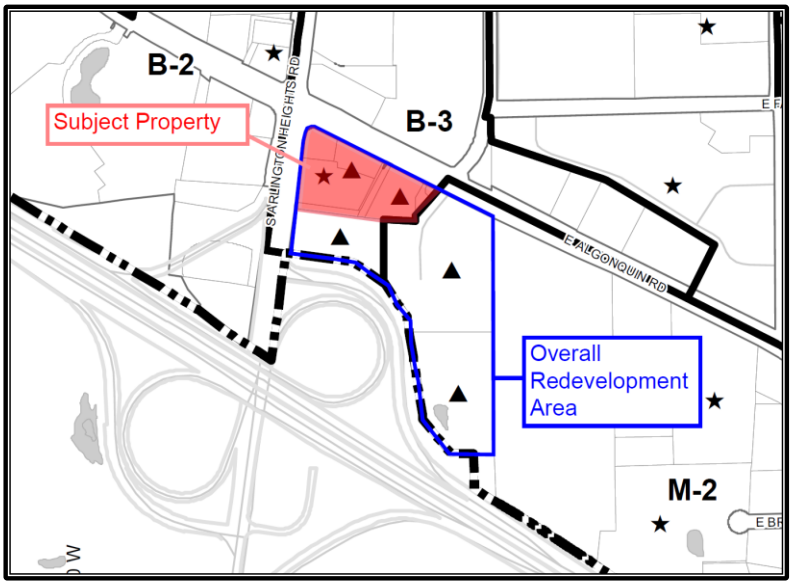
STAFF DEVELOPMENT COMMITTEE REPORT

***Project Number**: PC 23-012*
***Project Title**: Arlington Gateway Dev. – Phase I*
***Address**: 1, 15, 111 E. Algonquin Road, 2355 S. Arlington Heights Road*
***PIN's**: 08-16-401-018, -030, -036, -039, -043, -045, and -046*

***To**: Plan Commission*
***Prepared By**: Sam Hubbard, Development Planner*
***Meeting Date**: November 29, 2023*
***Date Prepared**: November 20, 2023*

***Petitioner**: Mike Moceri, Thomas Roszak*
Moceri+Roszak
***Address:** 145 S. Wells Street, Suite 700*
Chicago, IL 60606

***Existing Zoning**: B-3 General Service, Wholesaling and Motor Vehicles District, South Arlington Heights Road Overlay District*
***Comprehensive Plan**: Mixed-Use*



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	B-3: General Service, Wholesale, and Motor Vehicles District	Vacant Land, Mitsuwa Shopping Center	Mixed Use
South	B-3: General Service, Wholesale, and Motor Vehicles District; South Arlington Heights Road Overlay District	Parking Lot, Retail Store (Guitar Center)	Mixed Use
East	M-2: Limited Heavy Manufacturing District; South Arlington Heights Road Overlay District	Multi-tenant Light Industrial Building	Mixed Use
West	B-2, General Business District	Gas Station, Office Building	Commercial, Offices Only

Requested Action:

1. Planned Unit Development (PUD) to allow an 8-story mixed use development with 24,972 square feet of ground floor commercial floor area and 301 multi-family residential units above.
2. Rezoning from the B-3, General Service, Wholesale, and Motor Vehicles District to the B-2, General Business District.
3. Preliminary Plat of Subdivision approval to consolidate the subject property into one lot.

Variations Required:

- Chapter 28, Section 5.1-21.1d, to allow the northeast corner of the 1st floor to be setback 2 feet from a property line where code requires a minimum setback of 15 feet for structures 3 floors and less in height.
- Chapter 28, Section 5.1-21.1d, to allow the eastern side of floors 4 through 8 to be setback 21.1 feet from a property line, and to allow the southern side of floors 4 through 8 to be setback 19.2 feet from a property line, where code requires a minimum setback of 50 feet for structures over 3 floors in height.
- Chapter 28, Section 6.6-5.1, to allow balconies on the north side of the building to encroach 0.8 feet into the required 50-foot building setback and on the east and south sides of the building to encroach 16.5 feet into the required 50-foot building setback.
- Chapter 28, Section 10.2-12.3b, to allow 4.0 foot candles along a property line adjacent to a Business District where code restricts maximum foot candles to 2.0.

Project Background:

The overall redevelopment area consists of several parcels of land located in the southeast corner of Arlington Heights Road and Algonquin Road, which totals approximately 16.4 acres in size and would be redeveloped in several phases. Phase I, which is the subject of this application, is situated at the corner of Arlington Heights Road and Algonquin Road and is located on a parcel of land approximately 3.65 acres in size. This site is currently occupied by three single-story commercial buildings and a five-story office building, all of which are vacant. Existing access to the Phase 1 site comes from four curb cuts along Algonquin Road, three curb cuts along Arlington Heights Road, and an internal connection to Tonne Road which provides signalized full access to Algonquin Road.

The petitioner, TR Management & Consulting, as agent for the owner, has recently been approved for a demolition permit to allow removal of all existing buildings on the Phase 1 site. In their place, an eight-story mixed-use building has been proposed, including 301 multi-family luxury rental units and 24,972 square feet of ground floor commercial space intended for a mix of restaurant and retail/commercial tenants. The overall master redevelopment plan is conceptual at this stage and subject to change as this project moves forward (see **Exhibit I** at the end of this report). The ownership entity responsible for this proposal is also the owner of the Phase 2 site, has under contract the Phase 3 site, and is partial owners of the Phase 4 site. Future phases of redevelopment could include a mix of additional multi-family units with ground floor commercial spaces, rehabilitation of the former Daily Herald building for reuse as a medical office building, and other possible uses. The entire redevelopment area is located within the South Arlington Heights Road Tax Increment Financing (TIF) District.

The Phase 1 multi-family apartments would be located within floors 2-8, and building amenities would be located on the ground floor and on the 4th floor, which would consist of an outdoor pool, fitness room, game room, and lounge/kitchen. The commercial units would also be located on the ground floor, occupying approximately 25,000 square feet. Parking would be located within one partial level within the basement and on floors 1-3. A surface parking lot would include 85 parking stalls for the commercial units. The residential mix is projected at 49 studio units (16%), 159 one-bedroom units (53%), 83 two-bedroom units (28%), and 10 three-bedroom units (3%). There would be a total of 480 parking stalls provided for the residential tenants within the structured podium-style parking garage, which translates to 1.6 parking stalls per unit and 1.19 parking stalls per bedroom.

Access to the site would come from a curb cut on Arlington Heights Road which would serve both the subject property and the Guitar Center to the south, as well as a right-in/right-out curb cut along Algonquin Road. The existing east/west shared access road along the southern side of the site would be maintained, which connects to Tonne Road at the east. Tonne Road is a privately owned road that connects to Algonquin Road at a signalized intersection. The subject property has an easement for access to and along Tonne Road.

Zoning and Comprehensive Plan

The subject property is located within the B-3, General Service, Wholesale, and Motor Vehicles District, as well as the South Arlington Heights Road Overlay zoning district. The overlay district requires that all developments obtain Planned Unit Development (PUD) approval, for which the petitioner has applied. At the request of the Village, the petitioner has agreed to rezone the property from the B-3 District, which district allows auto repair uses that are not appropriate for this location, to the B-2, General Business District. To consolidate the site into one lot for this redevelopment, the petitioner has requested Preliminary Plat of Subdivision approval, along with approval of a separate Plat of Abrogation and Grant of New Easements to vacate and establish various easements for the site. Certain variations are required, which will be discussed

through-out this report. Any restaurants within this building will require a special use permit, and parking for any such restaurant will need to be vetted as part of any future approvals.

On June 20th, 2023, the petitioner appeared for the Village Board for a preliminary review. The meeting minutes from that evening are included in the Plan Commission packet. The petitioner held a neighborhood meeting introduce the project to the surrounding property owners at a nearby hotel on August 29, 2023, however, there were no attendees.

The Comprehensive Plan designates the subject property as Mixed-Use and the proposed development is compatible with this designation. The subject property is also part of the South Arlington Heights Corridor Plan, which will be discussed below.

South Arlington Heights Road Corridor Plan:

The Village of Arlington Heights established the South Arlington Height Corridor Plan in 2018, which set forth a vision and strategies for improvements within the corridor planning area given its important location at the southern gateway into Arlington Heights. The primary goals of the plan were to improve upon the existing assets within the corridor through beautification, redevelopment, walkability, and placemaking. The subject property is specifically identified as a key development site within the Plan, which calls for a mix of commercial, restaurants, retail, hotel, residential, and entertainment uses within the 16.4-acre redevelopment area. The Plan recommends high density development of up to 12 floors, consolidation of access points, improvements to the streetscape, and the introduction of focal points at the corners of the site. The proposed redevelopment concept is compatible with several of these standards.

Overlay Zoning District:

Pursuant to the South Arlington Heights Road Corridor Plan, in May of 2019 the Village adopted the South Arlington Heights Road Overlay District, which sets forth development guidelines for future redevelopment at the southeast corner of Algonquin Road and Arlington Heights Road. The purpose of this overlay district is to establish specific regulations for redevelopment within the overlay zone as necessary to facilitate the goals of the South Arlington Heights Road Corridor Plan. The overlay zone allows for buildings up to 20 floors in height (200 feet), and dense, mixed-use, pedestrian-friendly redevelopment. The Phase 1 redevelopment is compatible with many of the regulations within the overlay zone, however, the following variations are required:

1. **Section 5.1-21.1d, to allow the northeast corner of the 1st floor to be setback 2' from a property line where code requires a minimum 15-foot setback for structures 3 floors and less in height.**
2. **Section 5.1-21.1d, to allow the eastern side of floors 4 through 8 to be setback 21.1' from a property line, and to allow the southern side of floors 4 through 8 to be setback 19.2' from a property line, where code requires a minimum setback of 50' for structures over 3 floors in height.**

Exhibit II, at the end of this report, depicts the location of these variations. The Staff Development Committee is supportive of variation #1 as the setback encroachment is a product of the irregular lot configuration at the northeast corner, which cuts into the property but is used as open space/parkway. The Staff Development Committee is supportive of variation #2 and notes that the 50' required setback for floors 4 and above was established in consideration of the maximum allowed building heights (20 floors) within the Overlay District. As the proposed building would be only 8 floors tall, is part of a master planned redevelopment area, and maintains all code required setbacks along the primary viewing corridors (Arlington Heights Road and Algonquin Road), the proposed setback variations are acceptable.

TIF Redevelopment Plan

In June of 2020, the Village established a Tax Increment Financing District (TIF) for approximately 65 acres of land within the South Arlington Height Road Corridor. The primary goal of the TIF was to facilitate redevelopment along this important gateway into the Village and the proposed site plan is consistent with several of the objectives approved in the TIF Redevelopment Plan such as: eliminating blighted conditions; improvement to the existing rights-of-way and infrastructure; and promotion of the redevelopment of underutilized property, among others. The Village will evaluate potential TIF assistance for the mixed-use development and adjacent public infrastructure needs.

Impact Fees & Affordable Housing

Impact fees (school, park, library) shall be required for all residential units. As the proposed development will be requesting public funding (TIF assistance) it must provide 10% of the overall number of units as onsite affordable units compliant with the Inclusionary Housing Ordinance. As required, the petitioner has agreed to provide 30 onsite units to be rented at or below 60% of the Area Median Income (AMI) in compliance with Village Code. The affordable housing proposal received unanimous support from the Housing Commission.

Building, Site, Landscaping:

The development team has worked with staff to refine the building architecture and site layout to address a number of preliminary concerns identified by the SDC. The site has been well designed to comply with both code requirements and conform to the objectives of the South Arlington Height Road Corridor Plan. The commercial spaces are proposed in appropriate locations to take advantage of the site visibility and location at the corner of two major arterial streets. Internal circulation flows well through the site and is enhanced with a central drive aisle that bisects and traverses through the building, providing dedicated areas for parcel/package delivery, resident pick-up/drop-off, and adjacent loading berths for both the commercial spaces and residential tenants. Curb cuts along Algonquin Road and Arlington Heights Road have been consolidated and the building massing has been creatively designed to generate visual interest and primary focal points for the structure.

Because the building does not conform to the required setbacks along the south and east of the site, the balcony projections in this area also encroach further into the code required setback. As such, the following variation is required:

- **Section 6.6-5.1, to allow balconies on the north side of the building to encroach 0.8 feet into the required 50-foot building setback and on the east and south sides of the building to encroach 16.5 feet into the required 50-foot building setback.**

The Staff Development Committee is also supportive of this variation as the balconies are still well contained within the subject property boundaries and do not encroach beyond the property lines. The balconies will provide access to air and sunlight for the building residents and the need for this variation is primarily a result of the building setback variation.

The existing site does not have much tree cover; however, the petitioner is working with the Village to preserve as many existing trees as possible around the perimeter of the site. 55 new trees will be planted throughout the site upon completion of the project, and the development will include two butterfly gardens with native planting on the north and south sides of the building. There are a number of landscape and streetscape details that are still being finalized, and the Village has outlined certain conditions of approval

relative to these elements. Finally, if Phase 3 is not under construction within 5 years of approval of this PUD, the petitioner shall prepare and implement interim curbing and landscaping along the south side of the east/west access road, which will enhance this area until redevelopment actually occurs.

Given that the east/west access road is a private street located on land within both the subject property and the Guitar Center lot to the south, the light poles that illuminate this private drive trigger the need for the following variation:

- **Chapter 28, Section 10.2-12.3b, to allow 4.0-foot candles along a property line adjacent to a Business District where code restricts maximum foot candles to 2.0.**

The Staff Development Committee does not take issue with this request and believes it reasonable to provide sufficient light along the private access drive. The petitioner will need to work with staff on the final design for this fixture, which may further reduce the extent of this variation.

Pedestrian/Bicycle/Sustainability Elements:

The proposed redevelopment is consistent with the South Arlington Heights Road Corridor Plan by replacing the existing carriage-walk sidewalks along Algonquin and Arlington Heights Roads with an 8'-10' parkway and 8' wide sidewalk for use as a multi-use trail. The Village is still evaluating future bikeway improvements in this area, which could connect Busse Woods to the multi-use trail adjacent to the site. The petitioner will be required to work with the Village on enhanced bicycle connections to Busse Woods, where feasible.

As recommended within the Overlay District regulations, the developer has included several sustainable design features on the building, such as solar panels on the roof, electric vehicle charging stations within the garage, and a small green roof on certain portions of the structure.

Architecture:

The developer has worked with staff to refine the building architecture and has put forth a design concept utilizing modern materials and creative massing. At the October 24, 2023 Design Commission meeting, the petitioner received a unanimous recommendation of approval for the design and appearance of the building. One condition of approval was added to the motion, which relates to the hue/color of the lights on the building and within the covered drop-off area. The minutes from this meeting are included in the materials transmitted to the Plan Commission. The petitioner shall continue to work with staff on the appropriate screen for the mechanical units on the southern side of the building, which must be enclosed by a wall of sufficient height to screen the equipment within.

Easements:

The existing site is encumbered by several easements that run through the property in various locations. In order to accommodate the proposed building and shared access road along the south of the property, most of these existing easements need to be vacated and the southern access road easement needs to be modified, requiring coordination with some of the neighboring property owners. The petitioner has prepared a separate document to accomplish these vacations/modifications (the Plat of Abrogation and Grant of New Easements), which will need to be signed and recorded prior to recording the Final Plat of Subdivision. Two conditions of approval relative to these easements have been included in the recommendation below.

Engineering/Infrastructure:

To address stormwater and MWRD requirements, the petitioner has proposed two underground stormwater vaults within the parking lot. Additionally, as recommended in the South Arlington Heights Corridor Plan, the petitioner will be responsible for burial of the overhead utility lines on the southern side of Algonquin Road between Arlington Heights Road and Tonne Road. The Village is in the process of upgrading a sanitary sewer line along Algonquin Road, which will be necessary to serve the proposed development and surrounding catchment area. The petitioner will be required to submit final engineering plans and a final plat of subdivision at a future date.

The Village has coordinated with Pace on necessary improvements to this bus stop at the northwest corner of the site that will need to be implemented by the petitioner. As part of final plat of subdivision approval, the petitioner shall continue to work with the Village on the final design for this bus stop.

Prior to appearing before the Village Board, the petitioner shall provide a preliminary construction staging plan. At time of application for a building permit, the petitioner shall provide a detailed final construction schedule and logistics plan that identifies staging areas, material storage, lane closures and construction worker parking, for review and approval by the Village. Emergency access must be maintained at all times during each phase of construction

Parking and Traffic:

The petitioner has provided a traffic and parking study by a certified traffic engineer that assesses access (location, design, and Level of Service), on-site circulation, trip generation and distribution, parking, and impacts to public streets. This study has analyzed the traffic and parking impacts of both the Phase 1 development site and the overall master redevelopment scenario. Given that the site abuts two major arterial streets and has excellent access to the I-90 Tollway, the projected traffic impact will be sufficiently accommodated within the existing road network within the vicinity.

The study has identified two improvements needed at the intersection of Tonne Road/Algonquin Road; the first involves minor changes to the timing of the existing traffic signal as part of the first phase of development. The second will be necessary at some point prior to or at full buildout of the overall redevelopment area when traffic warrants will trigger the need for an additional left turn lane along the privately owned section of Tonne Road. The petitioner shall be required to implement these improvements as they become necessary during development. Additionally, if/when they gain the rights or ownership to modify the east/west access road at the eastern end as noted in **Exhibit III** at the end of this report, they shall implement this intersection reconfiguration upon request of the Village.

Parking for the residential uses would be provided within the garage, which was designed to be restricted to residents-only via a roll up door. The developer is anticipating five of these spaces to be dedicated for guest parking (which would be located outside of the garage door) and the remaining 475 parking spaces would be made available for the residential tenants and their guests only. A total of 480 spaces would be dedicated for the residential uses, which exceeds code requirements by six spaces. The exterior surface parking spaces would be dedicated to the commercial tenants with a total of 85 spaces available for employee and customer parking. This results in a two-space parking surplus relative to commercial parking requirements. A summary of the parking is included in the table below:

Parking Required for Residential Uses:	474 spaces
Parking Provided for Residential Uses:	480 spaces
Residential Surplus:	6 spaces
Parking Required for Commercial Uses:	83 spaces
Parking Provided for Commercial Uses:	85 spaces
Commercial Surplus:	2 spaces

In coordination with staff, the petitioner will design the interior of the residential parking garage to be able to accommodate future shared parking between the commercial/residential tenants. This may be necessary given the relatively low parking surplus that each use component has relative to minimum code requirements. The parking surplus only occurs if no restaurant tenants occupy the site. It is anticipated that the site will be attractive to one or more restaurant tenants, and if/when this happens, there will be a parking shortage relative to both code requirements and anticipated demand. The petitioner will need to work with the Village to address any such parking shortage, which may require shared parking in the garage or offsite parking agreements. The detailed parking calculations are shown below:

Use	Square Footage / # of Units	Parking Ratio	Required Parking
Multi-Family Residential*	301	-	-
Studio	49	1 space / unit	49
1-Bdrm	159	1.5 spaces / unit	238.5
2-Bdrm	83	2 spaces / unit	166
3-Bdrm	10	2 spaces / unit	20
Commercial	24,972	1 space / 300 SF	83
		Total Required	557
		Total Provided - Residential	480
		Total Provided - Commercial	85
		Onsite Total Provided	565
		Surplus / (Deficit)	**8**

* Parking for multi-family uses is based on the Overlay District requirements.

In order to preserve sufficient residential and guest parking, all residential units shall be approved as rental apartments, and conversion of the rental units to condominium units will require an amendment to the Planned Unit Development and the provision of sufficient parking for such change. Due to the high parking demand of medical office uses, these tenants shall not be permitted within the development. The site and building provide a surplus of bike parking relative to code requirements, and both the residential and commercial uses have adequate loading areas.

RECOMMENDATION

The Staff Development Committee reviewed the proposed Planned Unit Development to allow an 8-story mixed use development with 24,972 square feet of ground floor commercial floor area and 301 multi-family residential units above, rezoning from the B-3, General Service, Wholesale, and Motor Vehicles District to the B-2, General Business District, and request for Preliminary Plat of Subdivision approval to consolidate the subject property into one lot, and the following variations from Chapter 28 of the Municipal Code:

1. Section 5.1-21.1d, to allow the northeast corner of the 1st floor to be setback 2 feet from a property line where code requires a minimum setback of 15 feet for structures 3 floors and less in height.

2. Section 5.1-21.1d, to allow the eastern side of floors 4 through 8 to be setback 21.1 feet from a property line, and to allow the southern side of floors 4 through 8 to be setback 19.2 feet from a property line, where code requires a minimum setback of 50 feet for structures over 3 floors in height.
3. Chapter 28, Section 6.6-5.1, to allow balconies on the north side of the building to encroach 0.8 feet into the required 50-foot building setback and on the east and south sides of the building to encroach 16.5 feet into the required 50-foot building setback.
4. Chapter 28, Section 10.2-12.3b, to allow 4.0 foot candles along a property line adjacent to a Business District where code restricts maximum foot candles to 2.0.

The Staff Development Committee recommends **APPROVAL** of the application, subject to the following:

Infrastructure/Access

1. Petitioner shall design, permit and install all traffic required improvements, including, but not limited to, the Phase 1 Tonne Road traffic signal modifications.
2. Petitioner shall design, permit and construct intersection improvements at Algonquin Road/Tonne Road at the request of the Village, which shall be made when these improvements are warranted as part of the remaining phases of redevelopment (Phase 2 through 4). These improvements may include, but shall not be limited to, dual left turn lanes on Tonne Road. The share of costs for any such future improvements on the southern leg of this intersection shall be based on the cost sharing provisions within the existing easement agreement governing the private section of Tonne Road. The share of costs for any such future improvements on the northern leg of this intersection shall be 100% the responsibility of the petitioner. The Village is agreeable to the establishment of a recapture agreement for the northern leg costs to be shared amongst all owners within the overall phased redevelopment area.
3. The petitioner shall work in good faith with the Village to explore and implement future bicycle access improvements to Busse Woods, if feasible.
4. At the request of the Village, the petitioner shall be responsible for modifying the east/west access road located on the southern side of the subject property, which shall be realigned at its intersection with Tonne Road as generally depicted within **Exhibit III**. Said modification shall only be required if/when approval is received from the property owner(s) of the lot directly abutting the subject property to the east, or at such time as the petitioner becomes the controlling owner of that property.
5. The petitioner shall be responsible for the burial of the overhead utility lines located on the southern side of Algonquin Road between Tonne Road and Arlington Heights Road, subject to the applicable agency approvals.
6. IDOT approval shall be required for the proposed site access along Arlington Heights Road and Algonquin Road, as well as for any improvements proposed within the IDOT right-of-way.
7. The petitioner shall implement bus stop improvements to the satisfaction of the Village and in coordination with Pace, which shall be required as part of permit issuance.

Easements

8. Prior to recording of the Final Plat of Subdivision, the Plat of Abrogation and Grant of New Easements shall be executed and recorded. Said document shall provide the following allowances, which shall be to the satisfaction of the Village:
   a. Perpetual ingress and egress granted to Lots 1, 2, and 3 in the Lincoln Executive Plaza Subdivision, for usage of the east/west access road on the subject property and on the Guitar Center property.
   b. Perpetual ingress and egress granted to Lot 3 in August Busse's Subdivision (the Guitar Center lot – 2375 S. Arlington Heights Rd) for usage of the east/west access road on the subject property.
9. A sidewalk easement shall be required for the public sidewalk located on the subject property, which shall be included on the Final Plat of Subdivision.

Parking

10. If parking provided is insufficient to meet demand, as determined by the Village, the petitioner shall work with the Village to develop and implement a parking mitigation plan that may include, but shall not be limited to, use restrictions for the commercial tenants, shared commercial parking within the residential garage, valet parking for any restaurants on the subject property (either within the onsite garage or at an offsite location), and/or the provision of off-site parking areas.
11. The residential garage shall be designed to facilitate future access restrictions/segregation between commercial parking and residential & guest parking areas should it be necessary to share parking within said garage.

Streetscape/Landscape

12. The petitioner shall collaborate with the Village on the following streetscape/landscape improvements, which shall be implemented by the petitioner to the satisfaction of the Village:
    a. Implementation of parkway trees within the Arlington Heights and Algonquin Road parkways abutting the subject property.
    b. Foundation plantings shall be added adjacent to the building where turf is proposed along Arlington Heights Road, Algonquin Road and Tonne Road.
    c. Decorative pedestrian crossing at Algonquin Road and Tonne Road and at Arlington Heights Road and Algonquin Road. Said crossings shall be designed, permitted and constructed by the petitioner and subject to IDOT review and approval.
    d. Prior to issuance of a permit, petitioner shall provide a full site furnishing plan for review and approval by the Village, including the following items:
        i. Decorative pavement and paver details.
        ii. Decorative parking lot and driveway lights within the interior of the site and along the east/west access drive.
        iii. Further refinement of the seat wall and pedestrian area at the southeast corner of Arlington Heights Road.
13. If Phase 3 is not under construction within 5 years of approval of this PUD, the petitioner shall install an interim curbing and landscape plan for the south side of the east/west access road, for review and approval by the Village.

General

14. Final Plat of Subdivision approval shall be required.
15. All restaurants on the subject property shall receive Special Use Permit approval or a Special Use Permit Waiver (if eligible), and shall demonstrate to the satisfaction of the Village, that sufficient parking will be made available.
16. As part of Final Plat of Subdivision approval, the petitioner shall provide details on the proposed mechanical unit screen on the southern side of the building, which screen must be tall enough to screen the mechanical units within and shall be of materials that match the building, for review and approval by the Village.
17. Compliance with the October 24, 2023, motion approved by the Design Commission shall be required.
18. The petitioner is responsible to ensure that the Planned Development is and remains in full compliance with the requirements of Article XVII of Chapter 7 of Village Code, being the Village's Inclusionary Housing Ordinance, and the Village's Inclusionary Housing Guidelines, including, without limitations, the following:
    a. Providing, at a minimum, 10% of the total units (30 actual on-site units based on 301 total units) in perpetuity in the Planned Development in compliance with Section 7-1707(b)(3) of the Village Code.

b. Ensuring compliance with all other provisions of the Inclusionary Housing Ordinance and the Inclusionary Housing Guidelines as applicable.

19. Land Contribution Fees (Impact Fees) shall be required at time of building permit issuance pursuant to Chapter 29 of the Municipal Code.
20. Residential Units are approved as rental apartments. Conversion of the residential units from rental to condominium units will require an amendment to the Planned Unit Development and the provision of sufficient parking for such change as determined necessary by the Village.
21. Medical Office uses shall not be permitted on the subject property.
22. Prior to appearing before the Village Board, the petitioner shall provide a preliminary construction staging plan. At time of application for a building permit, the petitioner shall provide a detailed final construction schedule and logistics plan that identifies staging areas, material storage, lane closures and construction worker parking, for review and approval by the Village. Emergency access must be maintained at all times during each phase of construction.

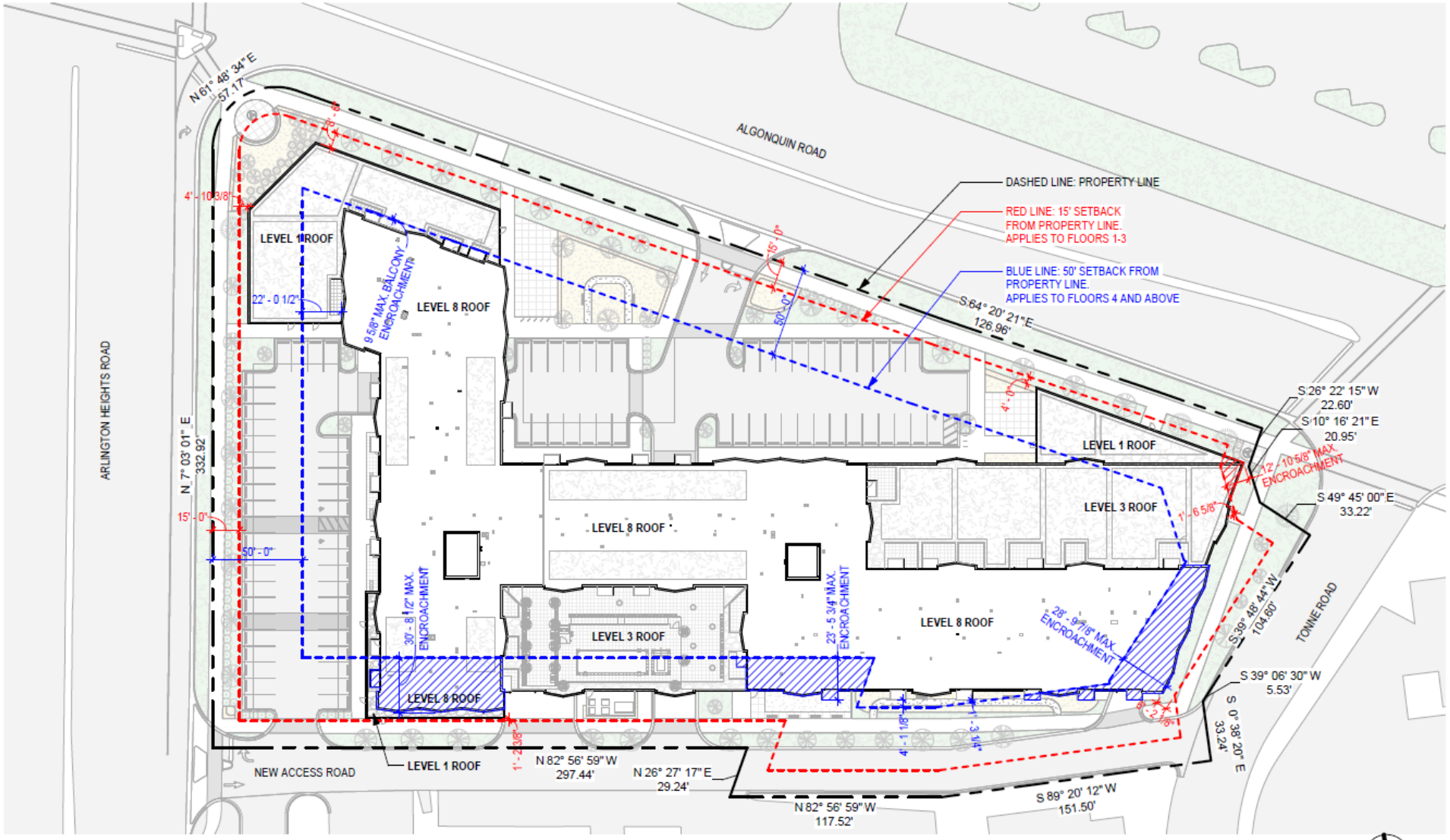
_____ November 20, 2023

Michael Lysicatos, Assistant Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads

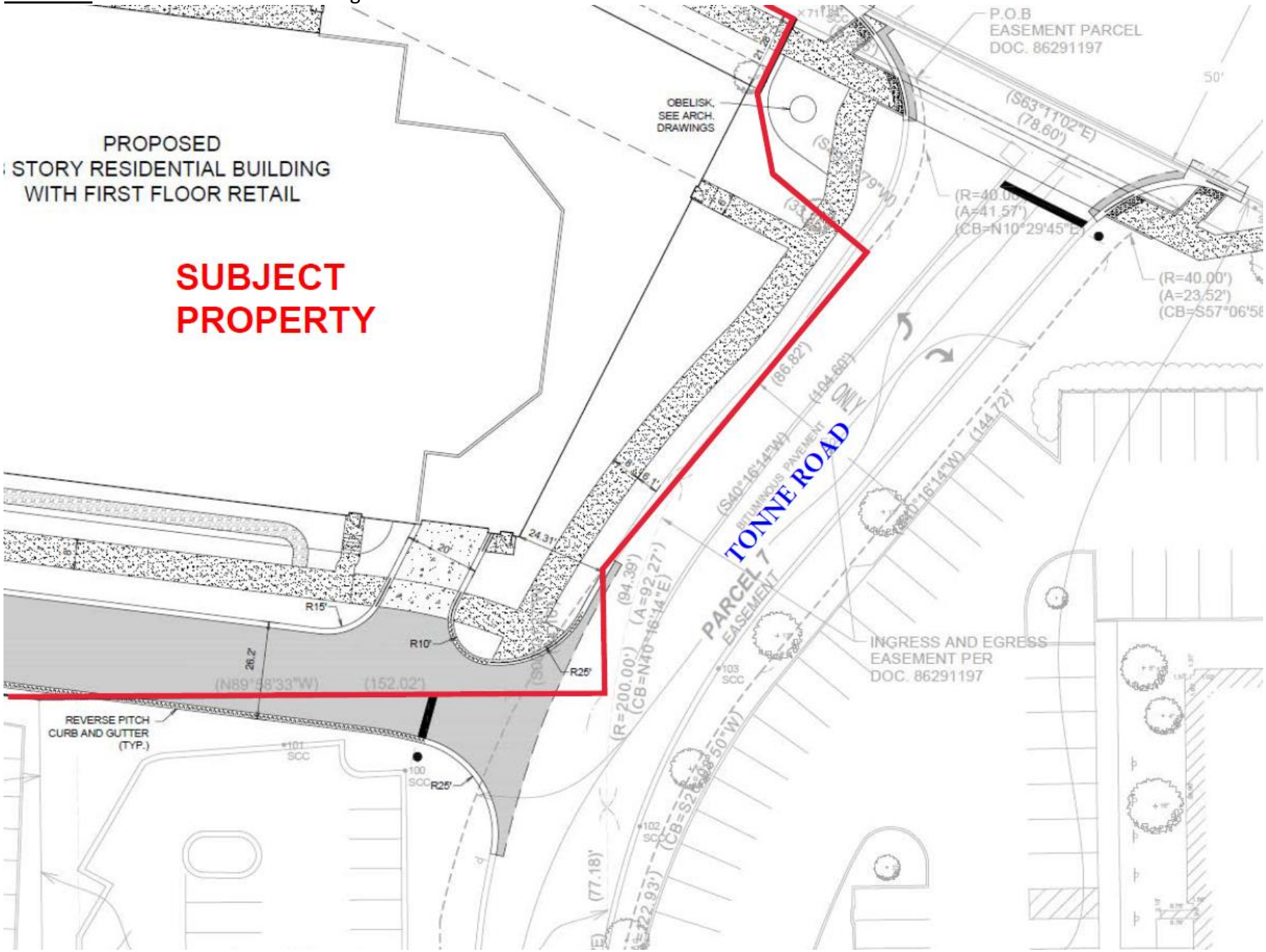
Exhibit 1 – Phased Redevelopment Plan

Exhibit II – Building Setback Variations



1 BUILDING SETBACK DIAGRAM
1" = 50'-0"

Exhibit III – Future Private Drive Configuration



PLAN
COMMISSION

REPORT OF THE PROCEEDINGS OF A PUBLIC HEARING
BEFORE THE VILLAGE OF ARLINGTON HEIGHTS
PLAN COMMISSION

RE: ARLINGTON GATEWAY DEVELOPMENT/PHASE I - 1, 15, 111 EAST ALGONQUIN ROAD, 2355 SOUTH ARLINGTON HEIGHTS ROAD - PC #23-012 PLANNED UNIT DEVELOPMENT FOR MIXED-USE DEVELOPMENT, REZONING FROM THE B-3, GENERAL SERVICE, WHOLESALE, AND MOTOR VEHICLE DISTRICT TO THE B-2, GENERAL BUSINESS DISTRICT, PRELIMINARY PLAT OF SUBDIVISION APPROVAL TO CONSOLIDATE INTO ONE LOT, AND VARIATIONS FROM CHAPTER 28 MUNICIPAL CODE

REPORT OF PROCEEDINGS had before the Village of

Arlington Heights Plan Commission Meeting taken at the Arlington Heights Village

Hall, 33 South Arlington Heights Road, 3rd Floor Board Room, Arlington Heights,

Illinois on the 29th day of November, 2023 at the hour of 7:30 p.m.

MEMBERS PRESENT:

MARY JO WARSKOW, Vice Chairperson
LYNN JENSEN
JOE LORENZINI
BRUCE GREEN
TERRY ENNES
JOHN SIGALOS
JAY CHERWIN

ALSO PRESENT:

SAM HUBBARD, Development Planner
CHARLES WITHERINGTON-PERKINS, Director Planning & Community Development

DRAFT

VICE CHAIRPERSON WARSKOW: All right, I am going to call the Plan Commission meeting to order for November 29th, 2023. If we'd all please stand and say the Pledge?

(Pledge of Allegiance recited.)

VICE CHAIRPERSON WARSKOW: Great.

Sam, can we have a roll call please?

MR. HUBBARD: Yes.

Commissioner Cherwin.

COMMISSIONER CHERWIN: Here.

MR. HUBBARD: Commissioner Drost.

(No response.)

MR. HUBBARD: Commissioner Ennes.

COMMISSIONER ENNES: Here.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Here.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Here.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Here.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Here.

MR. HUBBARD: Vice Chair Warskow.

VICE CHAIRPERSON WARSKOW: Here.

MR. HUBBARD: And Chair Dawson.

(No response.)

VICE CHAIRPERSON WARSKOW: All right, next on the agenda is approval of the minutes from the prior Plan Commission meeting on November 8th.

COMMISSIONER ENNES: I'll make a motion to approve the minutes.

COMMISSIONER GREEN: I'll second that.

VICE CHAIRPERSON WARSKOW: Okay, all in favor?

(Chorus of ayes.)

VICE CHAIRPERSON WARSKOW: Anyone opposed?

(No response.)

VICE CHAIRPERSON WARSKOW: All right, motion passes.

All right, so we're moving on to, yes, yes, we're moving on to our hearing for this evening. Can I have the Petitioners for the Arlington Gateway Development come forward, which would include anybody who will be testifying, giving information to the Plan Commission? First thing I need to do is swear you all in, so if you'll raise your right hand and just repeat after me.

(Witnesses sworn.)

VICE CHAIRPERSON WARSKOW: Okay, thank you very much. Whosoever is starting off, if you want to give us your presentation?

MR. ROSZAK: Good evening, thank you so much. My name is Thomas Roszak. I'm with Thomas Roszak Architecture and Moceri & Roszak. We are co-developers with Bradford Allen on the Arlington Heights Gateway project.

I'd like to first introduce just part of my team that will be helping me

DRAFT

make the presentation: Bruce Huvard is our zoning attorney; we have Gail Lissner who is our market study specialist; we have Steve Greenberger from V3, civil engineer; Luay Aboona who is our traffic engineer with KLOA; my two partners, Michael Moceri and Paul Boulier, both architects and developers; and then our co-development partner Brian Carley with Bradford Allen.

So, thank you again for letting us present to you. I'm going to go through the project slide by slide and just kind of give you an introduction. I know you've seen the project and I'll just go over the highlights.

Again, I'm an Architect and a Developer. I've been doing this for about 34 years. We've done many multi-family projects throughout Chicago and in the suburbs, particularly in Evanston.

So, first slide, please.

MR. HUBBARD: Yes, there's an advancing button.

MR. ROSZAK: Oh, I get to do it?

MR. HUBBARD: Yes.

MR. ROSZAK: Beautiful.

MR. HUBBARD: Right.

MR. ROSZAK: All right, so if we can actually do the videos first, that'll be great.

So, this is a video, like if you're Superman flying around, this is you're going down Algonquin eastward. You'll see the project from above, and this gives you a sense of the scale. It's an eight-story building. Turning around at the corner here to Tonne and looking westerly, and now we turn and go across, and on the fourth floor you see their amenity space including a pool, outdoor pool and deck. I will get into more of these details. I just want to give you a sense of the scale and the details and so forth.

Then over here we have some retail, parking, cafe, florist, maybe a music shop. On the corner there, you see one of those focal points. We call them an obelisk, and I'll talk a little bit more about that later. Next slide, or next video, please.

COMMISSIONER JENSEN: Could you speak up just a little bit? I'm having a little trouble hearing you.

MR. ROSZAK: Yes, sorry. So, this is the next video. This is now going down Algonquin Road going westerly, and this is as if you're walking around the site as a pedestrian or in a vehicle. It gives you a sense of scale of what you would experience from the street or the sidewalk. Turning the corner here onto Arlington Heights Road, as we walk around, and now down this access road that we have and coming down here, that's the entrance where you drive in to drop off people or come into the front lobby. I'll show you that in a second. The next one, one more.

So, this is an entry walk, so this is as if you're coming into the front door. So, you're driving or walking towards the front entry of the lobby. You have this green portal that kind of signifies the entrance. It lets people know where the entrance is. You can drop off someone or pick up an Uber.

This is the front entrance door. There's a food drop-off there, our leasing and management center, a seating area for the lobby, there are some co-working spaces back there, mail pickup, a very hospitality-like experience, coming in through the door to the elevators that then takes you upstairs to the apartments. And then one more video.

This is the level four amenity. So, if you're on the fourth level, you're coming into kind of a social area. There's TV theater area, seating area, there's billiards and

ping-pong, there's a couple more co-working spaces, a catering kitchen. There's a golf simulator back there, a lot of public space for people to enjoy.

Then there's an outdoor area, so you could come out to the terrace and there's grilling stations. You can have dinner outside. There's a seating area, a lounging area, there's fire pits. Then kind of hover over the pool, you kind of see where the pool is. The pool is facing south obviously, lounge seating. There's actually a pool and a hot tub spa.

Then we come around and we're going to look at the fitness area. A lot of landscaping, a lot of details, architectural details. Going to come back in and then we go to the right here and then there's a workout area, both aerobic and then weight-lifting and yoga. So, a highly-amenitized building, kind of top of the market. Thanks, we can go back to the presentation.

So, our project is an eight-story, 301-unit multi-family, full-rent apartment building. We have street level retail. The building is contextual, welcoming, has a dynamic design. We are in the Overlay District and the Overlay District is all about, you know, focusing on beautification, redevelopment, walkability and place-making. We are place-making, creating a place that right now is just almost a four-acre site that has vacant and dilapidated buildings.

We are landscaping the entire site plan with ornamental trees, shade trees, shrubs, perennials and annuals. The building is eco-friendly, attractive, sparking new retail and streetscape vibrancy. Arlington Heights needs more quality housing and that's what we're providing here. Next slide.

So, this is actually four phases of the future projects. So, our Phase I is on the corner -- there's no pointer here, is there?

MR. HUBBARD: There is, but they can't see it on the Plan Commission.

MR. ROSZAK: Okay. All right, no worries.

So, at the very top corner there on Algonquin and Arlington Heights Road is our Phase I project. So, that's what we're talking about here tonight. But just to give you context, Bradford Allen has acquired the Phase III and the Phase II properties and is working on the Phase IV assemblage. So, I know we're orientated here, but again, Algonquin Road, we're on the northwest corner here, some of the site views.

So, we're 301 units. We range from 554 square-foot studios to 1,417 square-foot three-bedrooms. The average square footage is 825 square feet. We have 49 studios, 141 one-bedrooms, 19 one-bedrooms with den, 82 two-bedrooms, and then 10 three-bedrooms.

We have about 25,000 square feet of retail. We envision things like a coffee shop, perhaps some dining restaurants, and other service-orientated retail uses. We are talking to the Guitar Center as well to possibly have them move from their current location into our building. I'll show you where that is in a second.

Affordable housing. We're super proud to be providing affordable housing on site. So, 10 percent of our units are going to be affordable. So, 30 units out of the 301 will be affordable and these will be provided at the 60 percent AMI per the requirements. We've done affordable housing before, so we're very fluent in how this works and we're really excited that this is part of the project.

Amenities. We have about 21,000 square feet of indoor and outdoor amenities, and you saw the video of kind of the look and feel of that. Again, there's outdoor pools, there's fitness areas, golf simulator, social and media rooms, a business center, work from

home conference rooms which we call co-working. We have a dog walk, a dog spa. We have private grilling, catering kitchens, and then we have two butterfly gardens actually and then a lot of landscape pockets with perennials and annuals throughout the site, and I'll show you that in a second.

So, this is the site plan. If you kind of look in the middle with the stripes, that's the kind of entrance area that we drove through. That's where you would drop off somebody or pick up somebody, or you'd go into the parking garage, so through that covered area which is really nice. Then the orange area, the large orange area in the middle, that's our lobby amenity area and the leasing and management center.

The three pink areas, Retail A, B and C, are the 25,000 square feet of retail. The retail area at the top corner, that's the one that we're hoping that Guitar Center will move into. It's kind of a nice story for them to, you know, sell us their property and then move in and stay in the neighborhood. Retail B, we envision some sort of, you know, more service-orientated, maybe cafe, florist, pizza shop, breakfast place, and then Retail C, the far right side near Tonne, like a nice bistro restaurant.

We have 480 parking spaces indoor for the apartments, exceeding the requirements of the zoning. Then we have 85 exterior spaces for retail, again, meeting the requirements.

We have on-site storm detention that's underneath the parking lots outside, and a lot of landscaping, again, a lot of shade trees, ornamentals. At every entrance, we have like little flower kind of pad with perennials and annuals. They'll be kind of a signature piece for the project. At the very top there along Algonquin, it says butterfly garden with bench seating, we have that. Then we have another butterfly garden along the new access road.

The idea there is all about healthy living, it's all about, you know, butterfly and bees and pollinators and kind of expressing that idea, taking it, you know, from buzzing words, kind of bringing that concept here. I think as we move forward and we start marketing, we're going to create a brand, we're going to actually come up with a name that will be better than just Arlington Heights Gateway, something a little bit more market ready. It may have to do with that kind of thing, with nature and healthy living.

So, this is the second and third floor. It shows some residential in the blue there, and then parking in gray, and there are green roofs everywhere. This is the fourth floor and in the middle there you see the orange area, that's the amenities and the pool deck and the sun deck.

We have 50 different floor plans, 50 different unique floor plans that fit into the Studio 1s, 2s and 3s. In this kind of a market, you need a lot of variety to meet the market demands. You know, 50 or 100 square-foot difference, it not only provides a spatial difference but also provides a financial kind of offering. To some people, you know, it's $300 more but, you know, it's important. Floors five through eight are again all residential.

So, the market, we are envisioning these to be the top of the market, $3 a foot. That means like 1,000 square-foot unit will be $3,000; a 500 square-foot studio will be $1,500. Again, our affordable units would be up to 60 percent AMI. We believe there is a pent-up demand for this type of product and we envision these things being absorbed in about 12 to 18 months.

It's a sustainable building. We're going to seek Energy Star certification. Again, very energy efficient, you know, attributes to the project, eco-friendly strategies that we've used, and we've done this over and over again, so very experienced in

doing this. So, we have a, you know, energy efficient thermal envelope, high efficiency lighting, plumbing. We have heating and cooling with heat pumps, we have electric charging stations. We have on-site stormwater detention. We have a green roof and a solar array on the roof.

Here's just a sampling of a typical studio and a typical one-bedroom. If you just look at the studio, you see you have a kitchen, a living area, a dining area, a sleeping and a work area. These elements are in every single type of unit, whether it's, you know, a one-bedroom all the way up to the three-bedrooms. It's just everything gets a little bit bigger, but it's important to have a dining area or a work area even in the smallest unit.

Here's a typical two-bedroom split two with the bedrooms on each side, and again, all the components are there, just a little bit bigger. The closets get a little bit bigger and so forth. Then, a three-bedroom, and that gives you a sense of all the space kind of allocation.

The design, you know, these are smart and desirable in the marketplace, these units. You kind of have to reverse engineer the product to the market. You have to know what's desirable in the market, what price you're dealing with, and that's what we've done. These are very straightforward, efficient, they're well-lit, we make them enjoyable to be inside the units and in all the amenity spaces and all the surrounding exterior spaces.

Again, this is a catalyst, all about contributing to the rejuvenation and safety of this area. We'll transform this place that's very, you know, sparsely populated and it's going to create, you know, new life, openness and healthy green space. We are enhancing the public realm. This is, you know, architectural design that's pedestrian-friendly and has human scale detailing. You know, we have picked the materials, the materials that we have are here and we have three different colors of siding. This is a fiber cement siding board, we have a brick, a gray-colored brick, and then we have green fins, and then black detailing on the balconies and the windows to give you a sense of that. This is obviously a scale model.

So, these materials are high quality and innovative, and the detailing provides architectural delight. You know, as you walk through, I imagine myself walking through, you know, you need this kind of rhythm and proportion and scale that is appropriate for this type of a development, and I think we've tried to achieve that. We have this special chevron geometry that is accented with these green fins, and it's to kind of provide this kind of, you know, this rhythm and nice detailing so it's not the same kind of details over and over.

Here are some elevations, typical elevations. Here is a detail of the elevations and this is the chevron facade. It's triangulated; when you're looking at it in perspective, it looks flat here, but then we have these green decorative fins and the idea is that these are prairie grass blades kind of dancing in the wind, again, going back to that nature theme.

This is a section of how the building is organized. So, you have, in gray you have parking. Nested into the parking, you have a drop-off area, an amenities lobby, and then in pink you have retail spaces. Then the blue is residential that's on top. We designed the building in such a way you never see the parking from the outside, you'll never even know it's there. We have the same fenestration, whether it's siding or brick for windows.

Here are some typical details from our previous projects to show you kind of the look and feel of what we do in the interior and amenity spaces.

Landscaping, again, creating an inviting public realm, high quality paving materials, lighting, way-finding, plantings. These obelisk sculptures that we're really excited about, that was actually mentioned in the Overlay District as one of the concepts and we went with that. Bench furnishings, and again, beautiful landscaping.

Transportation. All our sidewalks are eight-foot wide and we doubled those bike paths. We meet the requirements of both the residential and retail parking.

So, these are just some views that you've seen in the video. This is, we're looking at Tonne to the left and Algonquin to the right. This gives you a sense of scale of the materials, kind of the textures of the siding and the brick and so forth. Here's a view with Algonquin to the left and Arlington Heights Road to the right. Again, with the obelisk there, in the center there. You can see the green fins there, and again, it's just a subtle detail, and we'll show you that this green theme, this nature theme is throughout the project. Here is coming in on the new access road which we'll also come up with a nice name for, you know, being a new access road. To the left is Algonquin Road and to our far right is where the Guitar Center is currently.

So, zoning. We're seeking a planned development and, as you guys know, we've been through the Design Commission and the other commissions. We've worked a lot with Sam and Charles and Steve and their teams. So, we are currently zoned B-3 and we are in the Overlay District and, you know, our goal here is to produce a mixed-use development of the highest quality. Again, this is a phased project. This is Phase I of at least three residential phases.

Here are some aerial views of the project.

We have a great team. Leading the team is Bradford Allen and their vision for the site, and we are co-developing with them and we are also the architects. We have a fabulous team of our consultants and engineers, the best in the Chicagoland.

Here's a detail of the obelisk in the day and in the nighttime. We're really excited about this. This is kind of a sculpture, it's almost like a blade, again, like a blade of grass and it's going to be lit, LED lighting. We're really excited about it, and obviously, as we go through the other phases, this element will be incorporated into the next phases. It will become kind of a signature piece.

So, here we are in the lobby. As we come in, and you guys experienced this in the video, but just to give you a snapshot, this is a hospitality-like experience. You know, it's like going into a hotel, a really nice hangout space, beautiful furniture, nice details, beautiful materials, making people feel at home, really nice lighting. We have five artists. All this artwork that you see is all original artwork from five artists.

Behind the curtain there on this first one is a co-working space, and then the farther one is actually the mailroom area. So, this is if you're in the co-working space kind of looking back, again, lots of artwork, workspaces. Then now in the fourth floor, again, more areas to kind of meet and greet, again, another artist and the co-working spaces. Then looking back in the other direction towards the TV kind of theater area, and there's a catering kitchen there so you can prep for when you do your dinner on the grill outside. This is kind of hovering over the pool and the grilling stations. So, a lot of them there are outdoor spaces, highly amenitized.

This is coming off of the elevator, we have two pieces. Actually the theme of these paintings is by Rob Larson, and again, it's going to be all about wildflowers and perennials. But here, again, you see the green tint on the carpet and the experience of the way at the entry door, a celebration of the entrance, beautiful paneling, beautiful paint work.

Here's just a taste of what the units look like. This is a studio, and these aren't final for a brochure. These are kind of hot off the presses, but I wanted to give you a sense of what they look like. So, again, you see the living, the dining and the work area. This is another view of that same studio unit and you see the bed area and the kitchen.

Then this is a larger two-bedroom unit, again, with a galley kitchen. Everything is larger obviously as the units get bigger, and you have a living room, dining room, work area.

So, that's basically what I wanted to show you guys. We're hoping for any questions you have, I have my whole team here. If I don't know the answer, these guys do know the answer. So, I'd love to answer some questions.

VICE CHAIRPERSON WARSKOW: We're going to have the Staff report given by our Staff, and then we'll take questions when that's completed.

MR. ROSZAK: Great.

VICE CHAIRPERSON WARSKOW: Sam, first of all, have all notices been given?

MR. HUBBARD: They have, yes. So, thank you, Chair Warskow.

As you've heard, the subject property is located at the southeast corner of Arlington Heights Road and Algonquin Road. That's kind of at the very southern end of the Village. It is currently in the B-3 Zoning District, but it's also part of the South Arlington Heights Road Overlay Zoning District which was established in 2019 to help facilitate some of the goals of the South Arlington Heights Road Corridor Plan. The site is designated on the Comprehensive Plan as appropriate for a mixed-use development, and the proposed mixed-use building is compliant with that designation.

They are requesting three zoning actions including a PUD and a preliminary plat of subdivision to consolidate the property into one lot, as well as a rezoning from the B-3 District to the B-2 District; rezoning was at the request of Staff. The B-3 District allows for some kind of auto-related uses, repair uses and big box uses which we didn't think were necessarily appropriate in this location, and the B-2 District was a little bit more compatible with how we see redevelopment occurring here. So, the Petitioner is agreeable to rezoning the site into the B-2 District. There are four variations being requested as part of this application, and I'll get into those throughout this presentation.

So, here's an aerial of the site. This is looking north, and you can see, I just want to point out actually this is Tonne Road that comes from the, I don't know if you can see this. Hold on. All right, this is Tonne Road that comes from the north and heading down to connect to Algonquin Road. This is a public section of road, but as it crosses Algonquin Road and reaches on to this redevelopment area, this entire stretch of Tonne Road is private. It's owned by the property owners adjacent to the road, and access rights are granted through easements governing ingress and egress along the road.

So, as I mentioned, the subject property is bounded in red that's kind of at the top of the aerial here. The larger redevelopment area is bounded in blue. The subject property and the land immediately abutting to the south are again within the B-3 District. To the east is M-2 zoning, that's a Light Manufacturing District. To the north are B-3 zoned properties, and a little bit farther north there's R-6 to the northeast and one small section of R-1 to the north. To the east, there is B-2 Zoning District.

So, from the Staff Development Committee's standpoint, we were considering the patchwork of the existing uses and zoning in the vicinity when analyzing this development. Some of the characteristics of the area, being that it's along two major arterials on the north side and the west side, and then on the south is adjacent to the I-90 Tollway, factored into our analysis on what's appropriate here. But we believe that the proposed use will integrate well with the existing uses in the vicinity and we are supportive of the PUD. This development

does comply with a lot of the goals of the South Arlington Heights Road Corridor Plan which I'll touch on briefly as well.

I want to point out the various phases of development and you've heard about those already. The subject property is the first phase of development, that's Phase I. On the southeast side of the site, the former Daily Herald building also owned by the Petitioners, is Phase II of development. That would involve the rehabilitation of the interior of that building and repurpose it for a medical office tenancy as well as the demolition of the two-story garage just to the north which is in for a demo permit currently and the replacement of that with an approximately five-story parking deck.

Phase III would be immediately south of the Phase I property. That would involve a mixed-use redevelopment with approximately 300 units, about 18,000 square-foot of ground floor retail within a building up to 10 floors. Then to the east of the Phase I site is the final phase of development. That would potentially be another mixed-use site involving a 200-room hotel and potentially another 300 multi-family units with about 5,000 square feet of ground floor retail. These future phases are conceptual at this point, but generally aligned to what the developer is thinking for future redevelopment here.

So, the Petitioner has gone through several actions to get them to the point that they're at today. Back in June of this year, they had an early review with the Village Board, and the meeting minutes of that discussion were transmitted to the Plan Commission as part of the packet. About a month later in July, they met with the Conceptual Plan Review Committee. I would say they were generally favorable of the development, they were excited to see redevelopment occur here and supportive of the general concept.

Then in August, the Petitioner held a neighborhood meeting at a nearby hotel to make some of the neighboring property owners aware of what they were proposing, but nobody showed up for that meeting. In October of this year, they appeared before the Design Commission and received a unanimous recommendation of support subject to one requirement on the hue and shade of the lights within the garage. Then on the 15th of this month, they appeared before the Housing Commission and received a unanimous recommendation of approval of the affordable housing component of this development which will comply with the inclusionary housing regulations.

So, here's an excerpt from the South Arlington Heights Road Corridor Plan. This was established in 2018 to outline a vision for redevelopment and strategies to realize that redevelopment along with some standards for redevelopment within certain key areas. I'll go through some of these briefly.

So, some of the standards were to create a mixed-use commercial development with restaurants, retail, hotel, residential and entertainment uses. So, this development as a mixed-use development complies with that standard. Additionally, the plan called for high-density development with up to 10 or 12 floors. As an eight-story development, this is compliant with the plan.

Additionally, the plan wanted to consolidate some of the access points. There are currently four curb cuts onto Arlington Heights Road to the subject property -- I'm sorry, three curb cuts on Arlington Heights Road and four are on Algonquin, and this development would be reducing that to one on Algonquin and one on Arlington Heights Road. Additionally, the plan called for the sidewalks, which are currently carriage walk style and right up against the street, to be relocated back about eight to 10 feet off the roadway to create some landscape parkways, and the plan does meet this standard as well.

Additionally, the key access to the site will still come from Tonne Road and Algonquin Road. As you've heard, they are proposing focal points in some of the corners of this site, most particularly at the northwest corner along Algonquin and Arlington Heights Road intersection with an obelisk and then some flatwork and pavers and -- and landscape elements, and then as well on the Tonne Road side. So, it is very compatible and meeting some of the development standards within the South Arlington Heights Road Corridor Plan.

Additionally, as I mentioned, the site is within the Overlay District and this development does meet all of the standards of the Overlay District. It's at seven stories in height, I'm sorry, eight stories in height which is below the 200-foot height requirement. The parking lot meets the right-of-way setback. As we discussed, the sidewalks are set back. There are variations requested to the building setbacks which I'll discuss briefly.

It is compliant relative to parking in the residential component. There are 480 spaces required for the residential parking, I'm sorry, 480 provided and 474 are required, so there's a six-space surplus above code requirements on residential parking. It does comply with the density regulations, the prohibited use regulations. PUD is requested. Commercial is located on the ground floor fronting Algonquin and Arlington Heights Road.

This development is proposed at just under 50 percent lot coverage, and is limited to a maximum of 75 percent. Again, there are a lot of green elements included in this proposal. There are solar panels on the rooftops, green roofs, EV charging stations, et cetera. So, it does meet the Overlay District standards to a “t”, with exception to the setbacks.

So, there are three setback variations requested. You can see this exhibit is highlighting them. The first one is relative to the first floor which is required to be set back 15 feet from the property line. There's a small section at the northeast corner that doesn't meet this requirement. We are supportive of this variation. As you can see, the odd configuration of the lot with this kind of cutout on the property line contributes to the need for this variation.

Additionally, the Overlay District requires floors 4 and above on a multi-family structure to be set back 50 feet from property lines. So, there are some areas on the south and east of the building, these crosshatched blue areas, that do not meet that requirement. As the building goes up, levels 4 through 8, it won’t meet these requirements in these limited areas of encroachment. This 50-foot building setback was crafted when the Overlay District was designed in consideration of the maximum height allowed, up to 200 feet. So, while, you know, on 16-story building, a 50-foot setback may be more appropriate, on an eight-story building we felt that the 20-foot and 30-foot setbacks on these small portions of the building were appropriate.

So, we are supportive of these variations. The last one relating to the balcony projections on these particular portions of the building where it projects into the setback, we're supportive of that variation as well.

The last variation relates to photometric levels, illumination at the south of the property, specifically in this area bounded in red. The standards for photometric output limit foot candle readings to two-foot candles along the property line. On the south area, these foot-candle readings reach up to just under four-foot candles, so a variation is required. We are supportive of this variation. Again, it's a small area on the southern side of the site. It's not, for example, adjacent to a single-family residential neighborhood. There's commercial on the other side and it is illuminating this access road and we feel it is appropriate to provide safe and adequate light on that road, so we are supportive of this variation as well.

Some of the areas of the plans and certain details we're still waiting

for, and the Petitioner is working with us on these things as they finalize this development. As I mentioned earlier, they are applying for a preliminary plat of subdivision approval at this point. They will have to finalize the final plat and final engineering and submit that for review and appear at a future Plan Commission meeting for approval of that.

Additionally, there are several easements that both benefit and run through the site, some of which, all of which going through the site have to be vacated and abrogated as part of this redevelopment. Then some of the improvements proposed on the shared east-west access road need to be addressed through modifications or the establishment of new easements for that access. So, the Petitioner is still working with us on these elements. They will be required to execute and have recorded all of these easement vacations and new required easements prior to final plat of subdivision recording.

Pace has a small bus stop on the northeast side of the site. We're working with Pace to upgrade that to potentially a bus shelter. There are some streetscape improvements they're still working with us on. In addition, they will be burying some of the utility lines on the north side of the site, so they're working with ComEd to work out those details. There is a small realignment of the driveway that may be needed in the future on the east side. Then when this project moves forward to the Village Board and permit, we're asking for a more detailed construction plan and some details on screening of the mechanical units on the southern side of the building. So, we've outlined a host of conditions to address some of these details that are still being finalized at this stage.

Relative to traffic and parking, I mean, this site is very well served. It's adjacent to a 10-lane arterial on the west side, and on the north side a six to seven-lane arterial road, very close to the tollway with the on-ramp and exit ramp to the south. So, it is well served by the vehicular transportation network, but regardless the Petitioner did prepare a detailed traffic study that analyzed all the neighboring intersections. It did not find that improvements were needed to accommodate for the development other than the first phase of development requires some signal timing at the Tonne Road and Algonquin Road intersection to be recalibrated. That's a minor change that the Petitioner can work with IDOT on. However, the study did point out that in the future, by the time full build-out is complete of all four phases, they will need a dual left turn lane on both legs of the Tonne Road intersection, the north leg and the south leg.

So, we'll continue to study this during all phases of redevelopment to determine at what point this is triggered and when warrants are met for this new dual left turn lane, and we have some conditions crafted to iron out the responsibility and timing of when these improvements need to be implemented, but we'll continue again to monitor this as the future phases of development come forward.

Lastly, I'll touch on parking. From a code standpoint, the development complies with code requirements with an eight-space surplus. On the residential side, there's a six-plus surplus, 480 spaces are provided and 474 are required by code. This translates to about a 1.6 parking stall per unit ratio, and we believe that this should be adequate to capture peak demand for residential parking. There may even be a small surplus, but certainly, you know, 1.6 parking stalls per unit should be adequate to accommodate for expected residential demand.

It's on the commercial parking that we start to run into problems. So, 85 commercial parking stalls are proposed; these are the exterior parking spaces, surface parking spaces on the exterior of the site. 83 parking spaces are required for the commercial uses. So,

that's only a two-space surplus, a very small surplus. The 83 parking stalls are based on only retail uses being located within the commercial spaces. So, any time a restaurant were to locate there or, you know, a barber shop or a salon or, you know, karate studio, a daycare, if any of these other types of uses were interested in locating in these commercial spaces, there would be a deficit relative to code requirements on the commercial uses.

Currently, the way that parking is structured, again, all of the commercial parking would be located in those surface parking stalls, and the 480 garage spaces would be dedicated entirely for the residential uses. Because we do have some concern that if a restaurant or a non-standard retail use were to locate in these commercial spaces, that there could be a parking problem, and there definitely would be a parking problem relative to code, we're recommending a condition of approval that if parking is insufficient to meet demand, that the Petitioner work with us on establishing use restrictions for some of the commercial tenants or shared parking in the residential garage, maybe some parking for the commercial employees or valet parking for any of the restaurants that may locate here, or arranging some off-site parking locations that can accommodate any spillover should some of these commercial uses be residential or higher parking demand generating uses as opposed to just a standard retail use.

Additionally, we want to make sure that the garage is designed to accommodate dual usage, so there may need to be some sort of segregation or separation of the commercial and any shared residential parking areas. So, that's one of the final conditions of approval we are recommending that the Petitioner make sure that they have that ability when they design the garage, that if in the future it's needed to share parking demand, that it could be easily retrofitted to do that.

So, that being said, we are supportive of this application subject to 22 recommended conditions of approval, many of which I touched on this evening but were all outlined in the Staff report. I'm happy to get into detail should the Plan Commission feel that necessary.

VICE CHAIRPERSON WARSKOW: Thank you for that very thorough Staff report, Sam. Much appreciated.

So, at this point, we're going to open it up and see if any of the Commissioners have preliminary questions before we would open up to public comment. Then we'll have public comment, we'll come back to the Commissioners, okay? So, that's the way we'll work it.

So, I'm going to start -- oh, I'm sorry, yes. Pardon me, I don't have my normal cheat sheet to go off of.

COMMISSIONER GREEN: Could I make that motion to enter the Staff report?

VICE CHAIRPERSON WARSKOW: Absolutely.

COMMISSIONER ENNES: I'll second it.

VICE CHAIRPERSON WARSKOW: Okay, could we have roll call?

MR. HUBBARD: Voice vote should be fine.

VICE CHAIRPERSON WARSKOW: Oh, just voice vote, okay.

All right, all those in favor?

(Chorus of ayes.)

VICE CHAIRPERSON WARSKOW: Anyone opposed?

(No response.)

VICE CHAIRPERSON WARSKOW: Okay, motion passes.

MR. HUBBARD: And then you may want to ask the Petitioner if they've read the condition of approval.

VICE CHAIRPERSON WARSKOW: Thank you. Thank you, everyone, for prompting me.

So, have you read all of the conditions outlined, and are you in agreement with those conditions?

MR. ROSZAK: We have and we are.

VICE CHAIRPERSON WARSKOW: Excellent, thank you.

Okay, so now I'm going to go to this end, to Jay.

COMMISSIONER CHERWIN: I'll probably just wait for public comment and then I may ask a few questions. Thank you.

VICE CHAIRPERSON WARSKOW: Okay, moving down?

COMMISSIONER SIGALOS: I was just curious as to the timeline on this. When would you anticipate, if everything goes well, starting construction and then subsequent Phase II, Phase III, Phase IV and so forth?

MR. ROSZAK: Yes. So, Phase I, we're hoping to start construction in April of next year. It'll take approximately 18 months to build the project. We don't have a timeline yet for Phases II, excuse me, Phases III and IV, but we assume we're going to be able to kind of flow through and kind of have an overlap so that, you know, every couple of years we're producing another building.

COMMISSIONER SIGALOS: So, you're looking maybe overall, like maybe eight to 10 years?

MR. ROSZAK: Something like that. That's conservative, yes.

COMMISSIONER SIGALOS: Okay, thank you. That's all I have.

MR. ROSZAK: Thank you.

COMMISSIONER ENNES: I have nothing right now.

VICE CHAIRPERSON WARSKOW: Okay, Commissioner Green?

COMMISSIONER GREEN: I remember you guys from the Plat and Sub and I think it's a great project, so I have no questions at this point.

MR. ROSZAK: Thank you.

VICE CHAIRPERSON WARSKOW: Commissioner Lorenzini?

COMMISSIONER LORENZINI: Yes, I also think it's very well thought out. It looks like it's a nice development, but one question, is there only one elevator bank at that entrance, the lobby entrance?

MR. ROSZAK: No, there's actually two banks of elevators and there's a total of, how many elevators?

MR. MOCERI: Four total, banks of two.

MR. ROSZAK: Yes.

COMMISSIONER LORENZINI: Okay, because if it's only at the entrance, I was thinking it's quite a long walk to the other end of the building.

MR. ROSZAK: Yes, we have it kind of split up, so you don't have to do that.

MR. MOCERI: You can see on the model. These are the -- elevator. The one that the video came through is this one. A lot of people will be driving to the garage and not going through the lobby, this designated one right here.

COMMISSIONER LORENZINI: Okay, that's all I had. Thank you.

COMMISSIONER GREEN: It's a healthy building though.

VICE CHAIRPERSON WARSKOW: Commissioner Jensen?

COMMISSIONER JENSEN: Yes. First of all, I do want to commend the Petitioner and Staff for their excellent reports, one of the best that I've seen since I've been on the Commission. Excellent market study as it relates to the residential. I'd like to have you talk a little bit about the commercial. I'm very concerned about a couple of things.

We see commercial and retail moving more online and a lot of buildings and shopping malls and so forth, you know, becoming vacant. I know the Village Staff loves to call for a lot of commercial, but I'd like to have your thoughts on what kind of commercial or retail you're going to have in there, and do you have any analysis that supports that, because you've got a lot of retail.

MR. ROSZAK: We do, we have 25,000 square feet. I think your comment is spot on right. It's always a little risky. I think, you know, the retail kind of market is always changing and it's been changing, I mean, for the last 10 years it's completely different, right? So, we're, you know, envisioning maybe that Guitar Center would move to that one site. I think they're a perfect use there. They have, you know, A stores, B stores and C stores, you know, this is an A store, it's one of the most profitable stores in the country. So, that would be a great use.

Then along Arlington Heights Road, we see those as being small service type, and I think when you have a population of, you know, say 400 or 500 people, you know, a coffee shop, a sandwich shop, you know, a florist, some of the service type things that, you know, a retailer that's maybe close by will want to move into a higher quality kind of space. So, that's what we envision with those. Then we'd love to see if we can get a bistro or some other type of appropriate use along Tonne there.

But your question is, I worry about that also.

COMMISSIONER JENSEN: Well, if you don't, if over time you're not able to actually use all of that retail space, is there any flexibility or alternative that you would have for that space so that it's just not vacant?

MR. ROSZAK: You know, it's usually just a question of price. It's not will it lease, will it lease that year kind of, you know, target number. We've had, not only Bradford Allen has looked at it, but also, we have other retail brokers, Bond Realty and First Realty Retail have looked at it, they think it's a fantastic location and, you know, they're very positive about it, but it does take time. I mean, you know, usually what happens is you fill up all the apartments and then the retail kind of follows but, you know, we believe we'll be successful with that.

COMMISSIONER JENSEN: Great. Well, in summary, I think it's a wonderful project. It's going to look a lot better than what's there now. I think it will be a real addition to the Village and I'm very supportive. Thank you.

MR. ROSZAK: Thank you.

VICE CHAIRPERSON WARSKOW: Okay, I am the last one and I'll save, I have a number of questions, but I will save them until after public comment.

So, I'm going to open the public comment. I know there's a lot with the project on this side, but if the gentleman in the back? No comment on this side? No comment, okay.

So, I'm going to close this portion of the public comment and come back to the Commissioners. Do you have any questions at this point?

COMMISSIONER CHERWIN: Yes, so I also was at the --

COMMISSIONER GREEN: Conceptual Plan Review, sorry.

COMMISSIONER CHERWIN: Thank you, I forget what they call it now.

COMMISSIONER GREEN: I called it the Plat and Sub.

COMMISSIONER CHERWIN: And I liked it then. I remember I was very impressed with your model then and I still am. It was a nice presentation. I thank you for all the visual, you guys went over, you know, above and beyond to help visualize what it's all about. So, very impressive.

Just a couple of questions. I really don't have any problems with it at all. I mean, I love almost everything about. The question I had for you thought, just curious, you had a 20-floor, so 200-foot limit I think in the Overlay District that allowed you to go and you guys stopped where you were. I'm just curious what kind of brought you to this particular, you know, size and everything compared to what maybe you were able to do?

MR. ROSZAK: Yes, that's a great question. I think, you know, it's architecturally, you know, like we're kind of sort of creating context. We don't really have like an adjacent building, right? So, I think, you know, in this location we thought something in that eight to maybe 12-story height was appropriate. You know, as we move along to the next phase and the next phase, we're going to study that, what's the right height and the right kind of massing.

But we thought at this corner, I think an eight-story building, that's why we worked really hard on just the fenestration to get the scale right, to make it have a lot of movement. I mean, if you look at it, it has nine outside corners and that's really unique. We did that on purpose to have this thing have this kind of very friendly scale, and it's more efficient if you are a shorter building than the taller building, you know, in this kind of location. We have almost four acres, so it's better to be able to kind of spread out a little bit than to go vertical.

We're very experienced and we do, you know, 20 to 30-story buildings in Downtown Chicago, so we know how to do that, but we thought this was more appropriate for Arlington Heights.

COMMISSIONER CHERWIN: Okay, no, that's good. Yes, I think, you know, the only other thing I guess I'd echo as usual, it's like Lynn and I are always, you know, thinking the same thing, but you know, it is a lot of retail space and that would be a concern. My thought was, you know, maybe if there's an interim type of thing. I mean, I do work in this, you know, area and represent folks that sell buildings like this all the time all over the country, so I see kind of how the square footage lays out. A lot of times you're dealing with, you know, 10,000 square feet or less of space that's not fully occupied, you know.

So, you know, we've got a lot of units here, that would be a little concern of mine because it is kind of a big thing to bite off, you know, all that retail space. My only thought would be maybe if there is, you know, you don't want a vacant space, right, that doesn't do anybody any good. That was my only concern was the lot, but I'm sure you guys will come to whatever makes the most sense for the building.

MR. ROSZAK: That's interesting. I think, you know, sometimes if you have too little of retail, it sometimes doesn't work, but if you have, you know, I mean, 25,000 is actually enough to get kind of a, you know, again, creating a place, and if we can do that and have this kind of density of people and density of retail, I think then it kind of works together. It's kind of, you know, there's a synergy to the different retail uses and the residential above.

COMMISSIONER CHERWIN: You'll have more uses coming in eventually with the later phases, too.

MR. ROSZAK: Right, right. So, I think any retail will see that as a potential that there's going to be growth, there's going to be, you know, future population of, you know, maybe 1,000 or 2,000 people.

COMMISSIONER CHERWIN: Yes. No, I think that makes a lot of sense. That's a very nice looking building. You guys did a great job. I really don't have any other questions. I looked at it, I mean, you guys agree with the, you know, the Staff recommendations. It looks good. Thank you for all your effort, and Staff.

VICE CHAIRPERSON WARSKOW: Okay, Commissioner Sigalos?

COMMISSIONER SIGALOS: I also would like to commend you for an excellent presentation, and the Staff report was excellent. I was also at the Conceptual Plan Review. I think it's a great project. It's going to be a tremendous building there as you come into the south corridor of Arlington Heights and that gets developed.

The overall site plan, the present location of the Guitar Center is in one of the future phases, is it not?

MR. ROSZAK: Yes, Phase III.

COMMISSIONER SIGALOS: So, if they did move into your building, they'd have to vacate and move elsewhere?

MR. ROSZAK: Actually, our idea is that we would complete Phase I and then be able to move them into Phase II and then start demolition on, excuse me, finish Phase I and then take them from what we're calling Phase III where their current building is and move them into there, so they only move once. That's the idea.

COMMISSIONER SIGALOS: Correct, right. So, that seems like a natural fit and they would occupy quite a few, a thousand square feet in the retail space.

MR. ROSZAK: Yes, it's almost a perfect fit.

COMMISSIONER SIGALOS: Right, correct. No, I have no further questions. I think it's an excellent project and I'm totally in favor of it.

MR. ROSZAK: Thank you. Well, the presentation, again, I have a great team. This is, you know, everybody here is an expert in this type of product, and again, it's a collaboration. I've never actually had this kind of experience that we've had with Arlington Heights. You guys are very, very professional and we've done this in Chicago, Evanston and even in Arizona. So, we appreciate that, it makes it easier.

COMMISSIONER SIGALOS: Thank you.

COMMISSIONER ENNES: I have a question for Sam. Sam, about six years ago when we were originally talking about the redevelopment of this area, we talked about the possibility of a transportation hub with train and buses and whatnot. Do you have or can we access that overlay to show us how that lays out in this area compared to where this development is?

MR. HUBBARD: I don't have that in the presentation, but I can kind of point it out a little bit. I mean, that was supposed to be --

COMMISSIONER ENNES: Farther east, right?

MR. HUBBARD: Yes, it was down kind of towards this area, even farther southeast where there was in theory supposed to be a transit stop, yes.

COMMISSIONER ENNES: Okay, that's all I have. I'm impressed with the project, with your proposal. I hope you keep the enthusiasm you have right now with this whole thing.

VICE CHAIRPERSON WARSKOW: All right, going to this side, Commissioner Jensen?

COMMISSIONER JENSEN: Well, the only thing I'd say is you do have a lot of commercial coming online with the other phases, too. So, I have the same concern I guess

with just the commercial if you need to as you're bringing the other phases online because it's smaller amounts, but you do have commercial and retail coming up with the other phases of this project.

MR. ROSZAK: Yes, our dream would be -- if you go to the site plan, Sam, if you could?

Yes, our dream would be in Phase III where the Guitar Center is, is to have a grocery store there and that would be the 18,000 square feet. You've got to dream, right?

COMMISSIONER ENNES: Yes.

MR. ROSZAK: And then in the Phase IV, we actually only have 5,000 square feet there, and again, that could be either a restaurant or some sort of supportive use for either the hotel or the apartments. But again, I think the, you know, the concept is that it's along Algonquin and Arlington Heights Road, so once you get deeper into the thing, you don't really want to have a retail that's not really appropriate, it's not going to get rented. So, it kind of makes sense that in this corner it has the most.

COMMISSIONER JENSEN: Yes, I think you've thought it through very well. I'm very happy. I think, as I said, I think it's a great project. Looking forward to having you start construction.

COMMISSIONER LORENZINI: You mentioned doing some work somewhere in Evanston. Have you done a building similar to this in Evanston or nearby?

MR. ROSZAK: Yes, we did two large, actually the two largest planned developments that were in Evanston. One is called Sienna right off of Ridge, and that was 264 units, and then we did another one called Chicago Avenue Place on Chicago and Dempster, that was 155 units very similar to this.

COMMISSIONER LORENZINI: How is the occupancy on those projects?

MR. ROSZAK: Those are a while ago. I mean, projects that we've done recently, in Chicago we've done four projects in a row. On JeffJack 190 units, Linea 265 units, Parkline 214 units, and Fulbrix 375 units. That last one actually has 20 percent affordable. So, we've done these things, these are all 16 to 33-story buildings. The occupancy on all of those is 95 percent.

COMMISSIONER LORENZINI: Okay, thank you.

COMMISSIONER GREEN: As I said before, thumbs up, guys. Great job, and as an architect myself, I appreciate all the work you've put into this thing. It really shows. Good job.

MR. ROSZAK: Thank you.

VICE CHAIRPERSON WARSKOW: All right, so now comes to the Commissioner interested in sustainability features. My first question though for you is I see that you're going for Energy Star certification. Is that at all to take advantage of any of the current tax credits or maybe LIHTC certification --

MR. ROSZAK: We are, yes, actually we are going to -- Mike, come up here.

MR. MOCERI: Not LIHTC. There are a couple credits based on the energy performance of the building and meeting baseline code. So, they would both be applied for at the end of the development. Again, it depends on our energy model. If we're 25 percent or 50 percent or greater than code will be the amount of money that we essentially see coming back to us.

VICE CHAIRPERSON WARSKOW: Okay, great.

COMMISSIONER GREEN: Before you go, could you just give your name

and spell your last name for the court reporter?

MR. MOCERI: Yes, sorry. Mike Moceri, last name M-o-c-e-r-i.

COMMISSIONER GREEN: Thank you.

VICE CHAIRPERSON WARSKOW: See, I've got all these great people helping me along the way.

Okay, so the next question is I see you're using heat pumps, fabulous, love that idea. Central mini-splits. Is there an MEP design yet?

MR. ROSZAK: Yes, they're all individual units for each unit.

VICE CHAIRPERSON WARSKOW: Okay, and do you have gas in the units or will this be an all-electric building?

MR. ROSZAK: We do have gas in the building for water heaters and so forth, but the majority of it is all going to be electric.

VICE CHAIRPERSON WARSKOW: Okay, I had another question though I can't remember it. But I do applaud all of the uses. I do hope you achieve Energy Star certification. I'm glad to see you have additional sustainable components that I don't believe Energy Star addresses like the low VOC building materials and furnishings and things. So, I do appreciate that.

I'm very supportive of this project. I think it will be a great entrance into our community where we have some really awesome spots that people like to come to. So, I'm thinking this will be an even better entry for both residents and visitors. So, very supportive.

COMMISSIONER JENSEN: Just to follow-up on you, are you going to seek LEED certification in some way?

MR. ROSZAK: So, the Energy Star is the certification that we're going to go for. We've done this on all of our buildings, so we've done LEED, we've done Green Globes, and now we're moving to Energy Star. What I like about Energy Star is that it's actually about energy performance and actually truly counting, you know, the energy that you're spending, where the LEED was a little less so. So, this is really kind of important for the environment.

VICE CHAIRPERSON WARSKOW: Good luck in your modeling. I kind of do this for a living, so I know, you know, there can be some frustrating points in that. So, good luck.

Do I have a motion from any of the Commissioners?

COMMISSIONER CHERWIN: I'll make a motion.

A motion to recommend to the Village Board of Trustees approval of PC #23-012, a Planned Unit Development (PUD) to allow an eight-story mixed-use development with 24,972 square feet of ground floor commercial floor area and 301 multi-family residential units above; Rezoning from the B-3 General Service, Wholesale, and Motor Vehicles District to the B-2 General Business District; Preliminary Plat of Subdivision approval to consolidate the subject property into one lot; and the following Variations:

1. **Chapter 28, Section 5.1-21.1D, to allow the northeast corner of the first floor to be set back two feet from a property line where code requires a minimum setback of 15 feet for structures three floors and less in height.**
2. **Chapter 28, Section 5.1-21.1D, to allow the eastern side of floors 4 through 8 to be set back 21.1 feet from a property line, and to allow the southern side of floors 4 through 8 to be set back 19.2 feet from a property line, where code requires a**

minimum setback of 50 feet for structures over three floors in height.

3. **Chapter 28, Section 6.6-5.1, to allow balconies on the north side of the building to encroach 0.8 feet into the required 50-foot building setback and on the east and south sides of the building to encroach 16.5 feet into the required 50-foot building setback.**
4. **Chapter 28, Section 10.2-12.3B, to allow four-foot candles along a property line adjacent to a Business District where code restricts maximum foot candles to two.**

This recommendation is subject to resolution of the following:

Infrastructure/Access

1. **Petitioner shall design, permit and install all traffic required improvements, including but not limited to the Phase I Tonne Road traffic signal modifications.**
2. **Petitioner shall design, permit and construct intersection improvements at Algonquin Road/Tonne Road at the request of the Village, which shall be made when these improvements are warranted as part of the remaining phases of redevelopment (Phase II through IV). These improvements may include but shall not be limited to dual left turn lanes on Tonne Road. The share of costs for any such future improvements on the southern leg of this intersection shall be based on the cost sharing provisions within the existing easement agreement governing the private section of Tonne Road. The share of costs for any such future improvements on the northern leg of this intersection shall be 100 percent the responsibility of the Petitioner. The Village is agreeable to the establishment of a recapture agreement for the northern leg costs to be shared amongst all owners within the overall phased redevelopment area.**
3. **The Petitioner shall work in good faith with the Village to explore and implement future bicycle access improvements to Busse Woods, if feasible.**
4. **At the request of the Village, the Petitioner shall be responsible for modifying the east/west access road located on the southern side of the subject property, which shall be realigned at its intersection with Tonne Road as generally depicted within Exhibit III. Said modification shall only be required if/when approval is received from the property owner(s) of the lot directly abutting the subject property to the east, or at such time as the Petitioner becomes the controlling owner of that property.**
5. **The Petitioner shall be responsible for the burial of the overhead utility lines located on the southern side of Algonquin Road between Tonne Road and Arlington Heights Road, subject to the applicable agency approvals.**
6. **IDOT approval shall be required for the proposed side access along Arlington Heights Road and Algonquin Road, as well as for any improvements proposed within the IDOT right-of-way.**
7. **The Petitioner shall implement bus stop improvements to the satisfaction of the Village and in coordination with Pace, which shall be required as part of permit issuance.**

Easements

8. **Prior to recording of the final plat of subdivision, the plat of abrogation and grant of**

new easements shall be executed and recorded. Said document shall provide the following allowances, which shall be to the satisfaction of the Village:

- **Perpetual ingress and egress granted to Lots 1, 2 and 3 in the Lincoln Executive Plaza Subdivision, for usage of the east/west access road on the subject property and on the Guitar Center property; and**
- **Perpetual ingress and egress granted to Lot 3 in August Busse's Subdivision (the Guitar Center lot - 2375 South Arlington Heights Road) for usage of the east/west access road on the subject property.**

9. A sidewalk easement shall be required for the public sidewalk located on the subject property, which shall be included on the final plat of subdivision.

Parking

10. If parking provided is insufficient to meet demand as determined by the Village, the Petitioner shall work with the Village to develop and implement a parking mitigation plan that may include but shall not be limited to use restrictions for the commercial tenants, shared commercial parking within the residential garage, valet parking for any restaurants on the subject property (either within the on-site garage or at an off-site location) and/or the provision of off-site parking areas.

11. The residential garage shall be designed to facilitate future access restrictions/segregation between commercial parking and residential and guest parking areas should it be necessary to share parking within said garage.

Streetscape/Landscape

12. The Petitioner shall collaborate with the Village on the following streetscape/landscape improvements which shall be implemented by the Petitioner to the satisfaction of the Village:

A. Implementation of parkway trees within the Arlington Heights and Algonquin Road parkways abutting the subject property.

B. Foundation plantings shall be added adjacent to the building where turf is proposed along Arlington Heights Road, Algonquin Road and Tonne Road.

C. Decorative pedestrian crossing at Algonquin Road and Tonne Road and at Arlington Heights Road and Algonquin Road. Said crossings shall be designed, permitted and constructed by the Petitioner and subject to IDOT review and approval.

D. Prior to issuance of a permit, Petitioner shall provide a full site furnishing plan for review and approval by the Village, including the following items:

I. Decorative pavement and paver details;

II. Decorative parking lot and driveway lights within the interior of the site and along the east/west access drive;

III. Further refinement of the seat wall and pedestrian area at the southeast corner of Arlington Heights Road.

13. If Phase III is not under construction within five years of approval of this PUD, the Petitioner shall install an interim curbing and landscape plan for the south side of the east/west access road, for review and approval by the Village.

General

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14. Final plat of subdivision approval shall be required.
15. All restaurants on the subject property shall receive special use permit approval or a special use permit waiver (if eligible), and shall demonstrate to the satisfaction of the Village, that sufficient parking will be made available.
16. As part of final plat of subdivision approval, the Petitioner shall provide details on the proposed mechanical unit screen on the southern side of the building, which screen must be tall enough to screen the mechanical units within and shall be of materials that match the building, for review and approval by the Village.
17. Compliance with the October 24, 2023 motion approved by the Design Commission shall be required.
18. The Petitioner is responsible to ensure that the planned development is and remains in full compliance with the requirements of Article XVII of Chapter 7 of Village Code, being the Village's Inclusionary Housing Ordinance, and the Village's Inclusionary Housing Guidelines, including without limitations the following:
A. Providing, at a minimum, 10 percent of the total units (30 actual on-site units based on 301 total units) in perpetuity in the planned development in compliance with Section 7-1707 (b)(3) of the Village Code.
B. Ensuring compliance with all other provisions of the Inclusionary Housing Ordinance and the Inclusionary Housing Guidelines as applicable.
19. Land contribution fees (impact fees) shall be required at time of building permit issuance pursuant to Chapter 29 of the Municipal Code.
20. Residential units are approved as rental apartments. Conversion of the residential units from rental to condominium units will require an amendment to the planned unit development and the provision of sufficient parking for such change as determined necessary by the Village.
21. Medical office uses shall not be permitted on the subject property.
22. Prior to appearing before the Village Board, the Petitioner shall provide a preliminary construction staging plan. At time of application for a building permit, the Petitioner shall provide a detailed final construction schedule and logistics plan that identifies staging areas, material storage, lane closures and construction worker parking, for review and approval by the Village. Emergency access must be maintained at all times during each phase of construction.

VICE CHAIRPERSON WARSKOW: Do I have a second?
COMMISSIONER SIGALOS: I'll second.
VICE CHAIRPERSON WARSKOW: All right, Sam, can we have a roll call?
MR. HUBBARD: Commissioner Cherwin.
COMMISSIONER CHERWIN: Yes.
MR. HUBBARD: Commissioner Sigalos.
COMMISSIONER SIGALOS: Yes.
MR. HUBBARD: Commissioner Ennes.
COMMISSIONER ENNES: Yes.
MR. HUBBARD: Commissioner Green.
COMMISSIONER GREEN: Yes.
MR. HUBBARD: Commissioner Jensen.
COMMISSIONER JENSEN: Yes.

MR. HUBBARD: Commissioner Lorenzini.
COMMISSIONER LORENZINI: Yes.
MR. HUBBARD: And Vice Chair Warskow.
VICE CHAIRPERSON WARSKOW: Yes.

So, there you have a unanimous recommendation from the Plan Commission. Once again, we're just a recommending body, so of course you'll go in front of the Village Board, but you've already talked to them a little bit about your project so hopefully it will go as well as it did.

Tonight, Sam, is there a date for the Village Board?
MR. HUBBARD: I think we're tentatively talking about December 18th.
MS. NICHOLAS: Correct.
MR. HUBBARD: Yes.
VICE CHAIRPERSON WARSKOW: Okay, excellent. Thank you.

We don't have any other Petitioners on the agenda, but I would re-open public comment for those not specific to the project. Do we have anyone who would like to make public comment?

(No response.)

VICE CHAIRPERSON WARSKOW: No, okay. Then I will close that public comment unless there is any other business not on the agenda?

MR. HUBBARD: No, we're not having our regularly scheduled meeting for December 13th, it has been canceled. We are holding a special meeting on December 20th, and I'm waiting to hear back from three of you on your attendance for that. It's going to be on the third Wednesday of the month.

VICE CHAIRPERSON WARSKOW: Okay, those that haven't responded, and that very well could be me, please go ahead and --
COMMISSIONER GREEN: That wouldn't be me, would it?
VICE CHAIRPERSON WARSKOW: Go ahead and --
COMMISSIONER GREEN: It wasn't me, was it?
VICE CHAIRPERSON WARSKOW: Goodness, at least I owned up to it.
COMMISSIONER GREEN: I'll be there.
MR. HUBBARD: Noted, thank you.
VICE CHAIRPERSON WARSKOW: I'm sorry?
COMMISSIONER ENNES: Could I ask a question?
VICE CHAIRPERSON WARSKOW: Okay.
COMMISSIONER ENNES: Where do we go to get more information about the difference or the similarities between affordable and inclusionary housing? I see inclusionary is used an awful lot and I don't know if that's interspersed.

MR. HUBBARD: I mean, it's mostly the same term. I mean, it's affordable units included within a market rate development, that's what an inclusionary housing is as opposed to affordable units as a separate standalone kind of project or development all by themselves. So, yes, I mean, the Inclusionary Housing Ordinance is the Affordable Housing Ordinance just with a different name, but --

COMMISSIONER CHERWIN: I thought it was nicer.

COMMISSIONER ENNES: -- we have an ordinance named affordable, but now we're starting to call it inclusionary?

MR. HUBBARD: The ordinance is actually called Inclusionary Housing, yes.

COMMISSIONER ENNES: Oh, okay.
COMMISSIONER CHERWIN: It's a marketing tool.
COMMISSIONER ENNES: Okay.
VICE CHAIRPERSON WARSKOW: Well, it could be expanded for inclusionary to mean other things as well, disabled, challenged.
Okay, so do I have a motion?
COMMISSIONER JENSEN: So moved.
VICE CHAIRPERSON WARSKOW: Second?
COMMISSIONER LORENZINI: Second.
VICE CHAIRPERSON WARSKOW: Okay, we are adjourned, thank you.
COMMISSIONER ENNES: All in favor?
VICE CHAIRPERSON WARSKOW: Oh, sorry. All in favor?
(Chorus of ayes.)
VICE CHAIRPERSON WARSKOW: Okay, now we're adjourned.
(Whereupon, at 8:47 p.m., the public hearing on the above-mentioned petition was adjourned.)

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STATE OF ILLINOIS)
) SS.
COUNTY OF COOK)

I, STUART KAROUBAS, depose and say that I am a digital court reporter doing business in the State of Illinois; that I reported verbatim the foregoing proceedings and that the foregoing is a true and correct transcript to the best of my knowledge and ability.

_____
STUART KAROUBAS

SUBSCRIBED AND SWORN TO
BEFORE ME THIS _____ DAY OF
_____, A.D. 2023.

_____
NOTARY PUBLIC

DRAFT

MINUTES
President and Board of Trustees
Village of Arlington Heights
Board Room
Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005
June 20, 2023
7:30 PM

I. CALL TO ORDER

President Hayes and the following Trustees responded to roll: Tinaglia, Baldino, Shirley, Bertucci, LaBedz, Schwingbeck, Dunnington, and Grasse.

Also present were: Randy Recklaus, Rob Horne, Charles Perkins, Hart Passman and Becky Hume.

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL OF MEMBERS

IV. APPROVAL OF MINUTES

A. Committee of the Whole 5/22/2023 Approved

Trustee Nicolle Grasse moved to approve. Trustee Tom Schwingbeck Seconded the Motion.
The Motion: Passed
Ayes: Bertucci, Dunnington, Grasse, Hayes, LaBedz, Schwingbeck, Shirley, Tinaglia

Abstain: Baldino

B. Committee of the Whole 5/30/2023 Approved

Trustee Richard Baldino moved to approve. Trustee Nicolle Grasse Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Bertucci, Dunnington, Grasse, Hayes, LaBedz, Schwingbeck, Shirley, Tinaglia

C. Permit Fee Waiver - Arlington Heights Park District/ Virginia Terrace Park Basketball Court — Approved

XI. APPROVAL OF BIDS

XII. NEW BUSINESS

XIII. LEGAL

XIV. REPORT OF THE VILLAGE MANAGER

A. Arlington Gateway - 2355 S. Arlington Heights Rd. - Early Review

Mr. Recklaus explained the Early Review Process which allows developers to present projects to the Board in order to gauge the acceptability development proposals. It should be understood that the results of the Village Board Early Review does not commit the Village to approving or denying a development proposal. It is simply an opportunity for a developer to obtain a degree of preliminary feedback from the Board.

Mr. Perkins introduced the Arlington Gateway project. Bradford Allen is the owner of several properties at the southeast corner of Arlington Heights Road and Algonquin Road and is working with Moceri + Roszak (as the project architect/developer) on this redevelopment project. The development is within the South Arlington Heights Road TIF District. Mr. Perkins said it is not known how much TIF money will be requested, but it will be evaluated just like any request.

The property totals approximately 16.4 acres in size and would be redeveloped in several phases. Phase I, tonight's subject of Early Review, is situated at the hard corner of Arlington Heights Road and Algonquin Road and is located on a parcel of land approximately 3.65 acres in size.

Thomas Roszak, the architect, described the Phase I mixed-use building which includes 300 multi-family luxury rental units and 24,668 square feet of ground floor commercial space intended for a mix of restaurant and retail/commercial tenant. The former Daily Herald building is being remodeled into a medical office building in Phase II.

Apartments will include studio and 1-to-3-bedroom units. Rents will range from $1,500 for a studio to $4,000 a month for a 3-bedroom unit. There will be a fee for parking spaces. The affordable units will follow rent index at 60% AMI. Affordable housing will be provided for 10% of the total units. These will be supplied per the Village's Affordable Housing requirements.

The building has a pool, spa, dog run, sundeck, fitness area, yoga studio, golf simulator, social and media room, library, and business center. There

are many different footprints and square footages in the apartments. Their goal is to create a community which will include bike racks, on site wayfinding signage, outdoor lighting, bench furnishings and shade trees. The Partnership will be seeing a Planned Unit Development. Lincoln Properties will be the property manager, leasing will be on site. Clark is the General Contractor.

The building complies with all the setbacks. It will be a sustainable building, energy efficient, and eco-friendly. There will be stormwater detention, landscaping, a solar array, and a green roof.

President Hayes asked the developers to make sure there is enough green space between the dense traffic and the sidewalks to ensure people are safe. Mr. Roszak said they have a 20-foot setback with 8-foot-wide sidewalks. President Hayes said the building setback seems fine; he was more worried about the sidewalk setbacks. Mr. Perkins said the Village's goal is to move away from the existing carriage walks, there is 8-10 feet of green space and then an 8-foot sidewalk.

President Hayes asked if 12 spaces of guest parking is enough for 300 units. Mr. Roszak said they don't believe that all resident spaces will be used at all times so 12 is a guestimate. They can control access with passes and provide more guest parking if needed. President Hayes said a parking variation would be needed if a restaurant goes in and he worried about that. Mr. Perkins said staff will look at that issue as part of the traffic/parking study, and make some assumptions on restaurant space as part of the process.

Trustee Shirley noted that currently, office space supply exceeds demand. Mr. Recklaus said the only exception is in medical offices. Trustee Shirley said because of the balconies, there will not be not uniformity and it could look crummy with multiple tenants. He wondered if the market may be saturated. Mr. Perkins said a market study would be submitted with their application. Their equity investors will be looking at that closely. Trustee Shirley asked if there needs to be enough customers within the units to support the retail, or if people will come from other places. Mr. Roszak said most customers will be on site, but they hope to attract users outside the complex too.

Trustee Shirley said he preferred old fashioned brick buildings, the more brick the better. He asked if there were Village design requirements. Mr. Perkins said there are not specific material guidelines. The Design Commission will review the plan. The Downtown is more brick, as it's a more traditional area. Areas outside of Downtown are using newer materials. Trustee Shirley said he liked the project, but wanted to make sure it fits.

Trustee Tinaglia suggested they max out the number of units and bring as many here as you can. There is not magic to limiting the number of units to 300. He agreed with President Hayes on the parking if a restaurant goes in.

There are 81 stalls for 25,000 sf of retail, which seems a little light. How those stalls are placed versus where the high traffic entrances are for the retail spaces will make a difference.

Trustee Tinaglia asked about the company's history and projected start time. Mr. Roszak said if they start next spring, all phases of the project could be completed in 6-8 years. They did two of the largest developments in Evanston, and have completed large projects in the city of Chicago, having just finished one in Fulton Market. This is what they do, and the are comfortable with this size project. Bradford Allen is a long-term holder. Their firm builds, stabilizes and then sells. He did not imagine these becoming condos. Mr. Roszak said there is a housing crisis and the units are needed. Trustee Tinaglia said it is a great project, but cautioned it needs to meet the criteria. He is not a fan of horizontal panels, and also prefers traditional architecture.

Trustee Grasse said she agreed the area is in a housing crisis. People are not able to find places to live in the Village. She appreciated that it is more than a living space, it seems like a home. It's important that they have inclusionary housing. She also liked the sustainable pieces. The little touches like the butterfly garden, dog walking area and sculptures are important. She was supportive.

Trustee LaBedz said she was generally supportive of the project. She also prefers traditional appearances, but this is a nice-looking building. She liked the parking underneath as you don't see a sea of asphalt. Mr. Roszak said parking can be shared and within the building, and they can reserve spaces inside the building if needed. Technology makes more flexibility possible and shared parking is where the industry is moving. Trustee LaBedz noted Elk Grove is proposing development with residential just down the road so she will be interested in seeing the market study to make sure we have sufficient capacity in this location at these prices. She also appreciated the affordable housing inclusion. She asked if there are plans for a play area. Mr. Roszak said there are pocket parks and one is a play yard. For 300 units, they estimate having 5 kids.

Trustee LaBedz asked if there would be a connection to Busse Woods. Mr. Perkins said that would be a challenge because of I-90 but there will be an effort to connect to the Village's bike pathways. Trustee LaBedz asked if the obelisks have significance to anyone. Mr. Roszak said they're inspired by European design.

Trustee Bertucci said there is a demand for luxury housing, and it will be nice to have an attractive building at the gateway. He asked about the plans to make Algonquin and Golf Roads more pedestrian friendly. Mr. Perkins said there is a corridor plan which addresses improving the crosswalks and adding a midblock signal/crossing where the former Wellington was. The plan tries to get more sidewalks off of the curb. This project would be the impetus. The Village has hired a consultant to work with IDOT and look into adding decorative crosswalks in Up Town and the same approach could

be taken here. Staff would like to focus on improving the crosswalks and sidewalks while this area is being developed. Trustee Bertucci said making the area less treacherous would be great. There are businesses that bring people into town on the south side, and they need restaurants in that part of town. It's important to add the pedestrian piece.

Trustee Schwingbeck asked if Bradford Allen owns all the property. The answer was yes, but they are still working on buying the Guitar Center and one of the offices. The development of Phases I and II can happen concurrently. Phase II's temporary sign was approved previously. They are cleaning up the inside of the former Daily Herald building and the sign went up recently. Hopefully by mid-summer they will be giving tours. Trustee Schwingbeck said the building looks attractive and has some character, he was excited that this is coming forward.

Trustee Baldino said he likes it and is supportive of it moving forward. He liked the inclusion of affordable housing, the green roof, the solar panels and the commitment to sustainable development. He shared the concerns about parking for a potential restaurant use and will look closely at the studies that will come. He said he was happy there is commitment to move forward.

Trustee Dunnington said she is excited to see the area change and become more walkable and bikeable. She liked the design, the green roofs and the sculptures. She said it's a great plan.

XV. APPOINTMENTS

XVI. PETITIONS AND COMMUNICATIONS

President Hayes thanked all who were involved in the kick off of the Sounds of Summer. He hoped to see all residents at the 4th of July Parade and at Frontier Day's. Volunteers are still needed.

Trustee Baldino said he attended a graduation of mentally and physically challenged children over the weekend which was inspiring to see. He was grateful to be invited and grateful to attend.

XVII. ADJOURNMENT

Trustee Robin LaBedz moved to adjourn at 9:30 p.m. Trustee Tom Schwingbeck Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Bertucci, Dunnington, Grasse, Hayes, LaBedz, Schwingbeck, Shirley, Tinaglia

Algonquin Road
PHASE I
Arlington Heights Road
Lonnie Road
OVERALL
REDEVELOPMENT
AREA
I-90 Tollway
NORTH

E Falcon Dr
Private
S Tonne Dr
S Arlington Heights Rd
Private
E Algonquin Rd
62
Private
Ramp
Private
I-90
Interstate Highway 90
Interstate Highway 90
Ramp
Ramp
N Arlington Heights Rd
ELK GROVE VILLAGE

APPROVED

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION

HELD AT THE ARLINGTON HEIGHTS MUNICIPAL BUILDING
33 S. ARLINGTON HEIGHTS RD.
OCTOBER 24, 2023

Chair Kubow called the meeting to order at 6:30 p.m.

Members Present:	Jonathan Kubow, Chair Kirsten Kingsley John Fitzgerald Ted Eckhardt
Members Absent:	Scott Seyer
Also Present:	Thomas Roszak, Moceri & Roszak for *Arlington Heights Gateway* Mike Moceri, Moceri & Roszak for *Arlington Heights Gateway* Paul Baulier, Moceri & Roszak for *Arlington Heights Gateway* Brian Carley, Bradford Allen for *Arlington Heights Gateway* Therese Thompson, Cordogan Clark for *Grace Terrace* Zubair Ahamed, Cordogan Clark for *Grace Terrace* Emma O'Connor-Brooks, Full Circle Communities for *Grace Terrace* Denise Reyes, Full Circle Communities for *Grace Terrace* Mayor Thomas Hayes, Village of Arlington Heights Steve Hautzinger, Planning Staff

REVIEW OF MEETING MINUTES FOR SEPTEMBER 26, 2023

A MOTION WAS MADE BY COMMISSIONER FITZGERALD, SECONDED BY COMMISSIONER ECKHARDT, TO APPROVE THE MEETING MINUTES OF SEPTEMBER 26, 2023. ALL WERE IN FAVOR. MOTION CARRIED.

REVIEW OF MEETING MINUTES FOR OCTOBER 10, 2023

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER FITZGERALD, TO APPROVE THE MEETING MINUTES OF OCTOBER 10, 2023. ALL WERE IN FAVOR. MOTION CARRIED.

ITEM 2. MIXED-USE REVIEW

DC#23-052 – Arlington Heights Gateway – 1, 11 & 15 E. Algonquin Rd.

Thomas Roszak, Mike Moceri, and Paul Baulier, representing *Moceri & Roszak*, and Brian Carley, representing *Bradford Allen,* were present on behalf of the project.

Mr. Hautzinger summarized Staff comments. The petitioner is here tonight seeking approval of the architectural design for a new mixed-use commercial/multi-family building. This project requires Plan Commission review and Village Board approval as a Planned Unit Development (PUD), therefore, the role of the Design Commission is limited to the architecture of the building and signage, although there is no signage at this point to be reviewed.

The petitioner is seeking approval of a new eight-story mixed-use building with 300 residential apartment units and approximately 25,000 sf of commercial space. Floors two through three include indoor parking. The development site consists of several parcels of land located at the southeast corner of Arlington Heights Road and Algonquin Road, which total approximately 16.4 acres in size and would be redeveloped in several phases. Phase I, which is the subject of this review, is located at the corner of Arlington Heights Road and Algonquin Road on a parcel of land approximately 3.65 acres in size. The site is currently occupied by three single-story commercial buildings and a five-story office building, all of which are vacant.

This proposed master redevelopment plan is conceptual at this stage and subject to change as the project moves forward. Future phases of the development could include a mix of additional multi-family units with ground floor commercial spaces, rehabilitation of the former Daily Herald building as a primarily medical office building, and other possible uses. The entire redevelopment area is located within the South Arlington Heights Road Tax Increment Financing (TIF) District.

This project received a preliminary Design Commission review on August 22, 2023. Overall, the proposed design was very well received by the Design Commission who felt the design was fun, exciting, and well thought out. They liked the color palette of materials and felt the building would be a very nice front door to Arlington Heights. The only concerns raised were that the black balconies should be delicate and the obelisk site features seemed tall and needed further design development.

Staff comments are that overall, the proposed building design has a nice modern aesthetic that will work very well in this location. The building's uniquely shaped floor plan (including the retail, parking garage, and residential floors) generates a very interesting overall form and massing. The zig-zag chevron theme is interesting and well-integrated throughout the design at the main corners of the building as well as in the bump-out bays along all of the main walls. The garage levels are nicely integrated and concealed into the overall design. The dark brick and three-tone layering of siding colors from white to dark gray is nicely coordinated and balanced. The only comment on the building design is that the green fins on the end walls have a somewhat random appearance which the Design Commission should evaluate. One option to consider could be a more integrated use of the fins to create interest and add color to the design in a more consistent and pronounced way.

Mr. Hautzinger continued, stating that the proposed development includes two large 40-foot-tall obelisk site sculptures to be located at the corners of Arlington Heights Road & Algonquin Road, and Algonquin Road & Tonne Drive. The obelisks are intended to be focal point site design features at the key corners of the development. They are currently proposed to be made of white painted steel with programmable color changing decorative up-lighting. While Staff does want to see focal point design features in these key locations, the proposed sculptures seem overly large and somewhat random. Staff recommends further refinement and design development of these focal point features. The Design Commission should evaluate the proposed obelisks design and scale, and the lighting should also be evaluated with possible restrictions on the amount and frequency of color changes.

All mechanical equipment and utility meters are required to be screened from view. Water and electrical meters will be located inside the building. Gas meter(s) are proposed to be located within a mechanical equipment corral on the south side of the building. The equipment corral is currently shown with an open style fence. A 6' tall solid fence should be provided to screen the view of this equipment. The fence requirements will be coordinated as a site design element through the Plan Commission review.

In regards to rooftop mechanical equipment, the building design includes a continuous parapet wall, however it is quite low, which may be inadequate for screening all rooftop equipment. The petitioner will need to provide additional information and sight line diagrams for all rooftop equipment, and if needed, provide unit screens or a taller parapet wall to fully screen all equipment.

Sustainable design is always encouraged, especially for large Planned Unit Developments. The petitioner has provided a list of sustainable features that will be incorporated into the design and construction of the proposed building and site. Some of the highlights include a high-performance building envelope, landscaped green roof areas, and rooftop solar panels. At this time, there is no signage proposed for the project. Separate permits are required for all signage.

Staff recommends approval of the proposed design of the new mixed-use building to be located at 1, 11, & 15 E. Algonquin Road, with the following comments: Evaluate the green fins on the end walls of the building which have a somewhat random appearance; Further refinement and design development of the obelisk focal point features is recommended, with the Design Commission to evaluate the proposed obelisks design and scale, and the lighting evaluated with possible restrictions on the amount and frequency of color changes; and Provide additional information and sight line diagrams for all rooftop equipment, and if needed, provide unit screens or a taller parapet wall to fully screen all equipment.

Tom Roszak said that he represents both the developer and the architect for the project, and he is here tonight with their entire team. He began by showing a fly-around video they created to show a 3-dimensional perspective of the project; a walk-around video to show the change in massing, the movement, the visual interest; and a video of the building/drop off area, the lobby entrance, leasing center, and the lobby spaces. His slide presentation included various images and the following comments. This is an 8-story, 301 multi-family unit building with for-rent apartments and street level retail. They studied how to make the architecture contextual in its own right, because there is really nothing around the site, and have the building create a sense of place. They want it to be welcoming and dynamic and show a lot of movement, and to have fun. They have to differentiate themselves and they can do that with location, with price, and with service; but the most important thing is design because that is what people really feel. This is a 3.8-acre lot with dilapidated and vacant buildings, and they are going to recreate the site into an eco-friendly, attractive residential complex. It will have new retail, streetscape vibrancy, and beautiful landscaping; a complete package. The northwest suburbs and Arlington Heights need more housing. They looked at the current housing stock in Arlington Heights and how they can improve on it and how they can learn from it. They are proposing 301 units and right now Arlington Heights and this entire suburban area could probably absorb 5000 units. The site is an overlay district, so they complied with the uses, the height, the bulk, the setbacks, the density, and all the parking requirements; they worked hard with the Village to get things to this point. The development focuses on beautification, redevelopment, walkability, and placemaking; that was their goal. Some of the images being shown are images of the building and of buildings they have recently done that show the look and feel of the exterior and interior spaces. Phase 1 of the project that is being presented tonight is located at the southeast corner of the site, with Phase 2 to include 2 additional residential buildings, and redevelopment of the old Daily Herald building into medical offices.

Mr. Roszak said the 301 units being proposed will be an average of 825 square feet, with Studios that are 554 square feet all the way up to three bedrooms that are 1417 square feet, with 1-bedrooms and 2-bedrooms in between. Market flexibility needs to be provided with a lot of choices, because some people need more space, some have a budget, some need a second room to work from home, and they are trying to fill this with close to 50 different, unique floor plans. There will also be almost 25,000 square feet of retail, with hopes for a coffee shop, a restaurant, and other service retail users like a pizza or sandwich shop; things that not only residents of this building can use, but also people from around the community. They are also in talks with the existing Guitar Center about their relocation, with one idea

being to move them into one of the new spaces, which could be an interesting dynamic. All of this complies with the parking requirements for the residential and the retail, and they are aware that if there are restaurants here, parking will need to be increased, which they have a plan for. They are very proud that there will be affordable housing with this project, with 30 affordable units being proposed, which is 10% of the total 301 units. These will be in compliance with the 60% AMI requirements. This is a highly amenitized building that will include an outdoor pool, spa, sundeck, fitness area yoga, golf simulator, social and media rooms, library, business centers, dog walk, and dog spa.

Mr. Roszak presented the site plan showing a new entrance off Algonquin Road, a new access road, a residential parking area, a guest parking area, and 3 additional separate parking areas. They feel this is a good circulation pattern that will allow driving all the way around the site. Pedestrian circulation will include sidewalks everywhere, with some sidewalks being highlighted with striping that is in line with some of the other things happening on the building façade, for a congruent presentation of all the coloration. In terms of landscaping, 3 existing trees are being saved on the site, and new shade trees and ornamental trees are being proposed around the site. All corners of the site will have the same theme that includes an obelisk, beautiful ornamental trees, shrubbery, a mix of perennials and grasses, and edging of annuals. This will be an identifiable theme when entering the property. There will be two butterfly gardens with benches and lighting, that will include Illinois perennials and flowers to create a healthy expression of what is happening in Busse Woods. People can walk through the Butterfly gardens which will have signs for the plantings there, resembling a mini botanic garden. This theme will go throughout the building and the architecture, and the green fins will depict Illinois prairie grass dancing in the wind, which is the reason for the asymmetrical presentation and elevation. Everything ties in with the fun interplay between the landscaping and the building, some of the interiors, the fins, the portals; all of it ties together. It is really about health, art, architecture, and making people feel their best by telling them a story about the building, the landscaping, etc.

The parking will go up to the 4th floor and down ½-floor. The entire parking garage will be screened with the same fenestration as the building; the same siding, brick, and windows. A portion of the second and third-floor are residential units, with some of the units having green roof terraces. The fourth-floor has residential units and amenities that include a sun deck with a pool, a spa, exterior landscaped areas with planters, paving, fiesta lights, furniture, and grilling stations; it is a really active area to give people a lot of flexibility in terms of what they can do. There are party rooms and theater space, a work-out space, and a golf simulator. Floors 5 through 8 will bel all apartments. They believe the demographic for this building will be a little bit of everybody; a mix of young people, young families, existing residents in the community that sell their home and want to rent. The market rent they are predicting is $3 per square foot, when the building is completed in about 2 years. The rental rate for the affordable units is set by the U.S. Department of Housing and is published every year, and they will comply with the 60% AMI, average median income. Their goal is to rent these units about 12 to 18 months from the time they become available. With regards to sustainability, the building will be energy star certified with a very efficient thermal envelope that includes interior and exterior lighting with LED lights, high efficiency plumbing, HVAC, and electric charging stations.

Mr. Roszak referred to the site plan and pointed out where all the stormwater detention will be located underground, which meets all NWRD requirements. He showed images of the different types of units and the interior spaces included.

With regards to the architecture, Mr. Roszak said that these buildings are very simple, straightforward, efficient, well-lit, and very market ready to be enjoyable. They studied the market to know what people want, and they want to deliver on that. They are trying to enhance this area of Arlington Heights, to make it beautiful with the architecture, the residential units, and the retail by accommodating everything with the right number of parking spaces, open space, etc. High quality, innovative materials are proposed and are all detailed in a way to provide architectural delight. There are white chevron elements in key places to create a rhythm of visual interest, there are areas of siding in three different colors (white, light grey, and darker grey), grey brick, black window frames and balcony railings, and there are fins in a bright green color that is evident throughout the project. With the elevations, they are trying to provide rhythm and create elegant proportional residential scale. The geometry of the chevrons is to show movement and provide visual play with the building to make it visually appealing to those living there and those driving by, and the green fins depict Prairie grass blowing in the wind. The entire base of the building is brick and in certain sections the brick goes up to the third-floor. In response to Staff comments about the chevrons, Mr. Roszak said that there are 8 chevrons that are

faceted and placed on each one of the facades. The fins are probably more asymmetrical than symmetrical, but they feel that it gives the building some beauty and creates some visual interests, and it really ties in well and off-sets some of the grey smaller chevrons that can be seen throughout the white areas.

With regards to landscaping, the hardscapes include brick paving in certain areas, lighting that includes low level lighting with bollards, lighting at the parking areas, and lights on the building that actually light the way on the sidewalks. They do not have their signage program developed yet, but it will include a very integrated wayfinding signage program and be part of a brand they will create. All of the sidewalks will be 8-feet wide to double as bike paths around the perimeter, there will be 480 parking spaces in the building, and 85 parking spaces outside the building, which are more than what is required. A more enhanced parking management plan has been submitted as part of the Plan Commission review.

Mr. Roszak continued the slide presentation showing some of the views looking southwest at the corner of Tonne and Algonquin, and how the building has an undulating design with a lot of movement in the mass and in the fenestration, which they feel is important. The view shows one of the green fins and an obelisk, which is kind of the same chevron with 3 angled steel outward pieces that flares to 5-feet wide at the bottom and 3-feet wide at the top, and 40-feet tall. Their idea was to make something very simple but with presence. As more phases of the development are built, the same theme will be repeated to have key entry/corner points accentuated. They are open to talking about this if the commissioners choose to. A day and dusk view of the current obelisk design was shown that includes 3 components or 3 bent blades that go up and are tapered, with space between the blades, lit up from three sides and lit up from the inside; it is very simple, like a piece of art that ties in with the architecture. The obelisk can be lit with a white LED light, or different color lights could be used. An entry view of the drive aisle and lobby entrance was shown, which includes a mural by artist Lauren Asta, and interior amenity spaces including the fourth-floor pool space. A drawing showing setbacks was also presented that includes a 15-foot setback for Floors 1 through 3, and a 50-foot setback for Floors 4 and above. The building is in compliance on Arlington Heights Road and on Algonquin Road. A rooftop equipment visibility drawing was shown that indicates no large chillers or large equipment being proposed on the roof; therefore, they feel there is no need to raise the parapet, which is current proposed at 18-inches high.

Mr. Roszak responded to Staff comments about the fins. He explained that the fins were purposely placed in an asymmetrical manner on the zigzag chevron elevations to depict movement and give further dynamism to the facades. Both symmetry and asymmetry are OK, and as they further developed the design of the building elevations and architectural themes were coalescing, they started talking about the prairie and the fins which became tall Prairie grasses dancing in the wind. So the asymmetry made even more sense, and they borrowed the idea from the nearby Busse Woods and throughout Illinois in general. The idea for a butterfly garden reinforced this theme. It is about a healthy future, about flowers and pollinators, and bringing these themes into the exterior and interior of the building. The zig-zag chevrons also connote a honeycomb geometry. Hints of green color are seen throughout the interior spaces, in the portals, in the carpeting, and in the artwork. They are also commissioning local artist Rob Larson to do a series of abstract flower paintings to hang in the public spaces for all to enjoy. They will brand the building with a name at some point, and it may have a tie in with the idea of flowers, grasses, and the prairie. Mr. Roszak concluded his presentation.

Chair Kubow asked if there was any public comment on the project and there was no response from the audience.

The commissioners summarized their comments. Commissioner Kingsley said she was at the preliminary review of the project and there does not appear to be many changes, with the exception of the obelisks. She gave accolades to a lot of the things trying to be done with this project; sustainability, the fact there is a theme throughout the whole development, and trying to highlight the south portion of Arlington Heights, which the commissioners spoke to at the preliminary review. She liked the materials and said the massing is really good. She asked about future phases of the development and if they would relate to and have a similar theme to Phase 1, because looking at the site plan now, the footprint of the future phases and buildings do not relate at all. Referring to the site plan and Master Plan, Mr. Roszak said that future buildings will not be identical but will have the same kind of delicacy as the buildings in Phase 1; they will talk the same language. Commissioner Kingsley asked if the same team of architects, etc. will be part of

the future phases and Mr. Roszak said yes. Commissioner Kingsley also asked about the materials of the fins and the thickness of the fins, and Mr. Roszak said the fins are 3 x 6-inch- thick painted aluminum that will look like a mullion. Commissioner Kingsley liked the fins and said they will work well, and she liked the actual color chosen for the fins; however, she suggested the possibility of more fins or a tie-in between the fins and the obelisks. She liked the obelisks, which she referred to as a folly, but was unsure that they go with the brand of the prairie grass theme, which she loved. She understood why the folly is proposed at two important corners that enter into the site off of Algonquin Road, but she felt that entering the site from the south and the adjacent highway is very important, with the corner between Phase 1 and Phase 3 being very important. Mr. Roszak agreed and said there is the option of adding more obelisks elsewhere on the site. Commissioner Kingsley asked if the follies can be experienced by being able to go between the blades, or is it only a sculpture to look at. Mr. Roszak loved the idea of walking between the fins of the obelisk. Commissioner Kingsley reiterated her comments about the fins and the obelisks, the materials of them, how many there are, and what she felt was appropriate. She said most people will be driving their cars to this site and this is a really fast intersection where bike riding may or may not happen, and whatever is done here, it should be car orientated. With regards to the parking garage, she asked if the glass will be obscure and if the lights in the garage will always be on. Mr. Roszak said the glass is translucent to let light through, but you cannot see into the garage. Although the lights in the garage will always be on, they are set back a little bit and the temperature of the light will be consistent with the residential. Commissioner Kingsley said it is really important that the temperature of those lights be the same, and she suggested the lights be smoked or graded so the light is not as intense. Other than those comments, she said it is a nice building and she commended the petitioner on what has been done.

Commissioner Eckhardt said the building is really unique, it has nine outside corners, which is special, and he loved that the bow of the giant ship is facing the intersection. This commission has not seen a project this big in a long time, and certainly not one as creative as this, so great job. He completely accepts the green fins for what they are; they are purposely that way to create interest. The only elevation that bothers him is the east elevation because the green fins seem to be tucked in between the middle of a window and they seem to be crowded, unlike the other elevations where they are either out in the valley or the crest of the undulations. Mr. Roszak said this is because of the floor plan; each fin reacts to what the floor plan is. Commissioner Eckhardt said that the fins appear really close to the window framing, and Mr. Roszak said there is approximately 18-inches between those windows. Commissioner Eckhardt was concerned about a possible green tint inside a unit from the light reflecting off of the green fins, because of its close proximity. He was all in with the obelisks and felt the simplicity of the design is great, he loved that it can be transparent and have light going up the side of it. He asked if the parking garage is 100% ventilated, and where are the location of the exhaust grills. Mr. Roszak said the garage is 100% mechanically ventilated and all four of the exhaust grills are located on the north side and will be the same punched opening size as a window. Commissioner Eckhardt said it is a great building and he loved it.

Commissioner Fitzgerald really liked the entire project and said the building looks very interesting from every angle. He liked the colors, the materials, and he liked the fins that are bright but still organic; they are fun and he liked that they are different and the amount of them. He liked the obelisks and said it might be interesting to bring some of the green into the obelisk to separate it, maybe the inside could be green; however, he did also like them the way they are. The trees appear a little tall in the model, but he pointed out that all of the trees being planted will eventually get into a 50- to 80-foot-high range, so in the long term, the obelisks will be perfect in the size that they are. He liked the project and had no further comments.

Chair Kubow said that generally, he felt the project was fantastic. He loved the investment being made into this blighted area that is really the gateway from the south into Arlington Heights. The architecture is wonderful, it is a huge long building and the massing has been broken up so it does not feel like one big flat facade, which helps breakdown the overall size of the building. He asked if the green roof above the retail at the fourth floor will be accessible to the residents, and Mr. Roszak said no, that area will be drought tolerant sedum. Chair Kubow was glad to hear that there will be no loud condensers units on the roof, and he highly recommended as much interior work-space in the building as possible. He liked the term obelisk versus folly, it is a classic word, and he is a huge fan of them; it reminds everyone of some type of specific architecture, and having them lit will be very dynamic. He had nothing but positive things to say about the project; it is a fantastic building. He asked about the color of the exhaust vents in all the units and Mr.

Roszak said they will be painted either white or grey to match the adjacent siding.

Commissioner Kingsley asked about the material of the obelisks and Mr. Roszak said it is solid steel, purposely bent, with steel ribs between to connect the 3, V-shaped pieces of steel, and painted. Commissioner Kingsley was glad it would not be brushed stainless, or light coming off of it. She reiterated her previous comments about having the obelisk connect with the brand and the green and the possibility of experiencing it. Although the light fixtures are not part of the landscape, she felt it might be better if they were walkable. Mr. Roszak said they will explore the possibility of walking through the obelisks.

A MOTION WAS MADE BY COMMISSIONER KINGSLEY, SECONDED BY COMMISSIONER FITZGERALD, TO APPROVE THE ARCHITECTURAL DESIGN OF THE MIXED-USE BUILDING TO BE LOCATED AT 1, 11, & 15 E. ALGONQUIN ROAD, AND 2355 S. ARLINGTON HEIGHTS ROAD. THIS RECOMMENDATION IS SUBJECT TO COMPLIANCE WITH THE PLANS RECEIVED 9/18/23, DESIGN COMMISSION RECOMMENDATIONS, COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE AND VILLAGE CODES, REGULATION AND POLICIES, THE ISSUANCE OF ALL REQUIRED PERMITS, AND THE FOLLOWING:

1. A REQUIREMENT THAT THE COLOR TEMPERATURE OF THE LIGHTING INSIDE THE PARKING GARAGE LEVELS MATCH THE COLOR TEMPERATURE OF THE LIGHTING IN THE RESIDENTIAL PORTIONS OF THE BUILDING.
2. A RECOMMENDATION TO FURTHER STUDY THE OBELISK DESIGN SO IT SOMEHOW RELATES TO THE GREEN FINS AND OVERALL BUILDING BRAND.
3. THIS REVIEW DEALS WITH ARCHITECTURAL DESIGN ONLY AND SHOULD NOT BE CONSTRUED TO BE AN APPROVAL OF, OR TO HAVE ANY OTHER IMPACT ON, NOR REPRESENT ANY TACIT APPROVAL OR SUPPORT FOR THE PROPOSED LAND USE OR ANY OTHER ZONING AND/OR LAND USE ISSUES OR DECISIONS THAT STEM FROM ZONING, BUILDING, SIGNAGE OR ANY OTHER REVIEWS. IN ADDITION TO THE NORMAL TECHNICAL REVIEW, PERMIT DRAWINGS WILL BE REVIEWED FOR CONSISTENCY WITH THE DESIGN COMMISSION AND ANY OTHER COMMISSION OR BOARD APPROVAL CONDITIONS. IT IS THE PETITIONER'S RESPONSIBILTY TO INCORPORATE ALL REQUIREMENTS LISTED ON THE CERTIFICATE OF APPROPRIATENESS INTO THE PERMIT DRAWINGS, AND TO ENSURE THAT BUILDING PERMIT PLANS AND SIGN PERMIT PLANS COMPLY WITH ALL ZONING CODE, BUILDING CODE AND SIGN CODE REQUIREMENTS.

Commissioner Eckhardt said he liked the idea and intent to create something that might be kinetic and have fun for the residents, and he hopes that stays with the obelisk design going forward, especially the ability to change the color of them. Commissioner Kingsley clarified that the intent of the motion is that the obelisks relate to the fins that are on the building, although they do not have to be green, and the branding should tie it all together; the obelisks just need that. Mr. Roszak said the obelisks could be lit in white and green, and Commissioner Kingsley said that did not sound as classy as she was anticipating. The motion was a recommendation that the petitioner further study the design of the obelisk and make what they believe would be the best changes for the branding. Commissioner Eckhardt said that the design is simple now, which he supports, but the petitioner should have some flexibility to have fun with it. Mr. Hautzinger asked if there are any limitations with regards to the obelisk lighting that the commissioners want to condition their approval based on, and Commissioner Kingsley said that she prefers the lighting be classy and not necessarily colorful; however, whatever light is put on the obelisk, she preferred it be as dark-sky as possible so it lights up the obelisk and not the sky. Mr. Roszak liked the idea of dark-sky lighting. Mr. Hautzinger preferred up lighting to downlighting, and Commissioner Eckhardt agreed and said that up lighting can be controlled for dark sky compliance. Mr. Roszak said that in the spirit of these comments, they will solve that.

A MOTION WAS MADE BY COMMISSIONER KINGSLEY, SECONDED BY COMMISSIONER FITZGERALD, TO AMEND THE MOTION AS FOLLOWS:

1. A RECOMMENDATION TO FURTHER STUDY THE OBELISK DESIGN SO IT RELATES TO THE BRAND AND TO THE GREEN FINS, WHICH ARE THE PRAIRIE GRASS. THE OBELISK DESIGN AND LIGHTING SHOULD BE CLASSY AND SIMPLE, AND IF POSSIBLE, BE DARK-SKY FRIENDLY. CONSIDER THE OBELISK DESIGN TO BE INTERACTIVE WITH ENOUGH SPACE TO WALK BETWEEN THE PLATES. IF THE OBELISK DESIGN CHANGES DRAMATICALLY, THEN IT SHOULD COME BACK TO THE DESIGN COMMISSION FOR RE-REVIEW.

ECKHARDT, AYE; FITZGERALD, AYE; KINGSLEY, AYE; KUBOW, AYE.
ALL WERE IN FAVOR. MOTION CARRIED.

S T A F F D E S I G N C O M M I S S I O N R E P O R T

PROJECT INFORMATION:		**PETITION INFORMATION:**	
Project Name:	Arlington Heights Gateway	**DC Number:**	23-052
Project Address:	1, 11, & 15 E. Algonquin Rd 2355 S. Arlington Heights Rd	**Petitioner Name:**	Mike Morceri
Prepared By:	Steve Hautzinger	**Petitioner Address:**	Morceri & Roszak 145 S. Wells Street Chicago, IL 60606
Date Prepared:	October 13, 2023	**Meeting Date:**	October 24, 2023

Requested Action(s):
Approval of the architectural design for a new mixed-use commercial/multi-family building.

Design Commission Responsibility for Projects Being Reviewed by Plan Commission:
The subject design is being forwarded to the Design Commission for review pursuant to Chapter 6 of the Municipal Code.

This project requires Plan Commission review and Village Board approval as a Planned Unit Development (PUD). Because this project is going to the Plan Commission, the role of the Design Commission is limited. The Design Commission's responsibility is as outlined in Chapter 28 of the Municipal Code, Section 14.2-1, which states:

"*For developments where a public hearing is necessary before the Plan Commission or Zoning Board of Appeals, the design review process should, if feasible, be completed by the time of the public hearing. Development proposals requiring rezoning, PUD or other Plan Commission approvals, shall be reviewed by the Design Commission* ***for building and signage only****."*

Summary:
The petitioner is seeking approval of the architectural design for a new eight-story mixed-use building with 300 residential apartment units and approximately 25,000 sf of commercial space. Floors two through three include indoor parking. The development site consists of several parcels of land located at the southeast corner of Arlington Heights Road and Algonquin Road, which total approximately 16.4 acres in size and would be redeveloped in several phases. Phase I, which is the subject of this review, is located at the corner of Arlington Heights Road and Algonquin Road on a parcel of land approximately 3.65 acres in size. The site is currently occupied by three single-story commercial buildings and a five-story office building, all of which are vacant.

This proposed master redevelopment plan is conceptual at this stage and subject to change as this project moves forward. Future phases of the development could include a mix of additional multi-family units with ground floor commercial spaces, rehabilitation of the former Daily Herald building as a primarily medical office building, and other possible uses. The entire redevelopment area is located within the South Arlington Heights Road Tax Increment Financing (TIF) District.

Preliminary Design Commission Review:
This project received a preliminary Design Commission review on August 22, 2023. Overall, the proposed design was very well received by the Design Commission who felt the design was fun, exciting, and well thought out. They liked the color palette of materials and felt that the building would be a very nice front door to Arlington Heights. The only concerns raised were that the black balconies should be delicate and the obelisk site features seemed tall and needed further design development.

Architectural Design:
Overall, the proposed building design has a nice modern aesthetic that will work very well in this location. The building's unique shape floor plan (including the retail, parking garage, and residential floors) generates a very interesting overall form and massing. The zig-zag chevron theme is interesting and well-integrated throughout the design at the main corners of the building as well as in the bump-out bays along all of the main walls. The garage levels are nicely integrated and concealed into the overall design. The dark brick and three-tone layering of siding colors from white to dark gray is nicely coordinated and balanced. The

only comment on the building design is that the green fins on the end walls have a somewhat random appearance which the Design Commission should evaluate. One option to consider could be a more integrated use of the fins to create interest and add color to the design in a more consistent and pronounced way.

Obelisks:
The proposed development includes two large 40-foot tall obelisk site sculptures to be located at the corners of Arlington Heights Road & Algonquin Road and Algonquin Road & Tonne Drive. The obelisks are intended to be focal point site design features at the key corners of the development. They are proposed to be made of white painted steel with programmable color changing decorative uplighting. While Staff does want to see focal point design features in these key locations, the proposed sculptures seem overly large and somewhat random. Further refinement and design development of these focal point features is recommended. The Design Commission should evaluate the proposed obelisks design and scale. The lighting should also be evaluated with possible restrictions on the amount and frequency of color changes.

Equipment Screening:
All mechanical equipment and utility meters are required to be screened from view. Water and electrical meters will be located inside the building. Gas meter(s) are proposed to be located within a mechanical equipment corral on the south side of the building. The equipment corral is currently shown with an open style fence. A 6' tall solid fence should be provided to screen the view of this equipment. The fence requirements will be coordinated as a site design element through the Plan Commission review.

In regards to rooftop mechanical equipment, the building design includes a continuous parapet wall, however it is quite low which may be inadequate for screening all rooftop equipment. The petitioner will need to provide additional information and sight line diagrams for all rooftop equipment, and if needed, provide unit screens or a taller parapet wall to fully screen all equipment.

Sustainable Design:
Sustainable design is always encouraged, especially for large Planned Unit Developments. The petitioner has provided a list of sustainable features that will be incorporated into the design and construction of the proposed building and site. Some of the highlights include a high-performance building envelope, landscaped green roof areas, and rooftop solar panels.

Signage:
At this time, there is no signage proposed for the project. Separate permits are required for all signage.

RECOMMENDATION:
It is recommended that the Design Commission **approve** the design of the mixed-use building to be located at 1, 11, & 15 E. Algonquin Road and 2355 S. Arlington Heights Road. This recommendation is subject to compliance with the plans received 9/18/23, Design Commission recommendations, compliance with all applicable Federal, State, and Village codes regulations and policies, the issuance of all required permits, and the following:

1. Evaluate the green fins on the end walls of the building which have a somewhat random appearance.
2. Further refinement and design development of the obelisk focal point features is recommended. The Design Commission should evaluate the proposed obelisks design and scale. The lighting should also be evaluated with possible restrictions on the amount and frequency of color changes.
3. Provide additional information and sight line diagrams for all rooftop equipment, and if needed, provide unit screens or a taller parapet wall to fully screen all equipment.
4. This review deals with architectural design only and should not be construed to be an approval of, or to have any other impact on, any other zoning and/or land use issues or decisions that stem from zoning, sign code or building or any other reviews. In addition to the normal technical review, permit drawings will be reviewed for consistency with the Design Commission and any other Commission or Board approval conditions. It is the architect/owner/builder's responsibility to comply with the Design Commission approval and ensure that building permit plans and sign permit plans comply with all zoning code, building code and sign code requirements.
5. All signage shall comply with the Sign code, Chapter 30.

_____ October 13, 2023

Steve Hautzinger AIA, Design Planner
Department of Planning & Community Development

Cc: Charles Witherington Perkins, Director of Planning and Community Development, Michael Lysicatos, Assistant Director of Planning and Community Development, Sam Hubbard, Development Planner, Petitioner, DC File 23-052

DRAFT

MINUTES OF A MEETING OF
THE ARLINGTON HEIGHTS HOUSING COMMISSION
VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS
NOVEMBER 15, 2023

IN ATTENDANCE:

Commissioners Present:	Ken Kiefer	David Miller
	Janice Krinsky	William Delea
Commissioners Absent:	Andre Arrington	John Eggum
Staff Present:	Nora Boyer, Housing Planner/Staff Liaison	
Others Present:	Tom Roszak	Arlington Gateway
	Paul Baulier	Arlington Gateway
	Mo Helaovi	Arlington Gateway
	Roksana Lech	Little City Foudation
	Don Frick	Clearbrook
	Christeon Mayfield	Glenkirk

I. CALL TO ORDER

The meeting was called to order at 7:00 pm by Chairman Eggum.

A motion was made by Commissioner Krinsky, seconded by Commissioner Delea to appoint Commissioner Kiefer to serve as Acting Chairman for the meeting due to the absence of Housing Commission Chairman Eggum.

The Motion: Passed
Ayes: J. Krinsky, W. Delea, D. Miller & K. Kiefer
Nayes: None
Absent: J. Eggum and A. Arrington

II. ROLL CALL

Present: K. Kiefer, D. Miller, W. Delea, & J. Krinsky
Absent: A. Arrington & J. Eggum

III. APPROVAL OF MINUTES

A motion was made by Commissioner Krinsky, seconded by Commissioner Delea to approve the minutes of the September 20, 2023 meeting. The motion was approved unanimously by voice vote.

The Motion: Passed

Ayes: W. Delea, K. Kiefer, D. Miller & J. Krinsky
Nayes: None
Absent: D. Miller

III. NEW BUSINESS

Chairman Kiefer took the prerogative to reorder the agenda to move the new business items forward on the agenda beginning with the Arlington Gateway project.

A. Arlington Gateway

The developers introduced themselves and described some of their other developments including in the Chicago area. They explained that this is a 10% affordable development.

Ms. Boyer shared the staff report: Arlington Gateway is a 301 rental development in a TIF district and for which TIF support us being requests. Under the inclusionary zoning requirements, 10% or 30 units are required to be affordable and the developers are meeting that requirements by proposing that 10% of the units are affordable.

The project complies with all of the requirements of the Inclusionary Housing Ordinance including:

- The number and percentage of affordable units at 10% of 301 units or 30 affordable units;
- There is not fee in lieu proposed
- Rental and affordability to households at 60% of area median income;
- The affordable units are well integrated into the development;
- The affordable units are well integrated into the building:
- The affordable units will be built at the same time as the market rate units since it is one building
- All of the interior and exterior finishes are the same:
- The bedroom mix for the affordable units is the same as for the market rate units:
- The fee for the parking spaces will be discounted at the same rate at the tenant's rent is discounted as compared to the rent for an equivalent market rate unit;
- The preferences in the Guidelines will be applied;
- The developer has agreed to the reporting requirements.

Therefore, the staff recommendation is to approve the Affordable Housing Plan as proposed as stated in the staff report as follows:

> It is recommended that the Affordable Housing Plan for Arlington Gateway be approved as meeting the requirements of the Inclusionary Housing Ordinance under the following conditions:
>
> The Applicant is responsible to ensure that the Planned Development is and remains in full compliance with the requirements of Article XVII of Chapter 7 of Village Code, being the Village's Inclusionary Housing Ordinance, and the Village's Inclusionary Housing Guidelines, including, without limitations, the following:
>
> a. Providing, at a minimum, 10% of the total units (30 actual on-site units based on 301 total units) in perpetuity in the Planned Development in compliance with Section 7-1707(b)(3) of the Village Code.
>
> b. Ensuring compliance with all other provisions of the Inclusionary Housing Ordinance and the Inclusionary Housing Guidelines as applicable.

Mr. Roszak for the developer reported that the project just received unanimous approval for the development from the Design Commission and the project is scheduled for the Plan Commission on November 29, 2023. A PowerPoint presentation was given showing numerous exterior views, including video images, of the exterior development and interior concepts. Mr. Roszak reviewed the numbers and sizes of units saying that there are 50 types of units due to the geometry of the building.

There was a discussion of the exterior appearance of the building features such as the green fins on the building add interest. There is extensive native landscaping including a butterfly garden that takes its inspiration from Busse Woods. Amenities include green spaces, a pool area, and general healthy living environment. All units have a living area, sleeping area, work/home office area, dining area, and fifty-percent of the units have balconies. Commissioner Krinsky complimented the development for its green aspects and sustainable features including the use of heat pumps and native landscaping. Commission Krinsky also mentioned that she appreciates that the three-bedroom units will be held for a time while looking for families to occupy by rather than single member households.

Mr. Roszak said that this is the first of a three-phase concept to also include the renovation of the former Daily Herald building into a medial office building and a final phase that could include a hotel and additional rental apartments.

Commissioner Delea asked if the developer has completed similar development. He was referred to a recently completed building at Fulton Market in Chicago that has 20% affordable units and ten projects in Evanston, IL.

Commissioner Keifer asked about the rents on a per square footage basis. Mr. Roszak said that at opening they are expected to be just under $3/square foot which is expected to be as good or better than anything in Arlington Heights. Commissioner Keifer thanked the developers for coming to Arlington Heights and especially to this location. It was clarified that the development is not receiving a density bonus. Commissioner Keifer asked if there were challenges in including the affordable units. Mr. Roszak responded that it was a matter of having the right mass to make the number work. He said that it would have been difficult to incorporate the affordable units and amenities into a 200-unit building and a 400-unit building would have been too large. The numbers worked out for the proposed 300-unit building.

There was a question about the parking since the Housing Commission has been told that the cost of providing especially underground parking is a factor in allowing affordable units to be provided. The response was that the majority of the parking floors for the project will be above ground but will not be recognizable as parking floors from the exterior.

Commissioner Kiefer asked about the marketing plan. Mr. Helaovi said that the building can be marked locally. They are willing to work with the Village on the marketing plan and referral of persons for the affordable units.

Commissioner Miller asked about the site-selection process. Mr. Roszak said that Bradford-Allen acquired the property 6 - 7 years ago and had waited for right time to prepare and propose the development.

Commissioner Miller where the risk is that could affect the project moving forward. Mr. Roszak said that the risk are always in four areas:

Zoning – Where they believe this project is doing well due to having worked early with Planning
Construction – In tems of getting the building built at the project numbers which is also going positively
Financing – About which they are optimistic due Bradford-Allen's resources and efficiencies
Marketing – Being able to get news out about the building and get it filled

Commissioner Miller asked if there is more turnover of affordable units or market rate units. Mr. Helaovi said the turnover is slower for affordable units due to the quality of the product and the pricing.

A motion was made by Commission Krinsky, seconded by Commission Miller that the Arlington Gateway be approved as meeting the requirements of the Inclusionary Housing Ordinance and the development be granted approval from the Housing Commission.

The Motion: Passed
Ayes: K. Kiefer, W. Delea, J. Krinsky, & D. Miller
Nayes: None
Absent: J. Eggum & A. Arrington

B. CDBG 2023-2024 Group Home Rehabilitation Grant Program Applications

Ms. Roksana Lech of Little City Foundation thanked the Village for its past support. She summarized the services that Little City Foundation provides to its clients. She said that this request of the agency's Raleigh homes that the agency has owned and operated since 1996. It is the home for 7 men, ages 27 – 46. All are very-low income and have some of the most severe disabilities that require home modifications. She provided photographs of existing conditions. This and another Little City group home are in Arlington Heights. The requested work in renovation of the kitchen to make it ADA compliant and usable by the high spectrum autistic residents, replacement of flooring in the dining room, patching of the fireplace, and painting of the dining room and kitchen with colors to promote consistency and calming sensory experiences. She said the project can begin right away.

Mr. Don Frick said that he has been the Vice President for Operation at Clearbrook for 32 years. He summarized the services provided to Clearbrook's clients in Arlington Heights. Clearbrook is proposing the replacement of flooring at two group homes and the replacement of a wood deck at one group home. He said they are expanding their number of homes. They appreciate all of the Village's support in the past. He said that the flooring gets a great deal of wear by the men living in the homes and the proposed product is durable while being appropriate for residential spaces. The accessible deck permits enjoyment of the outdoor space especially by the residents in wheelchairs. Mr. Frick also said the projects could proceed as soon as possible.

Ms. Mayfield summarized the services Glenkirk provides. This proposal is for renovations to two group homes. The homes have been improved on the interiors, but exterior improvements are needed. One home needs a new roof, and replacement soffits, fascia, gutters and downspouts. The other home needs replacement soffits, fascia, gutters, downspouts, window well extensions to replace water from flowing into the basement, and a new fence gate.

All of the agency presenters were thanked for the services they provide to Village residents, and the need for these homes was recognized.

Ms. Boyer stated that the original grant application were based on one bid, but the agencies were asked to try to solicit additional bids prior to this meeting. Little City and Clearbrook were both able to obtain three bids, but Glenkirk had difficulty obtaining a roof bid prior to this meeting. Ms. Boyer stated that staff question whether funding should be approved for the window well extensions and fence gate since those might be considered maintenance rather than renovation improvements. However, after discussion, the Housing Commission favored including funding for the window well extensions and fence gate.

A motion was made by Commissioner Miller, seconded by Commissioner Kiefer to approve CDBG funding under the Village 2023/2024 CDBG Group Home Rehabilitation Grant Program as follows:

- Little City Foundations' requested scope of work with a grant up to $24,221 with Little City Foundation responsible for any costs above the grant amount.

- Clearbrook's requested scope of work with a grant amount up to $31,560 for both homes with Clearbrook responsible for any costs above the grant amount.
- Glenkirk's requested scope of work with Glenkirk and staff to work together to collect competitive bids and select final lowest, responsive competitive bids with a total grant amount from the Village not to exceed $47,035 for both homes with Glenkirk to be responsible for any costs above the grant amount.

The Motion: Passed
Ayes: K. Kiefer, W. Delea; J. Krinsky & D. Miller
Nayes: None
Absent: J. Eggum & A. Arrington

IV. REPORTS

Ms. Boyer reported the following with respect to development projects:
Crescent Place: Had its grand opening on November 15, 2023.

International Plaza: Movement of this project is expected soon.

116-120 W Eastman: Has been recommended for approval by the Plan Commission and is expected to go to the Village Board soon.

Arlington Gateway: The Affordable Housing Plan was approved by the Housing Commission tonight; is expected to go to the Plan Commission at the end of November 2023; and is expected to go to the Village Board in December 2023.

4 N Douglas: Is expected to go to the Plan Commission soon.

Arlington 425: Returned to the Design Commission for some modification in November 2023.

ADRIII/Salt Creek: Was a proposal that went to the Conceptual Plan Review Committee in November 2022 but there has been no further word.

V. OLD BUSINESS

A. Single Family Rehab Program

Ms. Boyer reported on the two active cases. Case 23-04 was administratively approved. It is a re-roofing project. The contract amount is $9,775, but the final amount may exceed that amount since some replacement decking is likely since there is some active roof leaking.

Ms. Boyer explained that there is a concern under the Single-Family Rehab program this year due to the relatively low amount of funding in the program budget. The program's budget is $342,419. So far $9,775+ is reserved for project 23-04 leaving a balance of approximately $22,644. There is a federal regulatory requirement that all homes under the program be tested for lead-based paint hazards, and if there are any lead-based paint hazards, those hazards must be addresses (i.e., the hazards must be removed or abated) even if they were not part of the planned project scope of work. This presents a difficult scenario when funds are limited because the lead-based paint hazards and associated costs are unknown going into the testing. A project could conceivably have more than $22,644 in lead-based paint hazard costs. The Housing Commissioner concurred with staff's recommendation that due to the low level of funding for the program this year, that scopes of work will be limited to work that will not disturb painted

surfaces and will therefore be exempt from the risk of becoming involved in taking on project the program does not have the financial resources to address due to the Village being a CDBG minor grantee.

Mr. Boyer reported on case 23-03 which was determined by the Illinois Historic Preservation Agency to be a home of national historic interest. This means that any scope of work will require pre-approval by the Illinois Historic Preservation Agency. The homeowner's first priority is electrical work upgrading the home from 100 amp service to 200 amp service. This work would not disturb painted surfaces. The homeowner's other priorities are replacement of gutters and the original garage doors. The Illinois Historic Preservation Agency has indicated that they will want to review how the wood behind the gutters is repaired. They indicated that the original garage doors do not need to be preserved. The gutter and garage door work would probably both disturb paint and would therefore need to be postponed until next year. Commissioner Kiefer asked about the general condition of the home out of concern about maintaining the historic property. Ms. Boyer responded that the home is generally in good condition and that the electrical upgrade is probably a worthwhile good safety improvement. Ms. Boyer will proceed with this project based on this input from the Housing Commission.

B. Rental Registry Recommendation
No Update

C. Affordable Housing Trust Fund
No Update

VI. OTHER BUSINESS

A. December Meeting
The meeting for December 2023 is cancelled. The regularly scheduled meeting for January is January 17, 2023. Ms. Boyer will poll the commissioners for a quorum or look for an alternative date. Commission Miller is not available on January 17, 2023.

B. Public Comment
None

VIII. ADJOURNMENT

A motion was made by Commissioner Delea, seconded by Commissioner Miller to adjourn the meeting. The meeting was adjourned at 8:16 pm.

The Motion: Passed by voice vote.

Arlington Heights Gateway – Phase 1: Affordable Housing Plan

1. A general description of the covered development. See Exhibit B, Project Narrative.

2. The total number of market rate dwelling units and affordable dwelling units in the covered development. 299 total units, including 30 affordable dwelling units and 269 market rate units.

3. The number of bedrooms in each market rate dwelling unit and each affordable dwelling unit. Reference the attached unit mix, Exhibit B.

4. The square footage of each market rate dwelling unit and each affordable dwelling unit. Reference the attached unit mix, Exhibit B.

5. The general location of each affordable dwelling unit within the covered development if specific units are designated as the affordable units. Reference drawing G-003 attached, Exhibit C. The affordable dwelling units are distributed both vertically and horizontally within the development**.**

6. The pricing schedule for each affordable dwelling unit and each market rate dwelling unit. Reference the attached unit mix, Exhibit B.

7. The phasing and construction schedule for each market rate dwelling unit and each affordable dwelling unit. Construction is targeted to begin 2Q2204 and all units will deliver in approx. 16-18 months, 3Q2025.

8. If units designated as affordable units are proposed to have exterior and interior appearances, materials, or finishes different from the market rate units, provide documentation and plans showing the differences in exterior and interior appearances, materials and finishes between the affordable and market rate units. N/A, affordable units will contain the same finishes/appearance as the market rate units.

9. A copy of the development's Tenant Selection Plan. Reference the attached Tenant Selection Plan, Exhibit D.

10. An explanation or justification for proposals to make a cash payments of fees in lieu of affordable units, as per Village Code Chapter 7, Section 7-1706, 7-1707 or 7-1708. N/A

Thomas Roszak Architecture, LLC
145 S. Wells Street, Suite 700, Chicago, IL 60606 + Tel: 312-423-7989
http://www.roszak.com + mmoceri@roszak.com

EXHIBIT A
PROJECT NARRATIVE

Thomas Roszak Architecture, LLC
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http://www.roszak.com + mmoceri@roszak.com

Bradford Allen Arlington Heights
Phase I

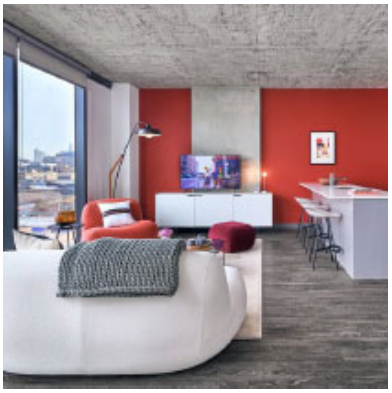
Design Narrative

PROJECT:
Bradford Allen Arlington Heights Phase I (the "project") is an 8-story, 300-unit multi-family for-rent apartment building with street level retail. The project architecture, facades and massing will have a contextual, welcoming, and dynamic design, and physical features in conformance with the new Overlay District. Verdant landscaping includes shade trees, ornamental trees, shrubs, perennials, and annuals all around the buildings and parking areas. The project transforms a 3.79-acre lot with 1 to 5 story vacant and dilapidated retail and office buildings into an eco-friendly attractive residential complex, sparking new retail and streetscape vibrancy at this part of Arlington Heights, (AH), a suburban community that is enjoying a new and steady influx of residential units. Arlington Heights needs more quality housing. The project is in the new Overlay Zoning District and seeks to comply with ordinance in terms of use, height, bulk, setbacks, unit density, and parking requirements. The Overlay District focuses on beautification, redevelopment, walkability and placemaking; which is exactly what this new project is all about.

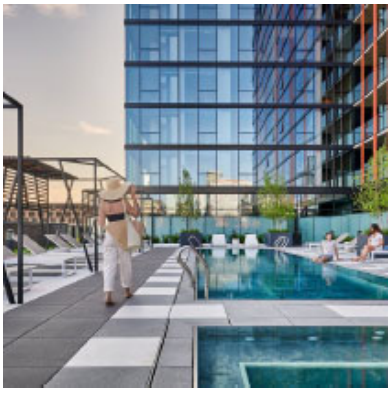
ASSEMBLAGE:
Bradford Allen acquired the commercial buildings at 2355 S Arlington Heights Road and 15 East Algonquin Road in 2007, and 1 and 111 East Algonquin Road in 2014. All tenants subsequently vacated the buildings requiring Bradford Allen to identify the highest and best use of the property going forward. Through this process, Bradford Allen was actively engaged with the Village of Arlington Heights and its Department of Planning & Development. These efforts resulted, in large part, to the commissioning of the South Arlington Heights Road Corridor Plan in 2018. This plan led to a favorable zoning overlay for the subject area in 2019. Then, in 2020, the Village approved a Tax Increment Financing ("TIF") district for this area, further enhancing the value of the Property as a redevelopment. Advances with the Village and proper land assemblage have attracted the interest of development partners, Moceri+Roszak, to redevelop the site into its highest and best use.

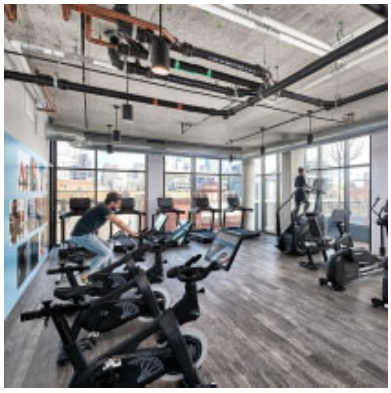
RESIDENTIAL & RETAIL:
Residential units range from 554 SF studios to 1,417 SF 3-bedroom units, with an average unit size of 822 SF. Along the street fronts on Arlington Heights Road, Algonquin Road and the new access road, the 25,000 SF of retail will include uses such a coffee shop, dining restaurants, or other service-oriented retail uses.

AFFORDABLE HOUSING:
Affordable housing units will be provided for 10% of the total units, or 30 of the total 300 units, on site. These will be supplied per the AH affordable housing requirements at 60% AMI.

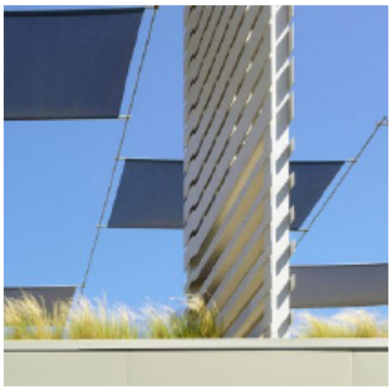
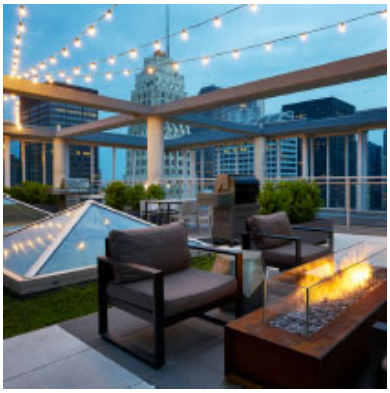


AMENITIES:
This building will include over 17,500 SF of indoor and outdoor amenities. The amenities include: an outdoor pool and spa with a gracious sundeck. Furthermore, fitness area and yoga studio, a golf simulator, social and media room, a library, a business center and "work from home" conference rooms, dog walk and dog spa, trellises and private grilling, a chef's kitchen, and indoor/outdoor dining areas. A pickleball court is located in the green landscaped area north of the building.

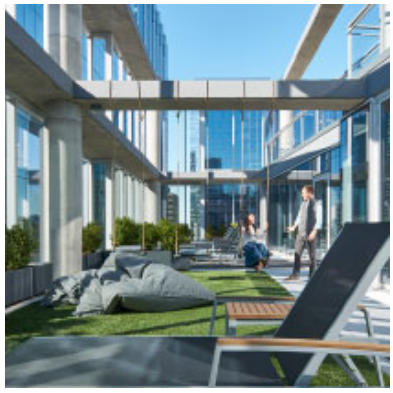




MARKET:
The market units will rent for about $3.00/sf, and the affordable units will follow the U.S. Department of Housing and Urban Development prescribed rent index at 60% AMI. The apartment rental demand in this suburban market has enough demand to absorb all of these new units in a 12-18 month period.

SUSTAINABLE:
Seeking Energy Star certification, Bradford Allen Arlington Heights Phase I is a 485,000 SF urban infill mixed-use project that will invigorate a once neglected corner lot. Many energy-efficient and eco-friendly strategies will be utilized in the design of this project, including energy efficient improvements to the thermal envelope, interior and exterior lighting power reductions, high-efficiency plumbing, and heating and cooling utilizing efficient heat-pumps. Electrical charging stations will be located conveniently. Parking areas will provide storm water detention via vaults. Planted with indigenous grasses and perennials, the ground level provides residents with abundant outdoor green space and a dog walking area. Additionally, the roof of the residential serves as a green roof and array area for solar panels.



DESIGN:
These modern and urbane residences are smart and desirable in the marketplace: straightforward, efficient, well-lit, and enjoyable. Further, they become catalysts that contribute to the rejuvenation and safety of this overlooked area. This project will replace vacated buildings and parking lots with new residences and retail that will transform this sparsely populated area into an attractive community bustling with life, openness, and healthy green space.

The project takes on a promising site near the I-90 expressway, and on two busy streets, Arlington Heights and Algonquin Roads. By using high-quality materials and innovative design, the project enhances the public realm. Pedestrian friendly and human scale detailing at the street level will make the experience for users very positive. A building of delineated massing enables abundant sunlight to transition graciously across the site and in context with the larger neighborhood as a whole. Exterior building façade materials will include fiber-cement siding, brick masonry, and glass windows, all carefully detailed. Design excellence is incorporated into the selection of high quality and innovative building materials and detailing to provide architectural delight. The white chevrons in key parts of the elevations provide a nice highlight to the other longer elevations which are delineated with light, medium, and dark grays, providing rhythm and creating elegant, proportional, and residential scale. The chevron geometry is accented by the green fins, that depict prairie grass blowing in the wind. The base of the building is anchored by variegated gray colored brick that handsomely complements the smooth siding panels and provide depth and texture. Any part of the garage that is not wrapped by retail or residential uses will be fenestrated with the same materials and window openings to appear congruent to the overall design. The lobby entrance and car drop off area is highlighted with a green portal frame to show residents and visitors where the front door is, and this area is accented with an artful mural celebrating the entrance. The top roof is a TPO system with large expanses of green and colorful sedum and a solar PV array to harness the sun.

View looking NE

View looking SE

View looking SW

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LANDSCAPE:
Our intent is to create a safe and inviting public realm including high quality paving materials, lighting, wayfinding, plantings, obelisk-sculptures, and bench furnishings. Shade trees and ornamental trees will provide shade and visual interest. A butterfly garden will be provided, as well as many pockets of perennial and annual flower beds.

TRANSPORTATION:
Bradford Allen Arlington Heights Phase I is an urban infill mixed-use project in the Overlay Zoning District. Residents of the building have access to world class public transportation including access to I-90, buses and the Metra. Bicycle racks and storage are provided onsite, and all sidewalks will double as 8-foot wide bike paths. Four levels of parking include a total of 480 cars. Retail parking of 84 spaces will be provided on grade near each retail space meeting village requirements. Parking and loading will be accessed from Arlington Heights Road, Algonquin Road, and the new Access Road.

ZONING:
The developer is seeking a PD with the Village of Arlington Heights. Current zoning designation of this site is B-3, and is in the new Overlay District, which provides certain goals to be implemented in order to produce high-quality mixed-use development. The Project consists of a 8-story, 321,300 FAR square foot building containing 300 for-rent apartments, inclusive of 30 on-site affordable units. There is a total of 480 parking spaces on levels one through three and approximately 25,000 square feet of ground floor retail with 84 spaces of ground level parking. The apartments will include studios, convertibles, one, two- and three-bedrooms units ranging from 554 SF to 1,417 SF.

PHASING:
This project is contemplated as Phase 1 of four phases on the entire 18-acre site. Phase 2 is the adaptive reuse of an existing office building formerly known as the Daily Herald newspaper building, into medical offices. Phases 3 and 4 will include new multifamily apartment and hotel projects similar in size and scope to Phase 1.

DEVELOPER:
A partnership between Bradford Allen and Moceri+Roszak will develop the project, called Bradford Allen Arlington Heights Development, LLC.

BRADFORD ALLEN:
Bradford Allen is a Chicago-based alternative asset manager specializing in commercial real estate and private placements with over $4 billion in assets under management. Founded in 2003 as a real estate brokerage firm, Bradford Allen has continued to grow and provides a full-suite of services such as real estate acquisitions, financing, asset management, development, leasing, and property management. Bradford Allen is providing 100% of the equity and contributing the site to the project.

MOCERI+ROSZAK:
Moceri+Roszak is a design/develop firm with a deep expertise in multi-family. Thomas Roszak is an architect/developer and has a distinguished design, construction, and development portfolio with 34 years of experience specializing in multi-family real estate, with over 3,000 units and a development value in excess of $3 Billion. Recent design/develop projects include JeffJack Apartments at 601 W Jackson, Linea Apartments at 215 W Lake, 145 S Wells Boutique Offices, Parkline Residences at 60 E Randolph, and Fulbrix Apartments at 160 N Elizabeth in Fulton Market, a residential building currently under construction. Michael Moceri and Paul Baulier are both architect/developers with specialties in integrated building delivery. Thomas Roszak also built over 600 multi-family units in Evanston.

ARCHITECT:
The architect for the project will be Thomas Roszak Architecture (TRA). The company's developments in Chicago and Evanston have been cited for their beauty, ingenuity, and sensitivity to people and the environment. This architect-led process integrates design with construction, development, financing, marketing, and management of real estate. Their design is delineated with subtle, clean-line and warm contextualism, and best in class apartment offerings that lead the market in quality, design, service, and amenities. TRA will also provide interior design and landscape architecture services.

CONSTRUCTION:
Clark Construction will be the general contractor on the project. Moceri+Roszak and Clark have worked together successfully on 5 previous projects of similar scope and quality. Construction will take approximately 16-18 months to complete.

LEASING & MANAGEMENT:
Lincoln Properties (a division of Cadillac Fairview) will be the property manager and leasing agent on the project. Moceri+Roszak and Lincoln have worked together successfully on 4 previous projects of similar scope and quality. It will take approximately 12-18 months to stabilize.

OTHER TEAM MEMBERS & CONSULTANTS:
Integra Realty Resources Chicago will conduct the market study. ECS Midwest will provide the environmental report. KLOA will provide the traffic study and design. V3 Companies will provide surveying and civil engineering services. SteelGrass, an affiliated firm of Thomas Roszak, will be the construction manager overseeing Clark, the general contractor. TR Management + Consulting (TRMC), an affiliated firm of Thomas Roszak, will be the development manager. Thornton Tomasetti will be the structural engineer. Cosentini Associates will be the MEP design consultant. SB Friedman Development Advisors will provide consultancy on all tax increment financing (TIF) matters.

EXHIBIT B
UNIT MIX

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			Floor						
Unit Number		SF	02	03	04	05	06	07	08
01	Studio + Jun	589			$ 1,859	$ 1,859	$ 1,859	$ 1,859	$ 1,859
02	2 Bed	923			**$ 1,454**	**$ 1,454**	**$ 1,454**	**$ 1,454**	**$ 1,454**
03	2 Bed	1,143			$ 3,131	$ 3,131	$ 3,131	$ 3,131	$ 3,131
04	2 Bed	1,078	$ 2,953	$ 2,953	$ 2,953	$ 2,953	$ 2,953	$ 2,953	$ 2,953
05	1 Bed	646	$ 2,004	$ 2,004	$ 2,004	$ 2,004	$ 2,004	$ 2,004	$ 2,004
06	Studio + Jun	613	$ 1,935	$ 1,935	$ 1,935	$ 1,935	$ 1,935	$ 1,935	$ 1,935
07	2 Bed	1,041	$ 2,852	$ 2,852	$ 2,852	$ 2,852	$ 2,852	$ 2,852	$ 2,852
08	1 Bed	810	$ 2,513	$ 2,513	$ 2,513	$ 2,513	$ 2,513	$ 2,513	$ 2,513
09	1 Bed	644	**$ 1,217**	$ 1,998	$ 1,998	$ 1,998	$ 1,998	$ 1,998	$ 1,998
10	1 Bed	685	$ 2,125	$ 2,125	$ 2,125	$ 2,125	$ 2,125	$ 2,125	$ 2,125
11	Studio + Jun	578	$ 1,824	$ 1,824	$ 1,824	$ 1,824	$ 1,824	$ 1,824	$ 1,824
12	1 Bed	774	$ 2,401	$ 2,401	$ 2,401	$ 2,401	$ 2,401	$ 2,401	$ 2,401
13	2 Bed	1,073	$ 2,940	$ 2,940	$ 2,940	$ 2,940	$ 2,940	$ 2,940	$ 2,940
14	2 Bed	1,167	$ 3,197	$ 3,197	$ 3,197	$ 3,197	$ 3,197	$ 3,197	$ 3,197
15	1 Bed	685	$ 2,125	$ 2,125	$ 2,125	$ 2,125	$ 2,125	$ 2,125	$ 2,125
16	2 Bed	1,114	$ 3,052	$ 3,052	$ 3,052	$ 3,052	$ 3,052	$ 3,052	$ 3,052
17	1 Bed	646	$ 2,004	$ 2,004	$ 2,004	$ 2,004	$ 2,004	$ 2,004	$ 2,004
18	1 Bed	702	$ 2,178	$ 2,178	$ 2,178	$ 2,178	$ 2,178	$ 2,178	$ 2,178
19	1 Bed	736	$ 2,283	$ 2,283	$ 2,283	$ 2,283	$ 2,283	$ 2,283	$ 2,283
20	1 Bed	849	$ 2,634	$ 2,634	$ 2,634	$ 2,634	$ 2,634	$ 2,634	$ 2,634
21	Studio + Jun	562			**$ 1,138**	**$ 1,138**	**$ 1,138**	**$ 1,138**	**$ 1,138**
22	1 Bed	646			**$ 1,217**	**$ 1,217**	**$ 1,217**	**$ 1,217**	**$ 1,217**
23	1 Bed	703			$ 2,181	$ 2,181	$ 2,181	$ 2,181	$ 2,181
24	1 Bed	797			$ 2,473	$ 2,473	$ 2,473	$ 2,473	$ 2,473
25	1 Bed	733			$ 2,274	$ 2,274	$ 2,274	$ 2,274	$ 2,274
26	2 Bed	1,087			$ 2,978	$ 2,978	$ 2,978	$ 2,978	$ 2,978
27	1 Bed	736			$ 2,283	$ 2,283	$ 2,283	$ 2,283	$ 2,283
28	Studio + Jun	588			$ 1,856	$ 1,856	$ 1,856	$ 1,856	$ 1,856
29	2 Bed	1,101			$ 3,016	$ 3,016	$ 3,016	$ 3,016	$ 3,016
30	1 Bed	762			$ 2,364	$ 2,364	$ 2,364	$ 2,364	$ 2,364
31	1 Bed	677			**$ 1,217**	**$ 1,217**	**$ 1,217**	**$ 1,217**	**$ 1,217**
32	1 Bed	648			**$ 1,217**	**$ 1,217**	**$ 1,217**	**$ 1,217**	**$ 1,217**
33	1 Bed	710			$ 2,203	$ 2,203	$ 2,203	$ 2,203	$ 2,203
34	1 Bed	648			$ 2,010	$ 2,010	$ 2,010	$ 2,010	$ 2,010
35	1 Bed	748			$ 2,321	$ 2,321	$ 2,321	$ 2,321	$ 2,321
36	1 Bed	769			$ 2,386	$ 2,386	$ 2,386	$ 2,386	$ 2,386
37	Studio + Jun	634			$ 2,001	$ 2,001	$ 2,001	$ 2,001	$ 2,001
38	Studio + Jun	572			$ 1,805	$ 1,805	$ 1,805	$ 1,805	$ 1,805
39	3 Bed	1,417			$ 3,560	$ 3,560	$ 3,560	$ 3,560	$ 3,560
40	3 Bed	1,296			**$ 1,676**	$ 3,256	$ 3,256	$ 3,256	$ 3,256
41	2 Bed	951			$ 2,605	**$ 1,454**	**$ 1,454**	**$ 1,454**	$ 2,605
42	2 Bed	1,042			$ 2,855	$ 2,855	$ 2,855	$ 2,855	$ 2,855
43	Studio + Jun	554			$ 1,748	$ 1,748	$ 1,748	$ 1,748	$ 1,748
44	1 Bed	702			$ 2,178	$ 2,178	$ 2,178	$ 2,178	$ 2,178
45	1 Bed	702			$ 2,178	$ 2,178	$ 2,178	$ 2,178	$ 2,178
46	Studio + Jun	554			$ 1,748	$ 1,748	$ 1,748	$ 1,748	$ 1,748
47	2 Bed	1,068			$ 2,926	$ 2,926	$ 2,926	$ 2,926	$ 2,926
48	2 Bed	1,192			$ 3,266	$ 3,266	$ 3,266	$ 3,266	$ 3,266
49	1 Bed	761			$ 2,361	$ 2,361	$ 2,361	$ 2,361	$ 2,361
50	1 Bed	904				$ 2,805	$ 2,805	$ 2,805	$ 2,805
51	1 Bed	776				$ 2,408	$ 2,408	$ 2,408	$ 2,408
52	2 Bed	1,180				$ 3,233	$ 3,233	$ 3,233	$ 3,233
53	2 Bed	1,179				$ 3,230	$ 3,230	$ 3,230	$ 3,230
54	1 Bed	862				$ 2,674	$ 2,674	$ 2,674	$ 2,674

Market Rate

Studio + Jun	$ 3.16
1 Bed	$ 3.10
2 Bed	$ 2.74
3 Bed	$ 2.51

Affordable

Studio + Jun	$1,138.00
1 Bed	$1,217.00
2 Bed	$1,454.00
3 Bed	$1,676.00

Affordable

EXHIBIT C
AFFORDABLE UNIT MATRIX

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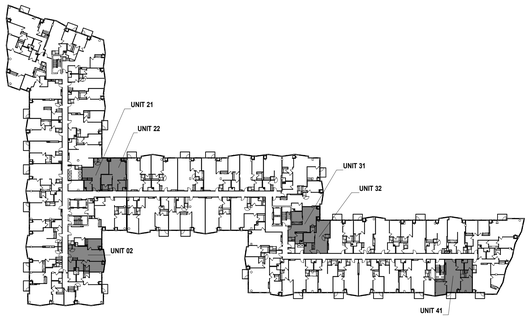
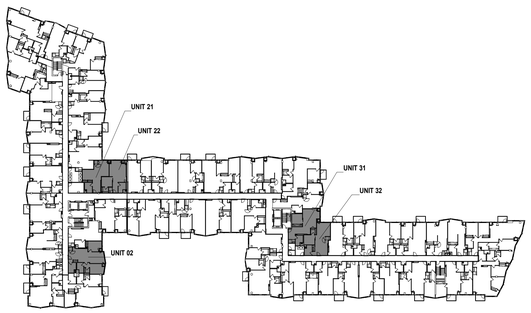
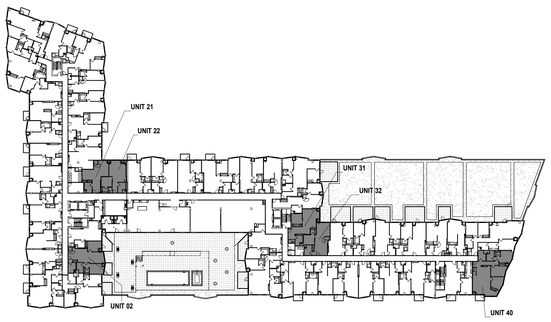


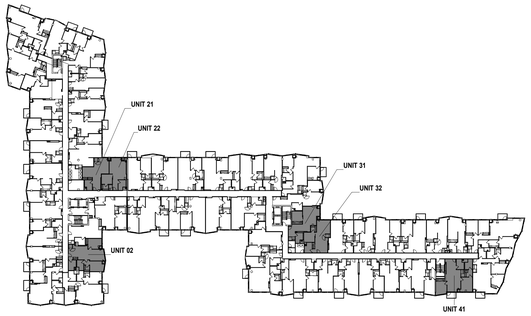
4 ARO UNIT MATRIX - LEVEL 5
1" = 50'-0"



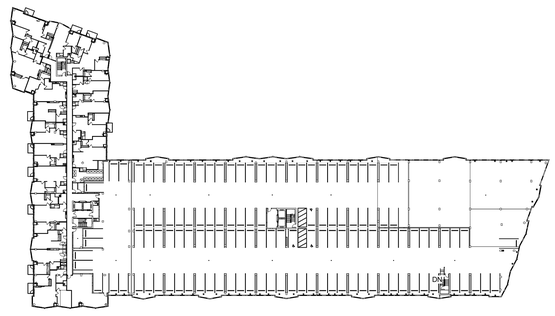
7 ARO UNIT MATRIX - LEVEL 8
1" = 50'-0"



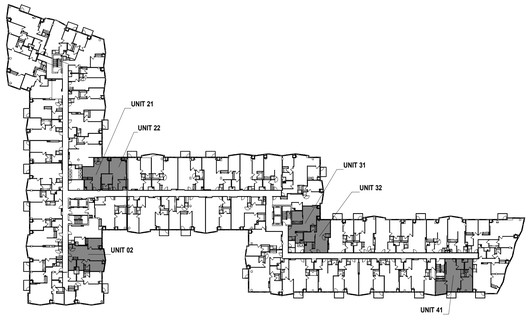
3 ARO UNIT MATRIX - LEVEL 4
1" = 50'-0"



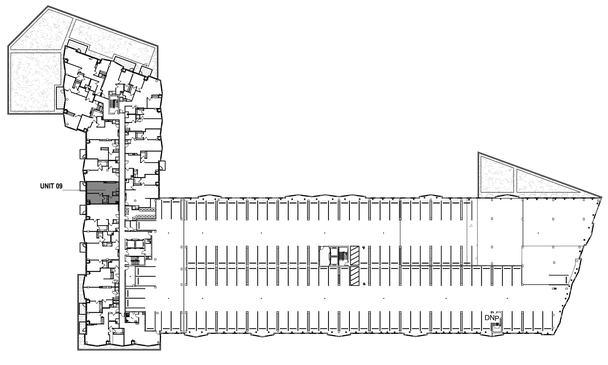
6 ARO UNIT MATRIX - LEVEL 7
1" = 50'-0"



2 ARO UNIT MATRIX - LEVEL 3
1" = 50'-0"



5 ARO UNIT MATRIX - LEVEL 6
1" = 50'-0"



1 ARO UNIT MATRIX - LEVEL 2
1" = 50'-0"

AFFORDABLE UNIT MATRIX

	STUDIO	1 BED	2 BED	3 BED
Level 2		209		
Level 3				
Level 4	421	422, 431, 432	402	440
Level 5	521	522, 531, 532	502, 541	
Level 6	621	622, 631, 632	602, 641	
Level 7	721	722, 731, 732	702, 741	
Level 8	821	822, 831, 832	802	
Count	5	16	8	1
Average SF	562 SF	656 SF	8 SF	1,296 SF
ADA Units	421, 621, 721	422, 622, 822	641, 741	NONE

CITY STAMP

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SIGNATURE/SEAL

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ILLINOIS
THOMAS A. ROSZAK
REGISTERED ARCHITECT
#001.019175
EXPIRATION DATE:
NOVEMBER 30, 2024

I CERTIFY THAT THESE DRAWINGS WERE PREPARED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY PERSONAL KNOWLEDGE THEY CONFORM TO THE VILLAGE OF ARLINGTON HEIGHTS BUILDING CODE

No.	Date	Description
4	9/15/2023	90% CD's
2	7/25/2023	80% CD's

ARLINGTON HEIGHTS PHASE I

2355 S. Arlington Heights Rd.,
Arlington Heights, IL 60005

OWNER
Bradford Allen
300 S. Wacker Dr. 35th Floor
Chicago, IL 60606
Tel: 312-994-5700

DEVELOPER
Moceri + Roszak
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Chicago, IL 60606
Tel: 312-423-7989

ARCHITECT
Thomas Roszak Architecture, LLC
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Tel: 312-423-7989

CONSTRUCTION MANAGER
SteelGrass, LLC
145 S. Wells St. Suite 700
Chicago, IL 60606
Tel: 312-423-7989

DEVELOPMENT CONSULTANT
TR Management + Consulting
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Chicago, IL 60606
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LANDSCAPE ARCHITECT
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CIVIL ENGINEER
V3 Companies
7325 Janes Avenue
Woodridge, IL 60517
Tel: 630-724-9200

STRUCTURAL ENGINEER
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Chicago, IL 60611
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MEPP DESIGN CONSULTANT
Cosentini Associates
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GEI
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Chicago, IL 60631
Tel: 312-985-0364

GENERAL CONTRACTOR
Clark Construction Group
216 S. Jefferson Street, Suite 502
Chicago, IL 60661
Tel: 312-474-5500

MECHANICAL DESIGN/BUILD CONTRACTOR

PLUMBING DESIGN/BUILD CONTRACTOR

ELECTRICAL DESIGN/BUILD CONTRACTOR

FIRE PROTECTION DESIGN/BUILD CONTRACTOR

SHEET TITLE
AFFORDABLE UNIT MATRIX

SCALE
1" = 50'-0"

DATE
09/07/2023

SHEET NUMBER
G-003

EXHIBIT D
TENANT SELECTION PLAN

Thomas Roszak Architecture, LLC
145 S. Wells Street, Suite 700, Chicago, IL 60606 + Tel: 312-423-7989
http://www.roszak.com + mmoceri@roszak.com

1. **Project / Eligibility**
    a. All applicants are eligible to apply for available units based on the guidelines outlined by the Village of Arlington Heights regarding Affordable Housing.
    b. The project will consist of 5 studio rentals, 16 one bedroom rentals, 8 two bedroom rentals, and 1 three bedroom rental.
    c. All applicants with valid governmental ID and authorized immigration status documentation, will be eligible to apply via the listed units directly on the associated website or in person with an associate of the management staff.
2. **Marketing**
    a. The units will be marketed via a variety of ILS sources including Apts.com, Zillow.com, Google.com, the property website, pay per click ad-based sources, and others.
    b. Social Media will also be utilized to market the building as will eblasts to prospects who sign up for future information via the website.
    c. Marketing efforts will begin no less than 8 weeks prior to the date of initial occupancy.
    d. Management will also coordinate with the Village of Arlington Heights for any potential referrals or applicants who may be interested in the development.
    e. The property understands specific preferences regarding rental housing as outlined by the Inclusionary Housing Guidelines of the VoAH.
3. **Income Limits / Rent Limits**
    a. Maximum household incomes set by the Village of Arlington Heights annual Inclusionary Housing Guidelines and will be abided by.
    b. Rent amounts set by the Village of Arlington Heights annual Inclusionary Housing Guidelines and will be abided by.
4. **Applications**
    a. Tenants will apply directly online or in the office and subsequently provide all required documentation for income determination.
    b. Once the application and all necessary documentation has been provided, the tenant will be screened for credit and criminal. Credit scores will not be the determining factor in an applicant's approval. Criminal charges may result in denial.
    c. Upon satisfaction of screening requirements, the applicant's income will be verified internally by the management staff before final approval.
    d. If screening requirements are not met and / or income is not verifiable, the applicant will receive written notification (via email) of denial. Reason for the denial will be included.
5. **Waitlist**
    a. The waitlist will be maintained onsite by the management staff and sorted by type of unit needed and original date of contact. Waitlist prospects are asked prescreening questions to determine their eligibility as well as inform them of the process and required documentation.
    b. Waitlist prospects will be contacted in order of original contact date and afforded the opportunity to apply for a unit that is now available. This communication will be documented in the wait list adjacent to the applicant's information.

6. **Occupancy Standards**
    a. 2BR and 3BR rentals will be reserved for a minimum of 6 months from the initial date of marketing for multi-family member households.
    b. All other homes will be available immediately for qualifying applicants.
    c. Up to 10% of total parking spots available will be reserved for affordable units.
7. **Income Recertification**
    a. Income recertification will be completed per the guidelines listed in the annual Village of Arlington Heights Inclusionary Housing Guidelines.

Bradford Allen Arlington Heights
Phase I

Design Narrative

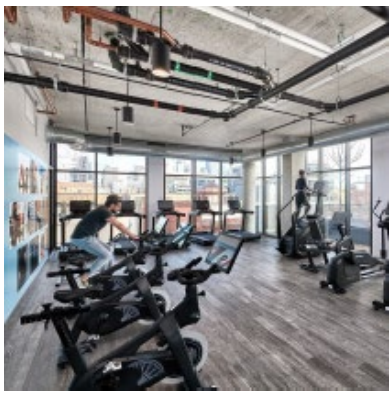
PROJECT:
Bradford Allen Arlington Heights Phase I (the "project") is an 8-story, 301-unit multi-family for-rent apartment building with street level retail. The project architecture, facades and massing will have a contextual, welcoming, and dynamic design, and physical features in conformance with the new Overlay District. Verdant landscaping includes shade trees, ornamental trees, shrubs, perennials, and annuals all around the buildings and parking areas. The project transforms a 3.79-acre lot with 1 to 5 story vacant and dilapidated retail and office buildings into an eco-friendly attractive residential complex, sparking new retail and streetscape vibrancy at this part of Arlington Heights, (AH), a suburban community that is enjoying a new and steady influx of residential units. Arlington Heights needs more quality housing. The project is in the new Overlay Zoning District and seeks to comply with ordinance in terms of use, height, bulk, setbacks, unit density, and parking requirements. The Overlay District focuses on beautification, redevelopment, walkability and placemaking; which is exactly what this new project is all about.

ASSEMBLAGE:
Bradford Allen acquired the commercial buildings at 2355 S Arlington Heights Road and 15 East Algonquin Road in 2007, and 1 and 111 East Algonquin Road in 2014. All tenants subsequently vacated the buildings requiring Bradford Allen to identify the highest and best use of the property going forward. Through this process, Bradford Allen was actively engaged with the Village of Arlington Heights and its Department of Planning & Development. These efforts resulted, in large part, to the commissioning of the South Arlington Heights Road Corridor Plan in 2018. This plan led to a favorable zoning overlay for the subject area in 2019. Then, in 2020, the Village approved a Tax Increment Financing ("TIF") district for this area, further enhancing the value of the Property as a redevelopment. Advances with the Village and proper land assemblage have attracted the interest of development partners, Moceri+Roszak, to redevelop the site into its highest and best use.

RESIDENTIAL & RETAIL:
Residential units range from 554 SF studios to 1,417 SF 3-bedroom units, with an average unit size of 825 SF. The units consist of 49 studios, 141 one-bedrooms, 19 one-bedrooms with dens, 82 two-bedrooms, and 10 three-bedrooms. Along the street fronts on Arlington Heights Road, Algonquin Road and the new access road, the 24,972 SF of retail will include uses such a coffee shop, dining restaurants, or other service-oriented retail uses.

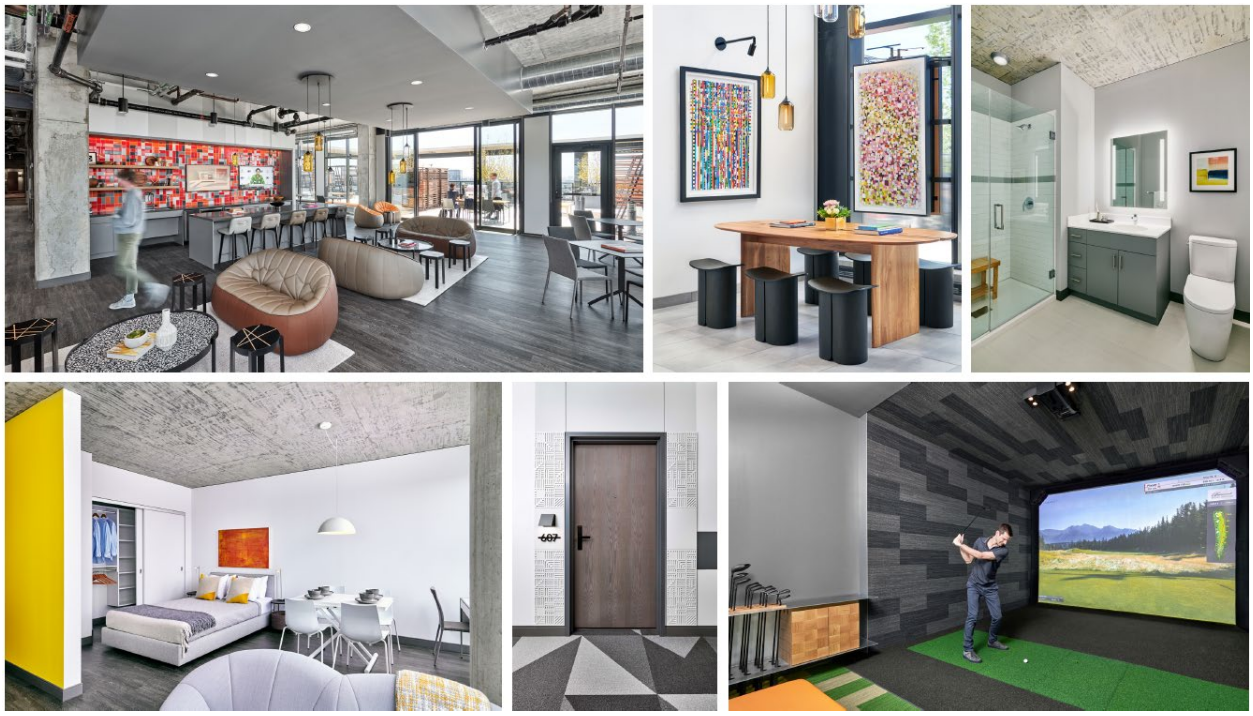
AFFORDABLE HOUSING:
Affordable housing units will be provided for 10% of the total units, or 30 of the total 301 units, on site. These will be supplied per the AH affordable housing requirements at 60% AMI.

AMENITIES:
This building will include over 21,000 SF of indoor and outdoor amenities. The amenities include: an outdoor pool and spa with a gracious sundeck. Furthermore, fitness area and yoga studio, a golf simulator, social and media room, a library, a business center and "work from home" conference rooms, dog walk and dog spa, trellises and private grilling, a catering kitchen, and indoor/outdoor dining areas. Newly planted butterfly gardens consisting of native perennials with walking paths adorn the site on the north and south of the development.



MARKET:
The market units will rent for about $3.00/sf, and the affordable units will follow the U.S. Department of Housing and Urban Development prescribed rent index at 60% AMI. The apartment rental demand in this suburban market has enough demand to absorb all of these new units in a 12-18 month period.

SUSTAINABLE:
Seeking Energy Star certification, Bradford Allen Arlington Heights Phase I is a 490,392 SF urban infill mixed-use project that will invigorate a once neglected corner lot. Many energy-efficient and eco-friendly strategies will be utilized in the design of this project, including an energy efficient thermal envelope, interior and exterior lighting power reductions by means of 100% LED lights on sensors and timers, high-efficiency plumbing, low volatile organic compound interior materials and finishes, and heating and cooling utilizing efficient heat-pumps. Electrical charging stations at over 30 stalls will be located conveniently, enabling capacity for additional future chargers. Parking areas will provide storm water detention via vaults, reducing the burden on local watershed systems. Planted with indigenous grasses and perennials, the ground level provides residents with abundant outdoor green space and a dog walking area. Additionally, the roof of the residential serves as a green roof and array area for solar panels; all non-landscaped roof surfaces will have a high solar reflective index to reduce heat island effect.



DESIGN:
These modern and urbane residences are smart and desirable in the marketplace: straightforward, efficient, well-lit, and enjoyable. Further, they become catalysts that contribute to the rejuvenation and safety of this overlooked area. This project will replace vacated buildings and parking lots with new residences and retail that will transform this sparsely populated area into an attractive community bustling with life, openness, and healthy green space.

The project takes on a promising site near the I-90 expressway, and on two busy streets, Arlington Heights and Algonquin Roads. By using high-quality materials and innovative design, the project enhances the public realm. Pedestrian friendly and human scale detailing at the street level will make the experience for users very positive. A building of delineated massing enables abundant sunlight to transition graciously across the site and in context with the larger neighborhood as a whole. Exterior building façade materials will include fiber-cement siding, brick masonry, and glass windows, all carefully detailed. Design excellence is incorporated into the selection of high quality and innovative building materials and detailing to provide architectural delight. The white chevrons in key parts of the elevations provide a nice highlight to the other longer elevations which are delineated with light, medium, and dark grays, providing rhythm and creating elegant, proportional, and residential scale. The chevron geometry is accented by the green fins, that depict prairie grass blowing in the wind. The base of the building is anchored by variegated gray colored brick that handsomely complements the smooth siding panels and provide depth and texture. Any part of the garage that is not wrapped by retail or residential uses will be fenestrated with the same materials and window openings to appear congruent to the overall design. The lobby entrance and car drop off area is highlighted with a green portal frame to show residents and visitors where the front door is, and this area is accented with an artful mural celebrating the entrance. The top roof is a TPO system with large expanses of green and colorful sedum and a solar PV array to harness the sun.

View looking NE

View looking SE

View looking SW

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LANDSCAPE:
Our intent is to create a safe and inviting public realm including high quality paving materials, lighting, wayfinding, plantings, obelisk-sculptures, and bench furnishings. Shade trees and ornamental trees will provide shade and visual interest. Two butterfly gardens will be provided, as well as many pockets of perennial and annual flower beds.

TRANSPORTATION:
Bradford Allen Arlington Heights Phase I is an urban infill mixed-use project in the Overlay Zoning District. Residents of the building have access to world class public transportation including access to I-90, buses and the Metra. Bicycle racks and storage are provided onsite, and all sidewalks will double as 8-foot wide bike paths. Four levels of parking include a total of 480 cars. Retail parking of 85 spaces will be provided on grade near each retail space meeting village requirements. Parking and loading will be accessed from Arlington Heights Road, Algonquin Road, and the new Access Road.

ZONING:
The developer is seeking a PD with the Village of Arlington Heights. Current zoning designation of this site is B-3, and is in the new Overlay District, which provides certain goals to be implemented in order to produce high-quality mixed-use development. The Project consists of a 8-story, 329,872 FAR square foot building containing 301 for-rent apartments, inclusive of 30 on-site affordable units. There is a total of 480 parking spaces on levels one through three and approximately 24,972 square feet of ground floor retail with 85 spaces of ground level parking. The apartments will include studios, convertibles, one, two- and three-bedrooms units ranging from 554 SF to 1,417 SF.

PHASING:
This project is contemplated as Phase 1 of four phases on the entire 18-acre site. Phase 2 is the adaptive reuse of an existing office building formerly known as the Daily Herald newspaper building, into medical offices. Phases 3 and 4 will include new multifamily apartment and hotel projects similar in size and scope to Phase 1.

DEVELOPER:
A partnership between Bradford Allen and Moceri+Roszak will develop the project, called Bradford Allen Arlington Heights Development, LLC.

BRADFORD ALLEN:
Bradford Allen is a Chicago-based alternative asset manager specializing in commercial real estate and private placements with over $4 billion in assets under management. Founded in 2003 as a real estate brokerage firm, Bradford Allen has continued to grow and provides a full-suite of services such as real estate acquisitions, financing, asset management, development, leasing, and property management. Bradford Allen is providing 100% of the equity and contributing the site to the project.

MOCERI+ROSZAK:
Moceri+Roszak is a design/develop firm with a deep expertise in multi-family. Thomas Roszak is an architect/developer and has a distinguished design, construction, and development portfolio with 34 years of experience specializing in multi-family real estate, with over 3,000 units and a development value in excess of $3 Billion. Recent design/develop projects include JeffJack Apartments at 601 W Jackson, Linea Apartments at 215 W Lake, 145 S Wells Boutique Offices, Parkline Residences at 60 E Randolph, and Fulbrix Apartments at 160 N Elizabeth in Fulton Market, a residential building currently under construction. Michael Moceri and Paul Baulier are both architect/developers with specialties in integrated building delivery. Thomas Roszak also built over 600 multi-family units in Evanston.

ARCHITECT:
The architect for the project will be Thomas Roszak Architecture (TRA). The company's developments in Chicago and Evanston have been cited for their beauty, ingenuity, and sensitivity to people and the environment. This architect-led process integrates design with construction, development, financing, marketing, and management of real estate. Their design is delineated with subtle, clean-line and warm contextualism, and best in class apartment offerings that lead the market in quality, design, service, and amenities. TRA will also provide interior design and landscape architecture services.

CONSTRUCTION:
Clark Construction will be the general contractor on the project. Moceri+Roszak and Clark have worked together successfully on 5 previous projects of similar scope and quality. Construction will take approximately 16-18 months to complete.

LEASING & MANAGEMENT:
Lincoln Properties (a division of Cadillac Fairview) will be the property manager and leasing agent on the project. Moceri+Roszak and Lincoln have worked together successfully on 4 previous projects of similar scope and quality. It will take approximately 12-18 months to stabilize.

OTHER TEAM MEMBERS & CONSULTANTS:
Integra Realty Resources Chicago will conduct the market study. ECS Midwest will provide the environmental report. KLOA will provide the traffic study and design. V3 Companies will provide surveying and civil engineering services. SteelGrass, an affiliated firm of Thomas Roszak, will be the construction manager overseeing Clark, the general contractor. TR Management + Consulting (TRMC), an affiliated firm of Thomas Roszak, will be the development manager. Thornton Tomasetti will be the structural engineer. Cosentini Associates will be the MEP design consultant. SB Friedman Development Advisors will provide consultancy on all tax increment financing (TIF) matters.

Integra Realty Resources
Chicago

Executive Summary Market Study –

Arlington Heights Gateway
Proposed Apartments
Southeast corner of Arlington Heights Road and Algonquin Road
Arlington Heights, Cook County, Illinois 60005

Prepared For:
Moceri+Roszak

Report Date:
September 12, 2023

File Number: 194-2023-0791

Proposed Apartments At Arlington Heights Gateway
Southeast corner of Arlington Heights Road and Algonquin Road
Arlington Heights, Illinois

Integra Realty Resources
Chicago

1 N Franklin Street
Suite 3010
Chicago, IL 60606

T 312.565.0977
www.irr.com

September 12, 2023

Mr. Paul Baulier
Moceri+Roszak
145 S. Wells, Suite 700
Chicago, IL 60606

SUBJECT: Executive Summary Market Study
Proposed Apartments at Arlington Heights Gateway
Southeast corner of Arlington Heights Road and Algonquin Road
Arlington Heights, Cook> County, Illinois 60005
IRR - Chicago File No. 194-2023-0791

Dear Mr. Baulier:

Integra Realty Resources – Chicago is pleased to submit the accompanying executive summary market study of the referenced property. The intended use is for planning purposes.

Information for this report was researched and gathered from property inspections and conversations with brokers, developers, lenders, investors, managers, and leasing agents involved in the suburban Chicago apartment market.

If you have any questions or comments, please contact the undersigned. Thank you for the opportunity to be of service.

Respectfully submitted,

Integra Realty Resources - Chicago

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Certified General Real Estate Appraiser
Illinois Certificate # 553.001842
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Email: glissner@irr.com

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Certified General Real Estate Appraiser
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Table of Contents

General Information **2**

Executive Summary and Conclusions **4**
Project Overview 4
Analysis and Conclusions 14

Suburban Chicago Apartment Market Overview **26**
Cook County – Northwest Apartment Submarket Overview 35
Multifamily Housing Supply 38

Demographics **40**

Apartment Survey – Project Data Sheets **45**

Certification **59**

Assumptions and Limiting Conditions **61**

Addenda
A. Qualifications

General Information

Identification of Subject

Arlington Heights Gateway is a proposed, multi-phase mixed use development on an 18 acre site which had formerly commercial properties. In the first phase, a 3.79 acre site will be developed with a 301-unit rental apartment building, with approximately 28,000 SF of ground floor retail space. Three additional phases are being proposed for development which could include the renovation of a 5-story office building, a 300-unit apartment building with 10,000 SF of retail space, and a 200 key hotel and medical office building or a third phase of apartments. Over the course of the development, these future phases could be adapted and modified to be line with market demand at that time.

Purpose of the Market Study

The purpose of the market study is to provide:

- A brief overview of the suburban Chicago rental apartment market.
- An analysis of the market demand for new rental apartment units at this location.
- A summary of the primary competitive rental apartment product in the market.
- Critique of the market-rate units which are proposed for development in terms of unit mix, unit sizes, unit finishes and project amenities.
- Conclusions regarding market rent levels and absorption projections for the proposed market-rate units in Phase I.

Effective Date

The effective date of the analysis and conclusions is May 2023. The date of the report is September 12, 2023.

Intended Use and User

The intended use of the market study is for planning purposes. The client and intended user is Moceri+Roszak. Additional intended users include village of Arlington Heights staff and officials reviewing the project as part of its entitlement process. No other parties may use or rely on the information, opinions, and conclusions contained in this report.

Sources of Data/Extent of Research

An inspection of the subject site and neighborhood was completed along with a review of the preliminary site plan and building plans for the subject property.

The following data sources were researched:

- Inspection of the site

- Review of the proposed site plan and unit mix, with preliminary drawings by Thomas Roszak Architecture, LLC
- Visual inspection of the immediate neighborhood
- Ongoing discussions with brokers, developers, lenders, and investors active in the suburban rental apartment market
- Ongoing inspection of competing rental buildings in the market and discussions with management and leasing agents
- Previous assignments where information was not confidential

Applicable Requirements

This market study is intended to conform to the requirements of the following:

- Uniform Standards of Professional Appraisal Practice (USPAP);
- Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute;

Report Format

This report is prepared under the Appraisal Report option of Standards Rule 2-2(a) of USPAP.

Prior Services

USPAP requires appraisers to disclose to the client any other services they have provided in connection with the subject property in the prior three years, including valuation, consulting, property management, brokerage, or any other services. We have provided services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding the agreement to perform this assignment. This has included market studies pertaining to the proposed development which has continued to evolve and change in terms of total size, unit mix, unit sizes, etc.

Scope of Work

To determine the appropriate scope of work for the assignment, we considered the intended use of the report, the needs of the user, the complexity of the property, and other pertinent factors.

Inspection

Gail Lissner, CRE viewed the site on April 17, 2023. Michael Wingader viewed the site on May 28, 2023.

Executive Summary and Conclusions

Project Overview

Location

Arlington Heights Gateway
Southeast corner of Arlington Heights Road and Algonquin Road
Arlington Heights, Cook County, Illinois

Arlington Heights Gateway is a mixed-use development proposed on a site formerly occupied by commercial/retail uses. This 18 acre site is located at the southern edge of Arlington Heights at the southeast corner of Arlington Heights Road and Algonquin Road in Arlington Heights. The site is located approximately 9 miles northwest of O'Hare Airport and 22 miles northwest of Chicago's Loop.

Proposed Development Plan

The subject property is part of a proposed, multi-phase mixed use development. Phase I is planned for a Class A 301-unit multifamily elevator apartment complex with 28,000 SF of ground floor retail space situated on a 3.79 acre site. Additional phases of the development are proposed to include a medical office building (adaptive reuse), another phase of 300 apartment units, and a final phase of a 200 key hotel with medical office space or a third phase of 300 apartment units.

For Phase I, the developer has proposed a preliminary unit mix as follows:

		Market-Rate Units			Affordable Units		
Unit Type	Total Units	No. Units	Avg SF	%	No. Units	Avg SF	%
Studio	49	44	571	16%	5	551	17%
1BR	157	141	731	52%	16	648	53%
2BR	85	77	1,110	28%	8	969	27%
3BR	10	9	1,356	3%	1	1,295	3%
Total	301	271	833	100%	30	739	100%

Under the Arlington Heights Inclusionary Housing Ordinance, a total of 30 (10% of total) units will be set aside as affordable units subject to tenant income restrictions of 60% of area median income (AMI). The remaining 271 units will be market rate.

Building amenities will be expansive and will include an outdoor swimming pool, spa, and sundeck, fitness area and yoga studio, golf simulator, social and media room, library, business center with "work from home" conference rooms, dog walk and dog spa, trellises and private grilling areas, and chef's kitchen and indoor/outdoor eating areas. There will also be a multi-level parking garage with 480 spaces for the apartments and outdoor parking spaces for the retail space. Residential unit finishes will be consistent with the new construction Class A product in the market.

A second phase of 300 apartment units is also planned as part of this multi-phase, mixed-use development.

Summary of Rent and Lease-up Projections – Phase I

As discussed in this report, Arlington Heights has experienced little new luxury rental apartment development and there has been no development of projects which include the extensive amenities which are being incorporated in this development. Based upon our analysis of the subject site, its location in Arlington Heights, and a review of the competing developments in the local apartment market, we have concluded that a mixed-use/apartment development at the subject location will be marketable. The 301-unit first phase of the proposed mixed-use development is well-oriented to meet the demand in the market, with an expected second phase to be similarly well-received after stabilization of the Phase I development.

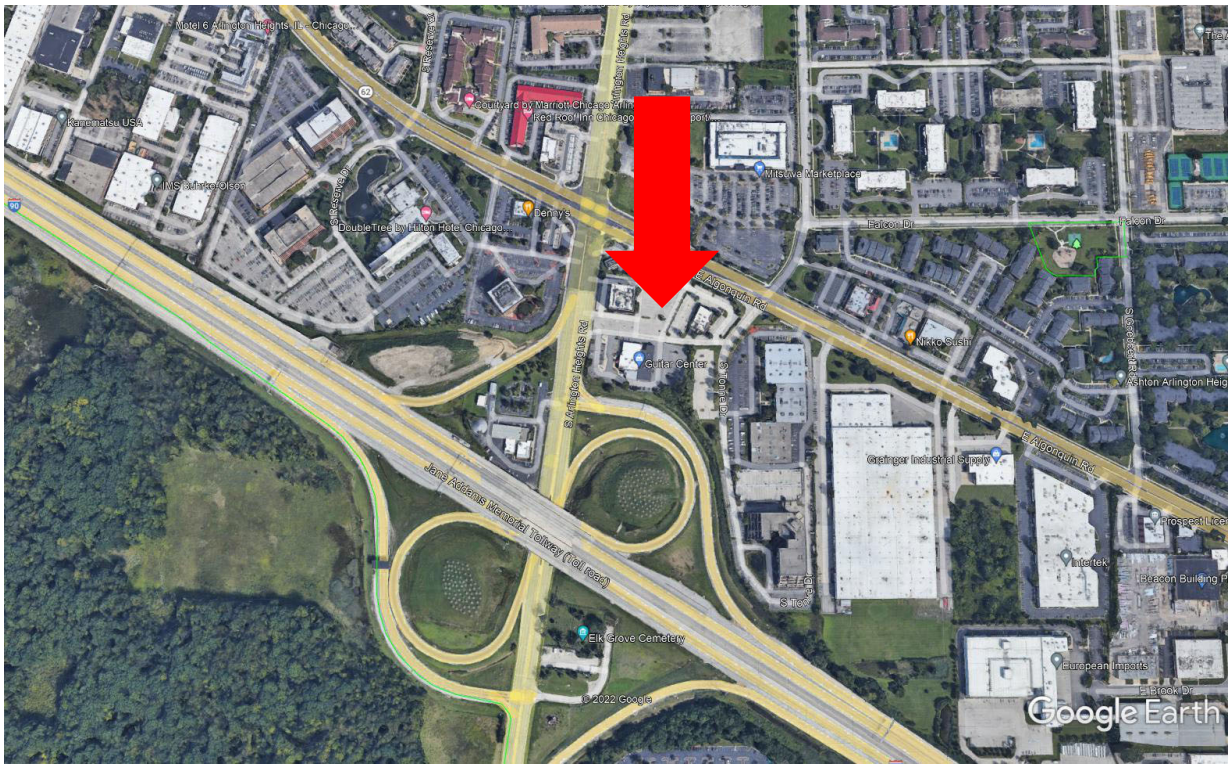
Based upon our survey of the market, we concur that the proposed unit mix will provide a diversity of product type and unit sizes. Our rent projections in 2023 dollars are shown below along with projections at the time of occupancy:

		Market-Rate Units			IRR Conclusion 2023	
Unit Type	Total Units	No. Units	Avg SF	%	Avg Rent	Rent PSF
Studio	49	44	571	16%	$1,850	$3.24
1BR	157	141	731	52%	$2,250	$3.08
2BR	85	77	1,110	28%	$3,000	$2.70
3BR	10	9	1,356	3%	$3,400	$2.51
Total	301	271	833	100%	**$2,436**	**$2.92**

Based upon a review of long-term rent trends, rents have been projected to increase at an annual pace of 3% until the time of occupancy.

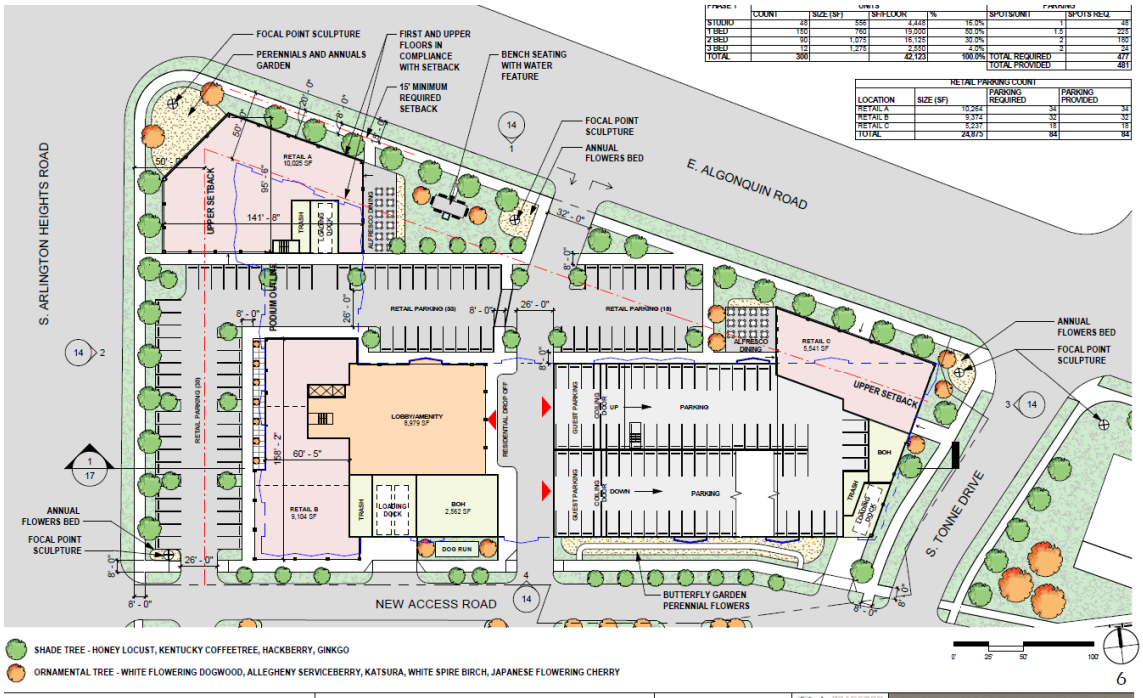
Given the market trends, lease-up of the Phase I units is expected to occur at an average pace of 18 units per month, assuming a professional marketing and lease-up program, with stabilization within less than 18 months.

Aerial View


Motel 6 Arlington Heights IL - Chicago
Courtyard by Marriott Chicago Arlington Heights/Downtown
Red Roof Inn Chicago
Mitsuwa Marketplace
Rakumatsu USA
DoubleTree by Hilton Hotel Chicago
Perry's
Falcon Dr
E Algonquin Rd
Nikko Sushi
Guitar Center
S Arlington Heights Rd
Grainger Industrial Supply
Jane Addams Memorial Tollway (Toll road)
Intertek
Elk Grove Cemetery
European Imports
© 2022 Google
Google Earth

Multi-phase site plan

First Floor Plan

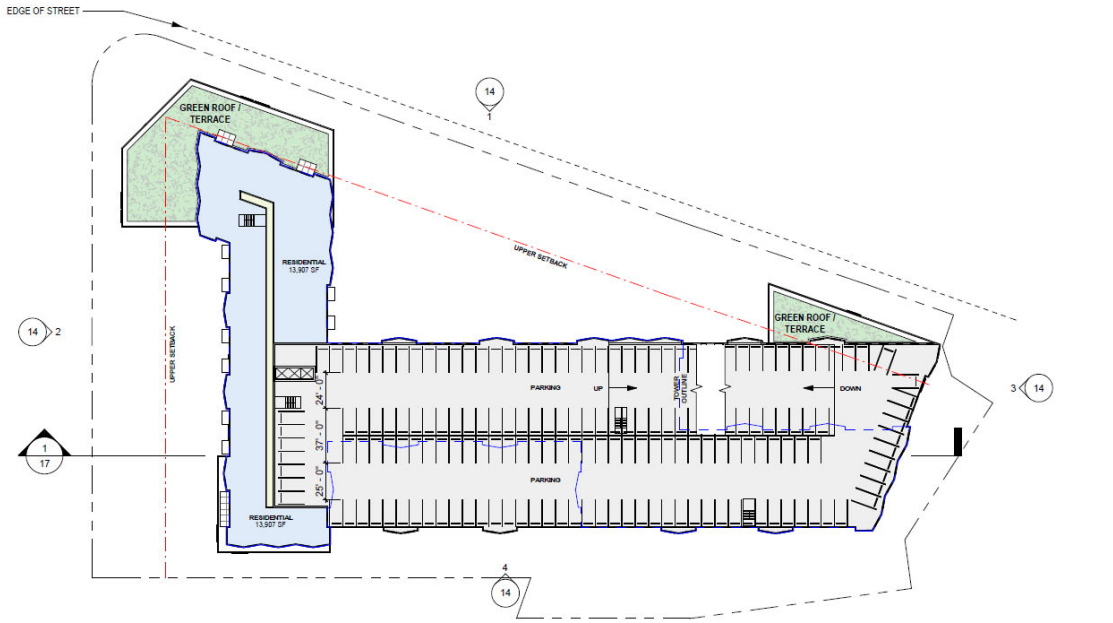


PHASE I	UNITS				PARKING	
	COUNT	SIZE (SF)	SF/FLOOR	%	SPOTS/UNIT	SPOTS REQ.
STUDIO	48	556	4,448	16.0%	1	48
1 BED	150	760	19,000	50.0%	1.5	225
2 BED	90	1,075	16,125	30.0%	2	180
3 BED	12	1,275	2,550	4.0%	2	24
TOTAL	300		42,123	100.0%	TOTAL REQUIRED	477
					TOTAL PROVIDED	481

RETAIL PARKING COUNT			
LOCATION	SIZE (SF)	PARKING REQUIRED	PARKING PROVIDED
RETAIL A	10,254	34	34
RETAIL B	9,374	32	32
RETAIL C	5,237	18	18
TOTAL	24,875	84	84

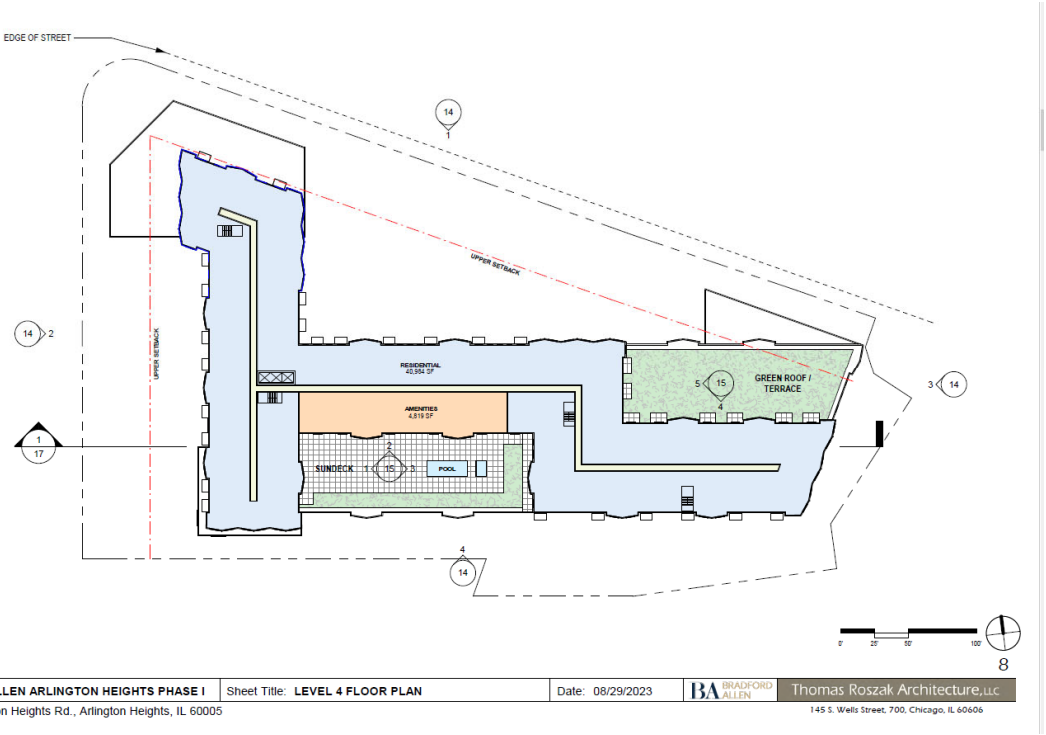
BRADFORD ALLEN ARLINGTON HEIGHTS PHASE I	Sheet Title: SITE PLAN / LEVEL 1 FLOOR PLAN	Date: 08/29/2023	BRADFORD ALLEN	Thomas Roszak Architecture, LLC
2355 S. Arlington Heights Rd., Arlington Heights, IL 60005				145 S. Wells Street, 700, Chicago, IL 60606

Floors 2 & 3

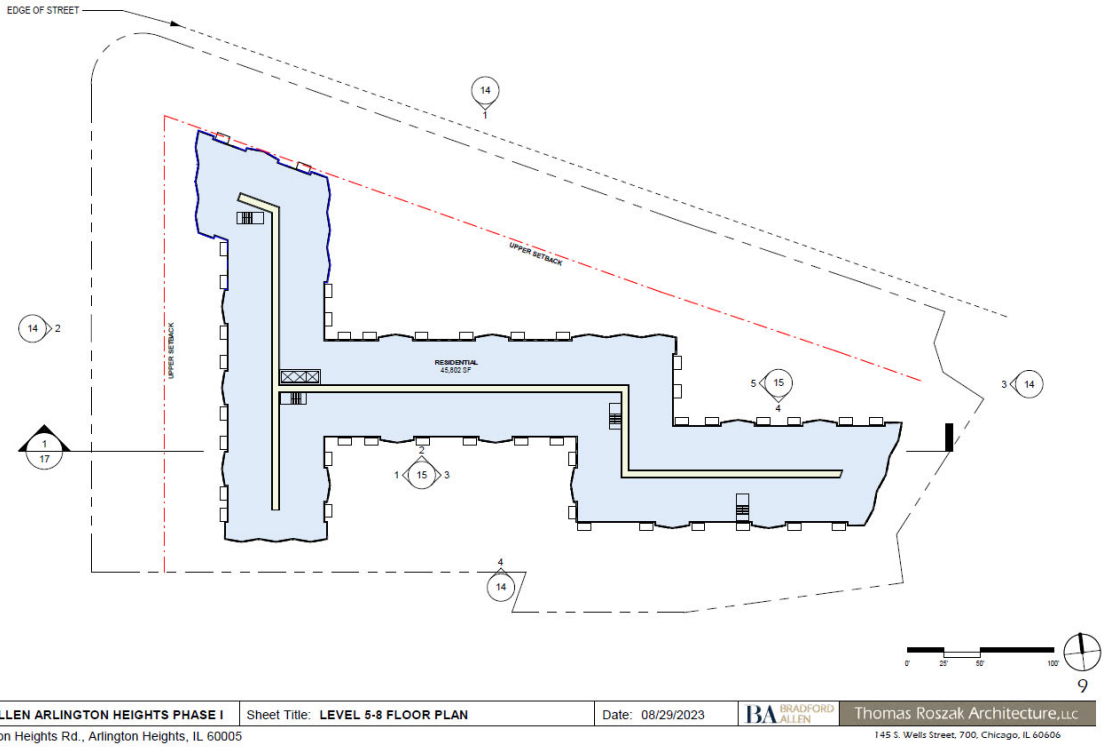


BRADFORD ALLEN ARLINGTON HEIGHTS PHASE I	Sheet Title: LEVEL 2-3 FLOOR PLAN	Date: 08/29/2023	BRADFORD ALLEN	Thomas Roszak Architecture, LLC
2355 S. Arlington Heights Rd., Arlington Heights, IL 60005				145 S. Wells Street, 700, Chicago, IL 60606

Floor 4



Floors 5-8



Architectural Renderings

20

BRADFORD ALLEN ARLINGTON HEIGHTS PHASE I	Sheet Title: STREET LEVEL NORTHEAST CORNER	Date: 08/29/2023	BA BRADFORD ALLEN	Thomas Roszak Architecture, LLC
2355 S. Arlington Heights Rd., Arlington Heights, IL 60005				145 S. Wells Street, 700, Chicago, IL 60606

21

BRADFORD ALLEN ARLINGTON HEIGHTS PHASE I	Sheet Title: STREET LEVEL NORTHWEST CORNER	Date: 08/29/2023	BA BRADFORD ALLEN	Thomas Roszak Architecture, LLC
2355 S. Arlington Heights Rd., Arlington Heights, IL 60005				145 S. Wells Street, 700, Chicago, IL 60606

22

BRADFORD ALLEN ARLINGTON HEIGHTS PHASE I	Sheet Title: STREET LEVEL SOUTHWEST CORNER	Date: 08/29/2023	BA BRADFORD ALLEN	Thomas Roszak Architecture, LLC

2355 S. Arlington Heights Rd., Arlington Heights, IL 60005

145 S. Wells Street, 700, Chicago, IL 60606

24

BRADFORD ALLEN ARLINGTON HEIGHTS PHASE I	Sheet Title: AERIAL VIEW LOOKING NORTHWEST	Date: 08/29/2023	BA BRADFORD ALLEN	Thomas Roszak Architecture, LLC

2355 S. Arlington Heights Rd., Arlington Heights, IL 60005

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25

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Residential Lobby Entrance

Analysis and Conclusions

Property Location

The subject property is located at the southern edge of Arlington Heights, just north of I-90 and the border with Elk Grove Village. The immediate neighborhood is bounded roughly by Golf Road on the north, the Jane Addams Memorial Tollway (Interstate 90) on the south and west and Busse Road on the east. The subject property is situated at the corner of two main roads and adjacent to the I-90/Arlington Heights Road interchange. Although the property lacks the CBD neighborhood locations of many of its main competitors, the site does have excellent visibility and accessibility and is in close proximity to supporting commercial uses along Arlington Heights Road, Algonquin Road and Golf Road. Overall, this is a good, car-oriented location for a mixed apartment/retail use.

The surrounding land uses are mixed and include single-family and multi-family residential, office, hotel, retail, service, restaurant, recreation, transportation and community uses. The dominant land uses are commercial, along Algonquin Road and Arlington Heights Road, and residential along the secondary streets.

Interstate highway access to the market area is provided by I-90. The nearest interchange is immediately south of the site at Arlington Heights Road. The Arlington Heights Metra station is located 2.7 miles north at Arlington Heights Road and Northwest Highway in the Arlington Heights CBD. It provides commuter train service to Downtown Chicago. PACE provides public bus service throughout the suburbs, with the closest stop adjacent to the site on Algonquin Road at Arlington Heights Road. The entrance to O'Hare International Airport is very accessible by car and nine miles to the southeast.

The Village of Arlington Heights has recognized the need for redevelopment at the subject location and developed a South Arlington Heights Road Corridor Plan in 2018, to enhance this "Gateway into the Village". It identified various, larger sites with redevelopment potential, with a goal to enhance the pedestrian experience and walkability of this location, develop a plan for landscaping and gateway features, explore the potential to bury overhead utility lines, develop a coordinated marketing plan for businesses in the corridor, and identify sources of funding to implement the Plan. With its prominent location at Arlington Heights Road and Algonquin Road, the redevelopment of the subject site as proposed will improve the entry into the village and further many of these goals articulated in the Plan.

Demand for rental housing in the subject's general market area is generated by its proximity to places of employment and transportation linkages along with its location within the village of Arlington Heights, given its reputation as one of the premier northwest suburban communities. While offering excellent highway access, the subject location is also a short drive from Downtown Arlington Heights which is a vibrant hub for retail, restaurants, and residential uses.

The area around O'Hare International Airport has some of the highest concentration of industrial and office space in the Chicago suburbs. The location is enhanced by convenient access to the area expressways and shopping. In addition, subject's location is centrally located in regards to the

Schaumburg office market just to the west. While office occupancy levels have declined since the onset of COVID, apartment occupancies have not declined; rather, they have strengthened to their current 97.9% level, per our 1Q 2023 Suburban Chicago MSA survey.

Suburban Chicago Rental Market Area

On a quarterly basis, Integra Realty Resources – Chicago is surveying nearly 400 apartment complexes with approximately 115,000 dwelling units in the suburban market. Our primary research of the suburban Chicago rental market is gathered from property inspections and conversations with brokers, developers, lenders, investors, managers, and leasing agents involved in the apartment market. Our survey includes virtually every major apartment community developed since 1995 plus older developments (primarily post-1970) throughout the MSA.

As of our 1Q 2023 survey, median net rent per square foot is at $1.98 which is up 5.9 percent from a year ago and accompanied by stable occupancy. Rent growth remains elevated but slowed due to economic uncertainty and a reduction in household formation. Compared to two years ago, net rent growth has amounted to a positive 23.9 percent, or from $1.60 per square foot to $1.98 per square foot. These recent gains remain well above the historical levels of three to four percent. One bedroom units have a median net rent of $1,647 per month while two bedrooms are at $1,929. We expect rent growth of 3-4 percent annually going forward.

Physical occupancy is at 97.9 percent for the entire market – albeit off 20 bps from a year ago. The suburban market overall is considered “full”, contributing to escalated pricing. Tenant income levels will likely constrain rent growth. The lack of notable suburban employment growth has not hindered demand. While some renters transitioned to single family home ownership during the pandemic, others have taken advantage of higher prices in the for-sale market and sold their homes, moving to rental product potentially as a short-term play until they determine their next move. High interest rates will curtail home purchases, increasing retention in the rental market. We expect occupancy to remain stable in the near term.

Renter Apartment Demand Generators

The subject property will attract a broad base of renters in a wide age range, with demand being generated by the following sources:

- Persons working in the Schaumburg and O’Hare markets which are easily accessible to I-90. The subject property has an excellent location for persons working in other parts of the metropolitan area which are easily accessible via I-90, I-355, and I-294. Persons employed in the Loop can either commute by car or take the Metra from the downtown Arlington Heights train station.
- Persons who have hybrid work arrangements. According to leasing agents in the suburban competitive rental market, COVID also brought an influx of city residents to the suburban market. The new hybrid work arrangements provide greater flexibility to work at home on a part-time or fully remote basis, with commuting time a lesser consideration. Thus, these renters appreciate the greater housing value afforded by suburban living.
- Persons with ties to Arlington Heights and the surrounding areas.

- Renters who are not yet ready to transition to home ownership or are priced out of home ownership but want newer housing with up-to-date unit finishes and building amenities. Due to its elevator design and location in a generally commercial area, the subject property is not expected to attract families with school-age children. Other more residential Arlington Heights locations and apartment building designs (such as townhomes and garden apartment buildings) are more desired by families.
- Empty nesters including both persons who are downsizing from the area along with persons relocating from outside the region to be closer to their children and grandchildren who live in Arlington Heights or nearby suburbs. With the strong demand for single family homes and the increases in single family home prices, empty nesters who have been selling their homes frequently have relocated into rental apartments. This demographic will appreciate the elevator building design, extensive amenities, indoor parking, and on-site retail amenities which will be offered by the subject development.
- Persons in transition – i.e. moving locally or transferees, persons in the process of obtaining a divorce or divorced parents relocating to be closer to their children and desiring a new construction rental apartment. Leasing agents frequently report the strong demand from this demographic, particularly in the new construction segment of the rental apartment market.

While rental apartments have typically attracted a younger resident profile, a more diverse renter profile is expected to be attracted to the subject property.

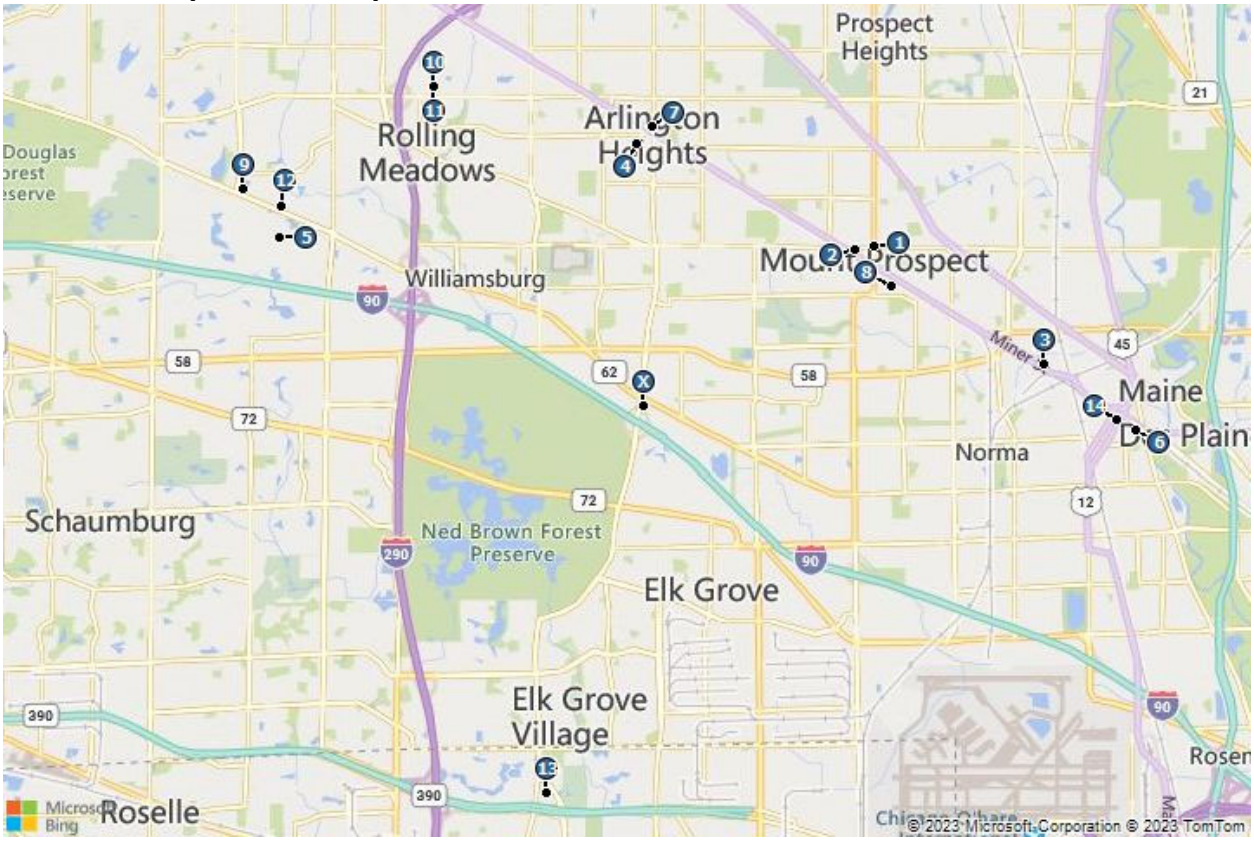
Competition Overview

With a focus on the newer rental apartment developments which will offer comparable amenities, the rent survey consisted of 14 properties with over 3,100 units. In general, these properties are located in Arlington Heights and Schaumburg, along with properties located in the downtowns of Mount Prospect and Des Plaines. All but two of these properties were constructed within the past 10 years and are elevator buildings offering Class A amenities. The other two older properties were developed in the 1980s but have prime downtown Arlington Heights locations.

While renters could have numerous housing choices, the high occupancy rates in the market do limit availabilities of units for rent, although there are three properties in the market area which are currently engaged in lease-up. However, these properties will be stabilized before the subject property even begins construction.

The following is a summary of the properties considered to comprise alternatives to the subject units, bracketing their expected rent levels.

Rental Competition Map



	Name	Address	Suburb
Subject	**Arlington Heights Gateway**	**SEC Algonquin Rd & Arington Heights Rd**	**Arlington Heights**
1	10 N. Main	10 N. Main	Mt Prospect
2	20 West	20 W. Northwest Hwy	Mt Prospect
3	Buckingham Place	750 E. Northwest Hwy	Des Plaines
4	Dunton Tower	55 S Vail	Arlington Hts
5	Element at Veridian	2200 Progress Pky	Schaumburg
6	Ellison Apts	1555 Ellinwood	Des Plaines
7	Hancock Square	200 N Arlington Hts Rd	Arlington Hts
8	Maple Street Lots	207 S Maple	Mt Prospect
9	North 680	680 E. Algonquin	Schaumburg
10	One Arlington	3400 W Stonegate	Arlington Hts
11	Res. At Payton Place	3401 W. Payton Pl.	Arlington Hts
12	The Quin	2450 Plum Grove Rd	Schaumburg
13	The Residences at Hamilton Lakes	1133 N. Arlington Heights Rd	Itasca
14	Welkin Apartments	1425 Ellinwood	Des Plaines

Rental Market Survey Summaries

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No.	Name	Address	Suburb	Date Built	Total Units	Avg Size (SF)	Quoted Rent PSF	Net Rent PSF	Occup	Parking
Subject	**Arlington Heights Gateway**	**Algonquin & Arlington Heights Rds**	**Arlington Heights**	**Prop**	**271**	**833**				
1	10 N. Main	10 N. Main	Mt Prospect	2021	97	885	$2.68	$2.68	96.9%	$75-$125
2	20 West	20 W. Northwest Hwy	Mt Prospect	2019	71	866	$2.73	$2.53	94.4%	$150
3	Buckingham Place	750 E. Northwest Hwy	Des Plaines	2018	267	961	$2.47	$2.41	97.0%	$65-$100
4	Dunton Tower	55 S Vail	Arlington Hts	1986	216	902	$2.63	$2.63	96.8%	$75
5	Element at Veridian	2200 Progress Pky	Schaumburg	2020	260	947	$2.54	$2.54	95.8%	$75-$100
6	Ellison Apts	1555 Ellinwood	Des Plaines	2019	113	839	$2.76	$2.76	97.3%	$35-$100
7	Hancock Square	200 N Arlington Hts Rd	Arlington Hts	1988	409	849	$2.65	$2.65	96.8%	$75
8	Maple Street Lots	207 S Maple	Mt Prospect	2021	192	749	$2.98	$2.86	94.3%	$150
9	North 680	680 E. Algonquin	Schaumburg	2017	180	894	$2.58	$2.58	95.0%	$75-$120
10	One Arlington	3400 W Stonegate	Arlington Hts	2014	214	936	$2.69	$2.69	98.6%	$125-$225
11	Res. At Payton Place	3401 W. Payton Pl.	Arlington Hts	2021	263	981	$2.61	$2.39	Lease up	$110
12	The Quin	2450 Plum Grove Rd	Schaumburg	2023	373	908	$2.73	$2.56	Lease up	Included
13	The Res. at Hamilton Lakes	1133 N. Arlington Heights Rd	Itasca	2017	297	934	$2.41	$2.41	97.0%	$125
14	Welkin Apartments	1425 Ellinwood	Des Plaines	2022	212	891	$2.62	$2.41	Lease up	$125
	Total - Survey Properties				**3,164**					

* For the subject property, only the market-rate component is shown.

Rental Apartment Survey - Unit Mix

Unit Mix

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No.	Name	Address	Suburb	Date Built	Total Units	Studio/Conv Units	Studio/Conv %	1BR Units	1BR %	1BR+Den Units	1BR+Den %	2BR Units	2BR %	2BR+Den Units	2BR+Den %	3BR Units	3BR %
Subject	**Arlington Heights Gateway**	**Algonquin & Arlington Heights Rds**	**Arlington Heights**	**Prop**	**271**	**44**	**16%**	**141**	**52%**	**Included in 1BR**		**77**	**38%**			**9**	**3%**
1	10 N. Main	10 N. Main	Mt Prospect	2021	97	14	14%	51	53%			29	30%			3	3%
2	20 West	20 W. Northwest Hwy	Mt Prospect	2019	71	9	13%	41	58%			20	28%			1	1%
3	Buckingham Place	750 E. Northwest Hwy	Des Plaines	2018	267	19	7%	130	49%			113	42%			5	2%
4	Dunton Tower	55 S Vail	Arlington Hts	1986	216	27	13%	108	50%			81	37%				
5	Element at Veridian	2200 Progress Pky	Schaumburg	2020	260	58	22%	143	55%			51	20%			8	3%
6	Ellison Apts	1555 Ellinwood	Des Plaines	2019	113	15	13%	60	53%	15	13%	18	16%	5	4%		
7	Hancock Square	200 N Arlington Hts Rd	Arlington Hts	1988	409	30	7%	143	35%	89	22%	147	15%				
8	Maple Street Lots	207 S Maple	Mt Prospect	2021	192	38	20%	124	65%			30	16%				
9	North 680	680 E. Algonquin	Schaumburg	2017	180			104	59%	24	13%	52	30%				
10	One Arlington	3400 W Stonegate	Arlington Hts	2014	214	51	24%	113	53%			50	23%				
11	Res. At Payton Place	3401 W. Payton Pl.	Arlington Hts	2021	263	34	13%	81	31%	34	13%	82	31%	5	2%	27	10%
12	The Quin	2450 Plum Grove Rd	Schaumburg	2023	373			185	50%	91	24%	76	20%	21	6%		
13	The Res. at Hamilton Lakes	1133 N. Arlington Heights Rd	Itasca	2017	297	3	1%	186	63%			96	32%			12	4%
14	Welkin Apartments	1425 Ellinwood	Des Plaines	2022	212	25	12%	111	52%	31	15%	45	21%				
	Total - Survey Properties				**3,164**	**323**	**10%**	**1,580**	**50%**	**284**	**9%**	**890**	**28%**	**31**	**1%**	**56**	**2%**

*Studio/Convertible units combined for survey properties

Rental Apartment Survey – Unit Square Footages

Unit Size (Square Feet)

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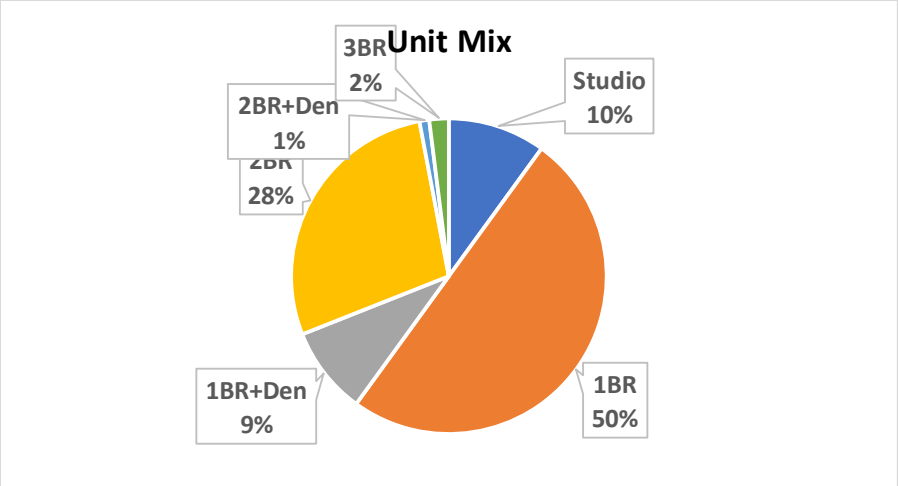
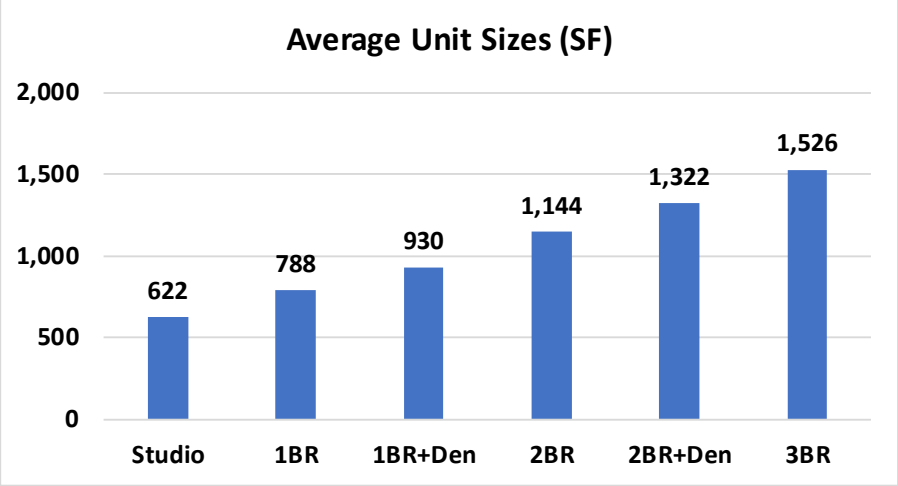
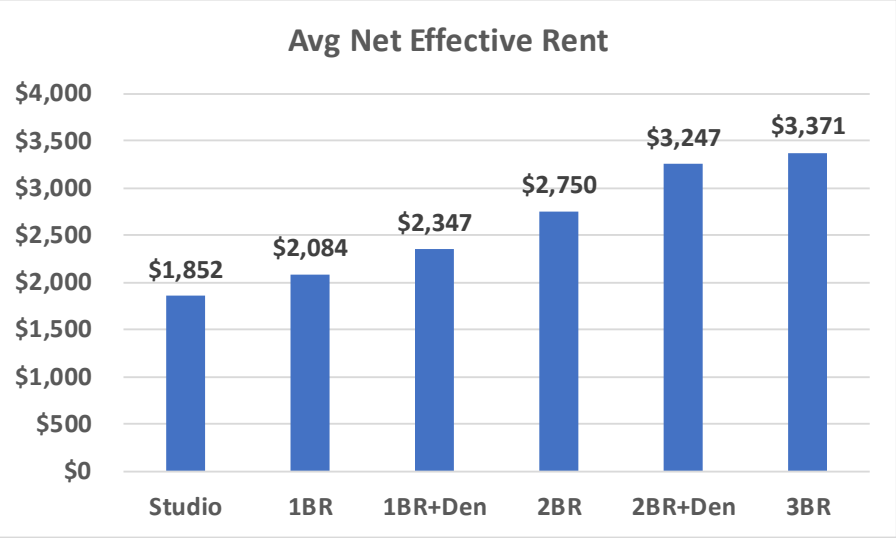
No.	Name	Address	Suburb	Date Built	Total Units	Studio/Conv	1BR	1+Den	2BR	2+Den	3BR
Subject	**Arlington Heights Gateway**	**Algonquin & Arlington Heights Rds**	**Arlington Heights**	**Prop**	**271**	**571**	**731**		**1,110**		**1,356**
1	10 N. Main	10 N. Main	Mt Prospect	2021	97	598	730-874		1,058-1,184		1,353
2	20 West	20 W. Northwest Hwy	Mt Prospect	2019	71	582-647	744-844		921-1,147		2,731
3	Buckingham Place	750 E. Northwest Hwy	Des Plaines	2018	267	603	743-960		951-1,271		1,786
4	Dunton Tower	55 S Vail	Arlington Hts	1986	216	600	785-800		1,100-1,200		
5	Element at Veridian	2200 Progress Pky	Schaumburg	2020	260	577-820	825-1,039		1,183-1,199		1,466
6	Ellison Apts	1555 Ellinwood	Des Plaines	2019	113	575-638	730-764	895-921	1,128-1,199	1,262	
7	Hancock Square	200 N Arlington Hts Rd	Arlington Hts	1988	409	608	677	850-925	975-1,128		
8	Maple Street Lots	207 S Maple	Mt Prospect	2021	192	591-663	663-747		992-1,180		
9	North 680	680 E. Algonquin	Schaumburg	2017	180		665-785	1,039	1,130-1,588		
10	One Arlington	3400 W Stonegate	Arlington Hts	2014	214	549-769	803-1,012		1,193-1,521		
11	Res. At Payton Place	3401 W. Payton Pl.	Arlington Hts	2021	263	495-518	732-1,107	915-919	1,120-1,269	1,312	1,440-1,541
12	The Quin	2450 Plum Grove Rd	Schaumburg	2023	373		691-842	901-1,030	1,109	1,282-1,394	
13	The Res. at Hamilton Lakes	1133 N. Arlington Heights Rd	Itasca	2017	297	472	655-859		1,146-1,299		1,480
14	Welkin Apartments	1425 Ellinwood	Des Plaines	2022	212	604-623	744-897	872-908	1,087-1,348		
	Total - Survey Properties				**3,164**						

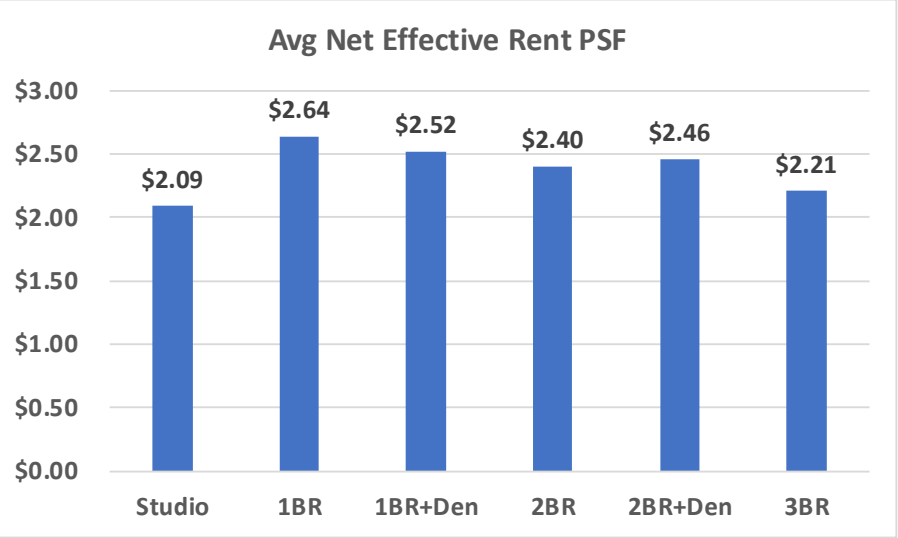
*Studio/Convertible units combined for survey properties

Market Survey Summary (Class A Product Only)









Existing Competition

Considering the size of the Arlington Heights suburb along with its existing supply of Class B and C rental apartment product, it is surprising that there has not yet been more Class A apartment development occurring in the community in recent years. To date, only two large new construction projects have been added: the first being an adaptive reuse of a former hotel (One Arlington) and the second being an adjacent mid-rise elevator building (the Residences at Payton Place). Both are located just west of the former Arlington Park Race Track which was purchased by the Chicago Bears and is currently proposed for redevelopment as its new stadium along with a multi-year, multi-phase mixed use development. Both One Arlington and the Residences at Payton Place are located at the western border of Arlington Heights, just east of Route 53. Both properties would provide primary competition to the subject property due to their locations close to highway access. However, neither property has a swimming pool like the subject property nor close proximity to existing retail amenities.

Two apartment properties were recently built in Schaumburg which also offer good proximity to Route 53 and I-90: the Element at Veridian and The Quin. The Element at Veridian is an early phase of a large mixed-use redevelopment of the Motorola site and is planned to have extensive lifestyle retail amenities; however, these are planned for some point in the future and are not an amenity which can be appreciated by renters currently. The Quin is located close to the Element at Veridian and is a purely residential community. Although situated further from O'Hare and Chicago's Loop and lacking the cache of an Arlington Heights address, they are considered to be competitors to the subject units.

The other existing competition is located in the downtowns of Arlington Heights, Mt Prospect, and Des Plaines. The two downtown Arlington Heights buildings were both built in the 1980s. Despite renovation work, they are not new construction but they will provide competition as they will attract renters who desire the amenities afforded by a downtown location. One very small boutique building was also built in downtown Arlington Heights several years ago but is not considered in this analysis due to its small number of units.

During the past several years, new apartment construction has been occurring in downtown Mt Prospect and Des Plaines. While subject does not have a downtown location, it offers superior highway accessibility and an Arlington Heights address.

Future Competition – Proposed for Development or Under Construction

In addition to the developments which are currently offering rental apartment units in the area, there is a large amount of new apartment development occurring throughout the suburban metropolitan area. In subject's competitive market, there are four properties currently under construction, three of which are boutique in size. The projects which are under construction are shown below:

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Under Construction

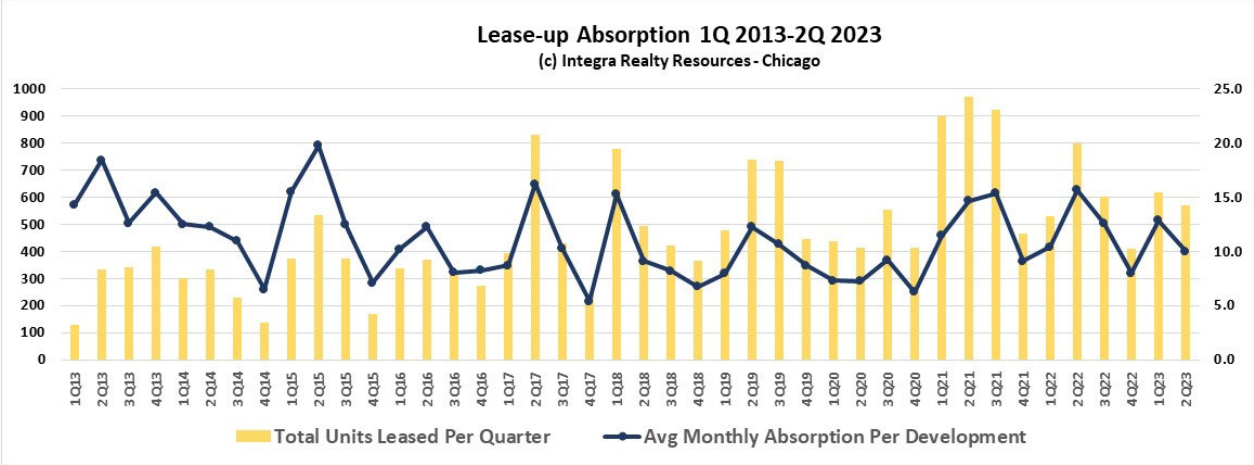
Property	Submarket	City	Developer	Status	Units
Northwest Cook County					
Four North Apartments, 4 N. Hickory	Cook NW	Arlington Heights	Benchmark	Construction	76
Seasons at Hoffman Estates/SEC Higgins Rd & Moon Lake Blvd	Cook NW	Hoffman Estates	Fiduciary RE Devel	Construction	296
1 W Prospect / Prospect Place center site	Cook NW	Mt Prospect	First Equity	Construction	80
The Dawson/235 E. Prospect	Cook NW	Mt Prospect	Wingspan	Construction	64

In addition, there is a large pipeline of potential developments which are being considered. However, many of these projects have been proposed for a number of years and have not moved forward or are parts of large scale proposed redevelopments. In addition, the current interest rate environment has put a damper on new apartment construction starts, making new development challenging. Thus, it is expected that there will be more limited new development in the near term, with projects that actually do get built being the recipient of limited new construction competition.

Absorption of New Suburban Rental Apartment Units

Integra Realty Resources – Chicago has been tracking the lease-up pace in new suburban developments since 1Q 2013. This coincided with the beginning of rental development occurring in the suburban market after a nearly 8 year hiatus. As shown below, the lease-up pace is seasonal and also tied to the number of new projects in lease-up. Analyzing this activity on a project basis, monthly absorption tends to average approximately 8 to 15 units, with some quarters exceeding this pace. A multitude of factors can influence the lease-up pattern of a development including its location, pricing, quantity of competing new product, marketing strategy, and the seasonal timing of the project. Smaller developments tend to achieve a slower pace as they frequently have lower-profile marketing efforts. COVID-19, which initially caused the shutdown of in-person leasing, has not negatively impacted lease-ups of new properties, with projects generally tracking the absorption seen in prior years, if not performing even better.

Since the start of this quarterly survey in 1Q 2013, IRR has tracked 85 apartment projects which are now stabilized, totaling 19,395 units. Also, an additional 18 projects in lease-up are being tracked. These projects total 3,571 units. The stabilized projects averaged an absorption of 11 units per month and the projects currently engaged in lease-up are averaging 12 units per month. A summary of this lease-up activity per quarter is shown below:



It should be noted that this chart includes the vast majority of apartment developments engaged in lease-up. For the occasional project where management will not provide their lease-up numbers, those projects have been excluded.

In the Cook NW submarket specifically, IRR has tracked the lease-up in 18 projects developed between 2013 and 2023. This data is shown below:

Absorption of New Rental Units: Cook Northwest Submarket

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Name	Suburb	Submarket	Began	Delivered	Units	Avg Leased/Month
Stabilized Projects						
One Arlington	Arlington Hts.	Cook NW	3Q 2014	Sep-14	214	10
Park 205	Park Ridge	Cook NW	3Q 2015	Oct-15	115	7
Northgate Crossing	Wheeling	Cook NW	4Q 2015	Jan-16	288	13
North680	Schaumburg	Cook NW	1Q 2017	Apr-17	180	11
Hamilton Lakes	Itasca	Cook NW	2Q 2017	Jun-17	297	8
Buckingham Place	Des Plaines	Cook NW	3Q 2018	Aug-18	267	7
Wheeling Town Center	Wheeling	Cook NW	1Q 2019	Jan-19	324	16
20 West	Mt. Prospect	Cook NW	3Q 2019	Sep-19	72	3
Ellison Apartments	Des Plaines	Cook NW	2Q 2019	Sep-19	113	4
The Monarch	Des Plaines	Cook NW	3Q 2019	Oct-19	236	9
Uptown 500	Wheeling	Cook NW	2Q 2020	May-20	319	12
Element at Veridian	Schaumburg	Cook NW	2Q 2020	Jun-20	260	9
10 North Main	Mt Prospect	Cook NW	1Q 2021	Apr-21	97	8
Maple Street Lofts	Mt Prospect	Cook NW	2Q 2021	Jun-21	192	12
Premier Luxury Apts	Frankin Park	Cook NW	3Q 2022	Oct-22	95	15
Average - Stabilized Projects						**10**
Residences at Payton Place	Arlington Heights	Cook NW	3Q 2021	Sep-21	243	8
Welkin	Des Plaines	Cook NW	3Q 2022	Sep-22	212	14
The Quin	Schaumburg	Cook NW	1Q 2023	Mar-23	373	19
Average - Projects in Lease-up						**13**

Since 2020, the average monthly lease-up pace has ranged between 8 and 19 units per month. From the overall survey data, it is apparent that slower lease-ups can occur in small projects (less than 100 units). Large developments are typically able to generate faster lease-up velocities as they have the resources to devote to higher profile, professional leasing programs and subject's location will be seen by a great number of people driving in the area.

Given the subject' property's size, location, and amenities, we conclude monthly absorption at approximately 18 units per month. This would imply an absorption period of less than 18 months to achieve stabilized occupancy of 95%.

The Subject Property – Projected Rents and Lease-up Velocity

Based upon our analysis of the subject site, its location in Arlington Heights, and a review of the competing developments in the local apartment market, we have concluded that a mixed-use/apartment development at the subject location will fit well in the northwest Cook County multi-family market. Despite a lack of notable employment growth or population growth in the MSA, demand for suburban rental housing remains strong, with increasing rent and occupancy levels.

The following are the rent projections for the subject market-rate units in 2023 dollars:

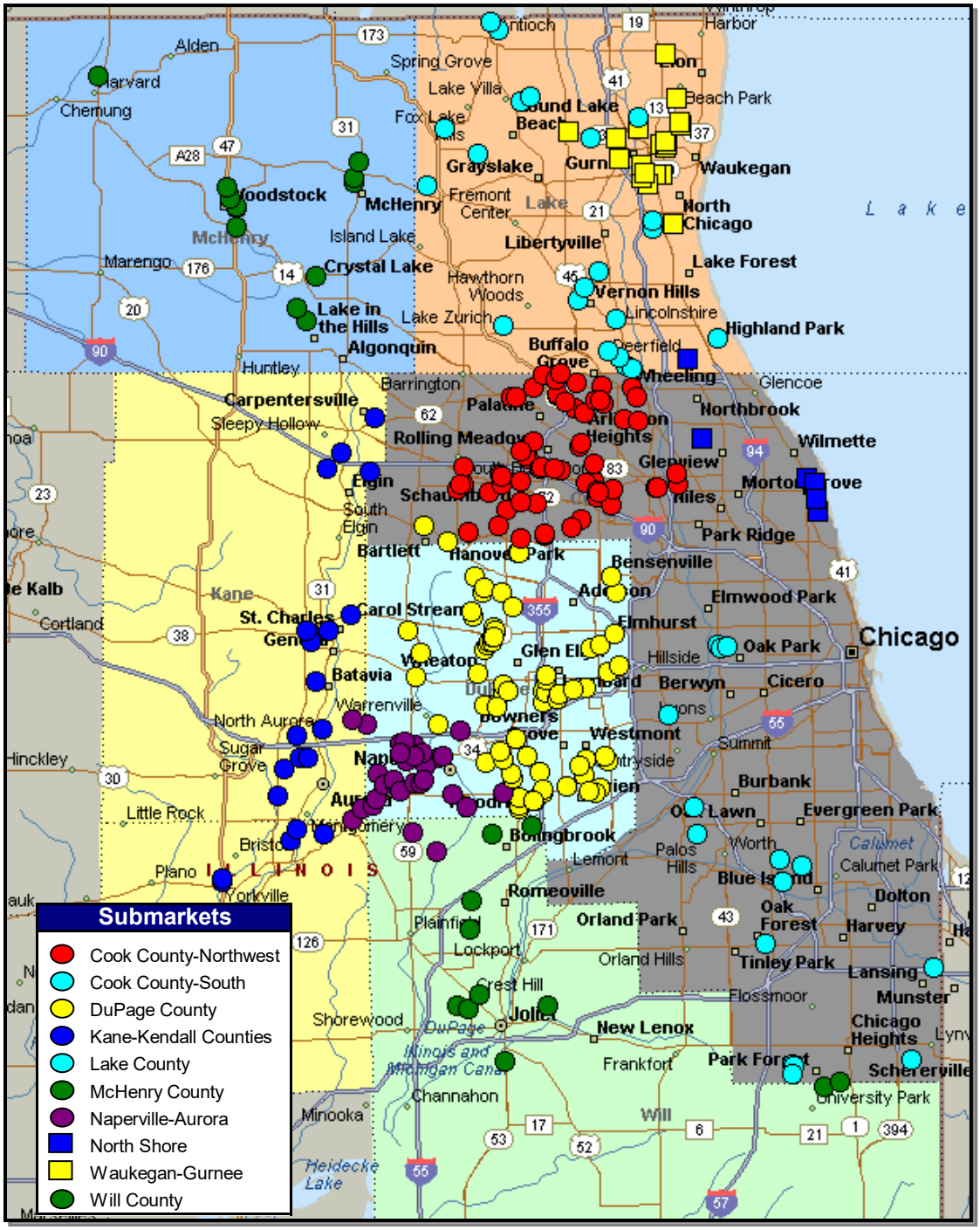
		Market-Rate Units			IRR Conclusion 2023	
Unit Type	Total Units	No. Units	Avg SF	%	Avg Rent	Rent PSF
Studio	49	44	571	16%	$1,850	$3.24
1BR	157	141	731	52%	$2,250	$3.08
2BR	85	77	1,110	28%	$3,000	$2.70
3BR	10	9	1,356	3%	$3,400	$2.51
Total	301	271	833	100%	**$2,436**	**$2.92**

On a year over year basis, rents in the overall suburban market rose by 5.9%, last year, with an unusually large increase of almost 24% during the past two year period. Occupancy is strong throughout the market, averaging 97.9%. Since the prior surge in rents can be attributed to many factors including COVID, and given the variety of uncertainties in the market, rent increases have been projected at a longer term average of approximately 3% annually.

Lease-up is expected to occur at an average pace of 18 units per month, assuming a professional marketing and lease-up program, with stabilization within less than 18 months.

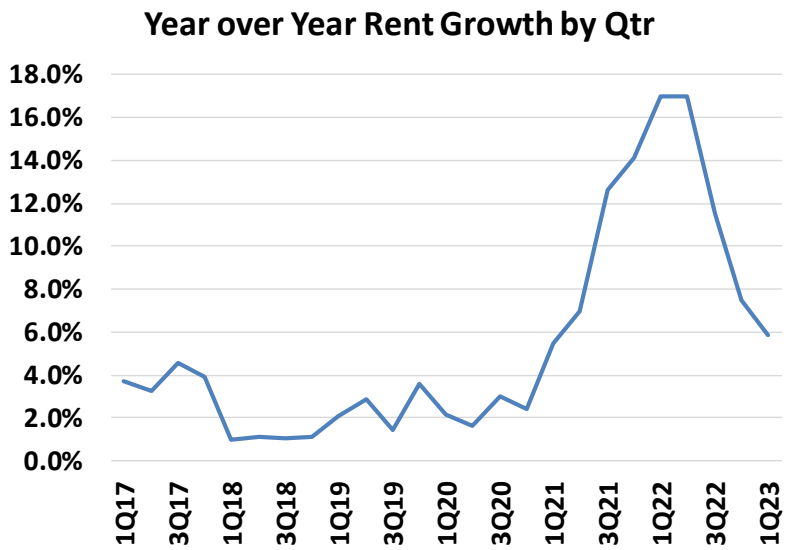
Suburban Chicago Apartment Market Overview

Market area defined. The Suburban Chicago market is defined as including Cook, Lake, McHenry, Kane, Kendall, DuPage and Will counties. Properties located within the city of Chicago are of course excluded from the survey.



Survey property profile. The database for the Suburban Chicago survey includes 350+ complexes with a total of over 110,000 dwelling units indicating an average development size of ~300 units. Our survey includes virtually every major apartment community developed since 1995 plus older developments (primarily post-1970) throughout the MSA. The data was gathered by direct contact with on-site staff and/or ownership.

Rent Trends & Concessions. Median net rent per square foot is at $1.98 which is up 5.9 percent from a year ago and accompanied by stable occupancy. Rent growth remains elevated but slowed due to economic uncertainty and a reduction in household formation. Compared to two years ago, net rent growth has amounted to a positive 23.9 percent, or from $1.64 per square foot to $1.98 per square foot. The spike in rent that occurred in 2021 to early 2022 due to atypically high household formation has subsided with rent growth expected to trend to historical norms of three to four percent going forward. One bedroom units have a median net rent of $1,647 per month while two bedrooms are at $1,929. We expect rent growth of 3-4 percent annually going forward.

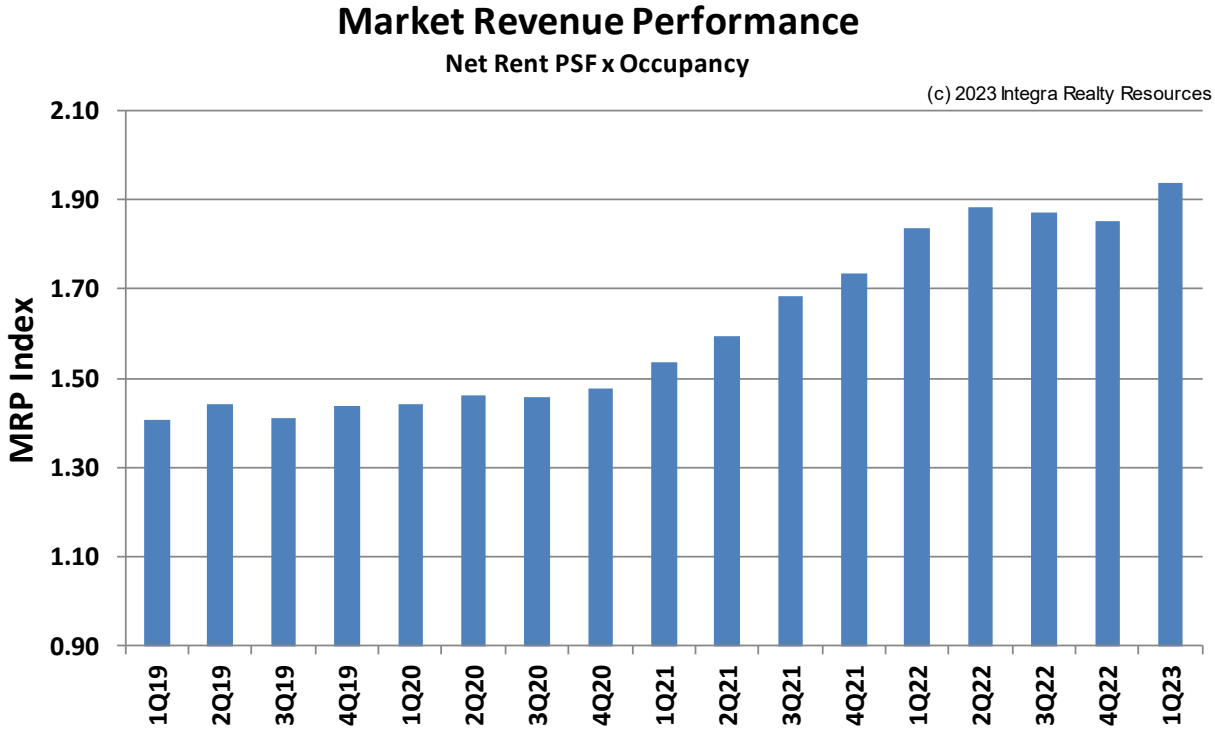


Concessions are a marketing tool used to react to current demand without the need for continually adjusting “market” rents. The percent of complexes offering concessions has declined to 10.4 – the lowest level in several years. The amount of the concession, currently offered at roughly one half month per lease year, has also been on the decline. Concessions are however expected to remain in the market as a marketing tool.

Occupancy. Physical occupancy is at 97.9 percent for the entire market. The suburban market overall is considered “full”, contributing to escalated pricing. Tenant income levels will likely constrain rent growth. The lack of notable suburban employment growth has not hindered demand. While some renters transitioned to single family home ownership during the pandemic, others have taken advantage of higher prices in the for-sale market and sold their homes, moving to rental product potentially as a short-term play until they determine their next move. Rising interest rates will curtail home purchases, increasing retention in the rental market. Finally, work from home flexibility, which

appears to be a factor indefinitely, has made living in areas more distant from employment centers more attractive. We expect occupancy to remain stable in the near term.

Market Revenue Performance. Market revenue performance is a function of the product of net rent and occupancy.



Market revenue performance for the overall suburban market remains strong.

Overall the COVID-19 pandemic and the subsequent March 2020 stay at home order had virtually no impact on the suburban market performance compared to the downtown Chicago market.

New construction/Communities in Lease-up.

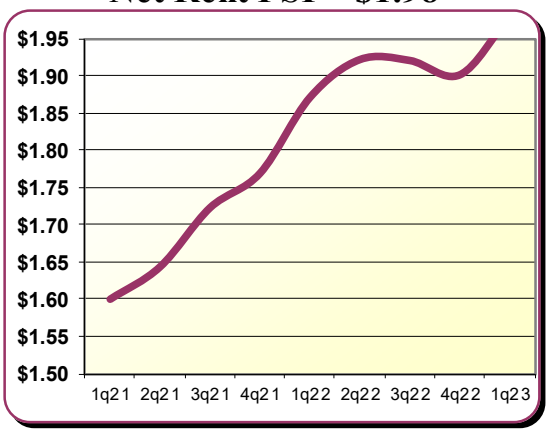
There are a number of projects under construction throughout the MSA. Details are presented in the Housing Supply section.

Several of the projects we are tracking are mid-rise buildings on in-fill sites rather than traditional walk-up complexes. These have been favored in redeveloping downtown areas where transit-oriented development is needed but the all-in costs of construction at over $300 per square foot or $300,000+ per unit (wrap product) require fairly high rent levels ($2.50+ PSF) for project feasibility. Higher end walk-up product cost is in the $200,000 per unit range (not including soft costs or land).

All Suburban Apartments - 1q23

Showing median trend lines

Net Rent PSF - $1.98

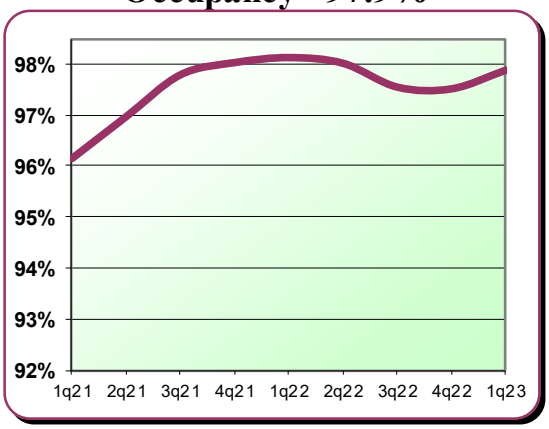


Median $	1.60	1.64	1.72	1.77	1.87	1.92	1.92	1.90	1.98

Snapshot & Trends

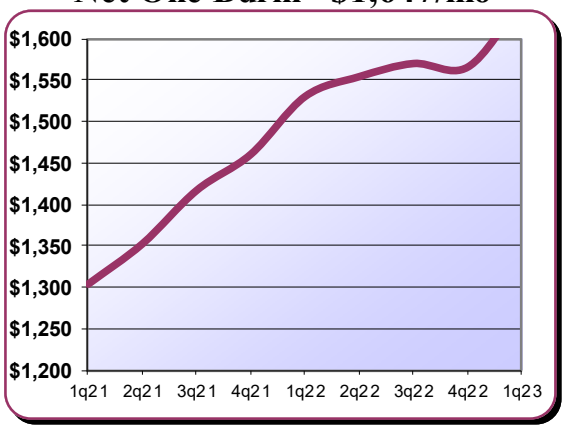
Suburban Metro		
Complexes	**394**	
Units	**113,509**	
SF/unit	**917**	
Yr Built	**1988**	
Net PSF	**$1.98**	↑
Occupancy	**97.9%**	→
Pct W/concessions	**10.4%**	→
Concession Amt	**4.3%**	→
One Bdrm/Mo	**$1,647**	↑
Two Bdrm/Mo	**$1,929**	↑

Occupancy - 97.9%



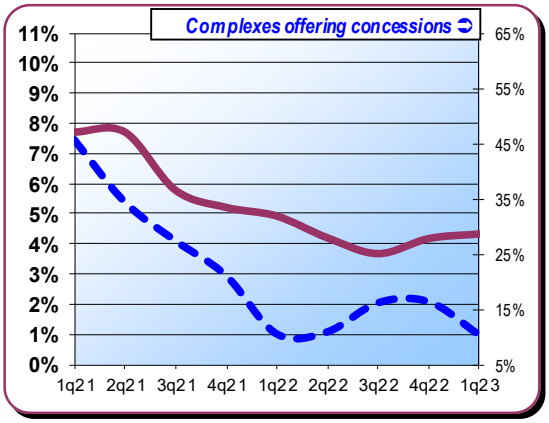
Median %	96.1	97.0	97.8	98.0	98.1	98.0	97.5	97.5	97.9

Net One Bdrm - $1,647/mo



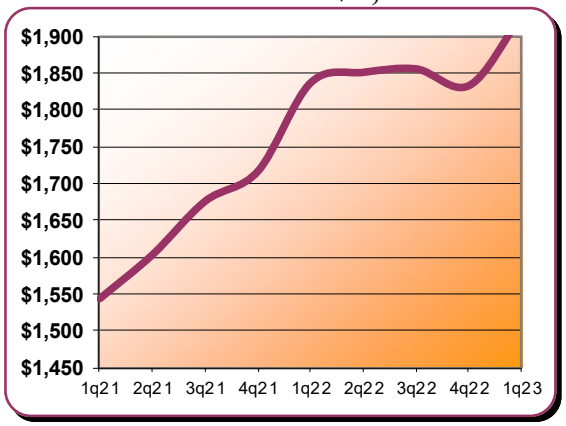
Median $	1,303	1,351	1,416	1,460	1,530	1,554	1,570	1,566	1,647

Concessions - 4.3% when offered



Median %	7.7	7.7	5.8	5.2	4.9	4.2	3.7	4.2	4.3

Net Two Bdrm - $1,929/mo



Median $	1,542	1,602	1,675	1,716	1,837	1,851	1,855	1,833	1,929

Performance by Property Class

The suburban survey dataset includes has the following characteristics:

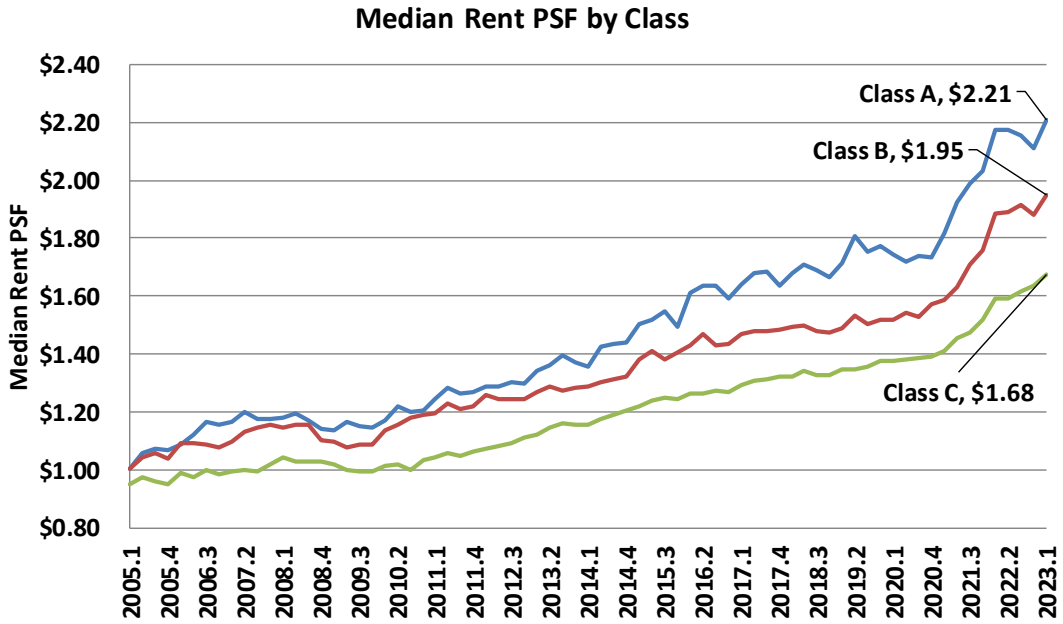
	Class A	Class B	Class C
Distribution (units)	34%	31%	35%
Median Year Built	2016	1986	1972
Median Unit Size (sf)	970	874	840
Average Complex Size	247	340	310

Property Classes are generally defined as follow:

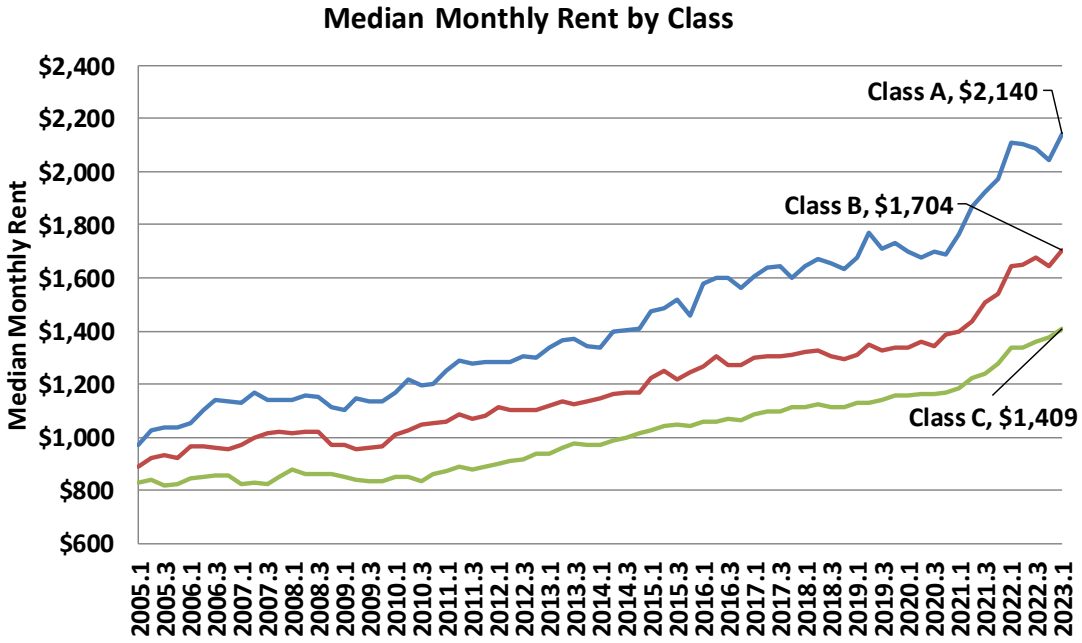
Class A - Newer properties that have generally been constructed since the early 1990s. Amenities often include open layout floor plans, 9-foot ceilings, in-unit washer and dryer, high quality cabinetry and potentially granite counters and stainless steel appliances. Some communities have direct entry garages. The complex typically has a clubhouse, fitness center and swimming pool.

Class B - Typically constructed in the 1980s but may include older product that has been significantly renovated. Amenities often include open layout floor plans, 8-foot ceilings, in-unit washer and dryer, good quality cabinetry and laminate counters. The complex typically has a clubhouse, fitness center and swimming pool.

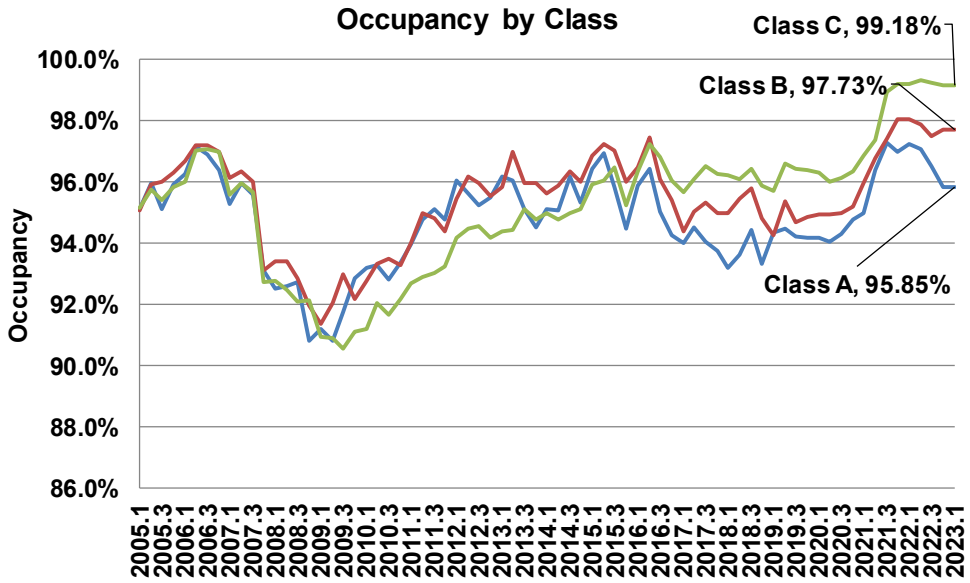
Class C - Typically constructed in the 1970s with limited renovations, if any. Units typically have older style floor plans (such as galley style, closed kitchens), average quality cabinetry and laminate counters. The complex may have a clubhouse and swimming pool but the quality is generally average. Laundry facilities are typically limited to a laundry room in the complex.



On a year over year basis, rents psf rose 1.5%, 3.6% and 5.3% for A, B and C product respectively. The monthly "chunk" rent spread is shown below. Class A product chunk pricing averages a 25.6% premium over B product and B product is 20.9% over C product.



After tracking fairly consistent for years, the spread in occupancy between A/B versus C product emerged in 2010. Current occupancy levels by class are shown below.



The following trends by submarket are based on our quarterly survey of over 110,000 units. Detailed analysis of the data is contained within the submarket reports.

Four Year Trend – Suburban Chicago Multifamily Metrics

Net Rent PSF by Submarket

Submarket	1Q19	2Q19	3Q19	4Q19	1Q20	2Q20	3Q20	4Q20	1Q21	2Q21	3Q21	4Q21	1Q22	2Q22	3Q22	4Q22	1Q23	Y/Y Chng	2 Yr Chng
Cook NW	$1.53	$1.55	$1.53	$1.54	$1.55	$1.56	$1.55	$1.57	$1.59	$1.62	$1.70	$1.77	$1.85	$1.89	$1.87	$1.88	$1.98	7.3%	24.7%
Cook South	$1.35	$1.36	$1.36	$1.36	$1.36	$1.38	$1.41	$1.41	$1.47	$1.79	$1.80	$1.55	$1.53	$1.60	$1.61	$1.69	$1.76	15.1%	20.0%
DuPage	$1.49	$1.49	$1.48	$1.51	$1.52	$1.51	$1.52	$1.55	$1.61	$1.67	$1.70	$1.76	$1.89	$1.91	$1.93	$1.90	$2.00	5.8%	24.1%
Kane/Kendall	$1.37	$1.45	$1.40	$1.44	$1.48	$1.47	$1.49	$1.54	$1.58	$1.61	$1.70	$1.72	$1.86	$1.90	$1.92	$1.84	$1.89	1.9%	19.6%
Lake	$1.63	$1.67	$1.60	$1.62	$1.66	$1.59	$1.56	$1.58	$1.64	$1.71	$1.76	$1.77	$1.74	$1.79	$1.79	$1.87	$1.98	14.0%	20.5%
McHenry	$1.18	$1.18	$1.18	$1.17	$1.17	$1.17	$1.17	$1.22	$1.23	$1.29	$1.31	$1.34	$1.37	$1.39	$1.39	$1.42	$1.46	6.7%	18.4%
Naperville/Aurora	$1.45	$1.46	$1.48	$1.47	$1.47	$1.54	$1.50	$1.53	$1.58	$1.67	$1.74	$1.79	$1.93	$1.90	$1.92	$1.92	$1.94	0.6%	22.6%
North Shore	$2.29	$2.23	$2.17	$2.26	$2.23	$2.17	$2.17	$2.12	$2.18	$2.32	$2.43	$2.52	$2.59	$2.68	$2.77	$2.71	$2.86	10.3%	30.8%
Waukegan/Gurnee	$1.22	$1.21	$1.20	$1.17	$1.19	$1.17	$1.27	$1.27	$1.30	$1.30	$1.35	$1.34	$1.43	$1.44	$1.44	$1.43	$1.44	0.7%	10.8%
Will	$1.38	$1.36	$1.36	$1.38	$1.43	$1.46	$1.44	$1.54	$1.60	$1.67	$1.70	$1.73	$1.86	$1.98	$1.99	$1.90	$1.96	5.3%	22.3%
All Suburban	$1.48	$1.51	$1.48	$1.51	$1.52	$1.54	$1.53	$1.55	$1.60	$1.64	$1.72	$1.77	$1.87	$1.92	$1.92	$1.90	$1.98	5.9%	23.9%

Note: Quarterly net rent values are rounded for display purposes but not for Yr/Yr Change calculations.

One Bedroom Median Rent by Submarket

Submarket	1Q19	2Q19	3Q19	4Q19	1Q20	2Q20	3Q20	4Q20	1Q21	2Q21	3Q21	4Q21	1Q22	2Q22	3Q22	4Q22	1Q23	Y/Y Chng	2 Yr Chng
Cook NW	$1,205	$1,188	$1,188	$1,198	$1,193	$1,205	$1,194	$1,220	$1,238	$1,253	$1,320	$1,375	$1,474	$1,500	$1,500	$1,500	$1,560	5.8%	26.0%
Cook South	$1,050	$1,064	$1,085	$1,085	$1,091	$1,128	$1,144	$1,176	$1,184	$1,343	$1,343	$1,250	$1,248	$1,308	$1,278	$1,319	$1,355	8.6%	14.5%
DuPage	$1,217	$1,263	$1,225	$1,225	$1,213	$1,216	$1,268	$1,271	$1,322	$1,338	$1,372	$1,450	$1,525	$1,550	$1,570	$1,570	$1,650	8.2%	24.9%
Kane/Kendall	$1,083	$1,169	$1,095	$1,100	$1,159	$1,173	$1,232	$1,243	$1,335	$1,357	$1,445	$1,427	$1,531	$1,534	$1,515	$1,526	$1,571	2.6%	17.7%
Lake	$1,365	$1,335	$1,335	$1,345	$1,400	$1,365	$1,360	$1,288	$1,350	$1,375	$1,464	$1,465	$1,488	$1,558	$1,548	$1,563	$1,616	8.6%	19.7%
McHenry	$937	$937	$965	$954	$983	$983	$983	$1,000	$1,005	$1,040	$1,040	$1,070	$1,070	$1,117	$1,117	$1,140	$1,177	10.0%	17.1%
Naperville/Aurora	$1,301	$1,319	$1,259	$1,303	$1,326	$1,323	$1,323	$1,331	$1,388	$1,454	$1,498	$1,544	$1,615	$1,649	$1,617	$1,605	$1,671	3.5%	20.4%
North Shore	$1,815	$1,880	$1,817	$1,798	$1,785	$1,794	$1,805	$1,790	$1,825	$1,942	$1,978	$1,987	$2,128	$2,231	$2,292	$2,211	$2,315	8.8%	26.8%
Waukegan/Gurnee	$865	$895	$880	$904	$911	$911	$940	$943	$953	$953	$979	$995	$1,065	$1,079	$1,076	$1,059	$1,076	1.0%	12.9%
Will	$1,095	$1,095	$1,130	$1,138	$1,166	$1,166	$1,161	$1,340	$1,355	$1,369	$1,447	$1,452	$1,547	$1,600	$1,665	$1,565	$1,723	11.3%	27.1%
All Suburban	$1,227	$1,253	$1,225	$1,241	$1,237	$1,241	$1,242	$1,265	$1,303	$1,351	$1,416	$1,460	$1,530	$1,554	$1,570	$1,566	$1,647	7.6%	26.4%

Note: Quarterly net rent values are rounded for display purposes but not for Yr/Yr Change calculations.

Two Bedroom Median Rent by Submarket

Submarket	1Q19	2Q19	3Q19	4Q19	1Q20	2Q20	3Q20	4Q20	1Q21	2Q21	3Q21	4Q21	1Q22	2Q22	3Q22	4Q22	1Q23	Y/Y Chng	2 Yr Chng
Cook NW	$1,424	$1,428	$1,442	$1,446	$1,430	$1,444	$1,435	$1,438	$1,471	$1,516	$1,588	$1,629	$1,718	$1,810	$1,795	$1,785	$1,873	9.0%	27.3%
Cook South	$1,321	$1,338	$1,338	$1,335	$1,335	$1,355	$1,355	$1,385	$1,800	$1,896	$1,933	$1,933	$1,968	$2,260	$2,171	$2,118	$2,277	15.7%	26.5%
DuPage	$1,420	$1,445	$1,433	$1,443	$1,441	$1,437	$1,484	$1,498	$1,523	$1,615	$1,698	$1,753	$1,831	$1,867	$1,880	$1,820	$1,921	4.9%	26.1%
Kane/Kendall	$1,430	$1,482	$1,371	$1,453	$1,482	$1,472	$1,520	$1,593	$1,614	$1,627	$1,694	$1,749	$1,879	$1,938	$1,938	$1,866	$1,865	-0.7%	15.6%
Lake	$1,640	$1,635	$1,553	$1,555	$1,631	$1,562	$1,561	$1,584	$1,653	$1,677	$1,730	$1,749	$1,805	$1,803	$1,850	$1,840	$1,946	7.9%	17.8%
McHenry	$1,060	$1,060	$1,060	$1,060	$1,060	$1,060	$1,060	$1,060	$1,070	$1,150	$1,150	$1,193	$1,205	$1,217	$1,220	$1,231	$1,255	4.2%	17.3%
Naperville/Aurora	$1,500	$1,467	$1,460	$1,502	$1,475	$1,503	$1,509	$1,532	$1,599	$1,645	$1,767	$1,812	$1,919	$1,924	$1,929	$1,911	$2,010	4.7%	25.7%
North Shore	$2,602	$2,550	$2,515	$2,535	$2,433	$2,368	$2,433	$2,435	$2,482	$2,600	$2,783	$2,813	$2,860	$3,013	$3,000	$3,063	$3,188	11.5%	28.4%
Waukegan/Gurnee	$1,050	$1,093	$1,088	$1,100	$1,096	$1,131	$1,150	$1,179	$1,175	$1,205	$1,287	$1,283	$1,382	$1,413	$1,439	$1,407	$1,459	5.6%	24.2%
Will	$1,284	$1,304	$1,250	$1,271	$1,316	$1,324	$1,320	$1,395	$1,533	$1,566	$1,683	$1,744	$1,857	$1,931	$1,871	$1,855	$1,986	7.0%	29.5%
All Suburban	$1,430	$1,445	$1,445	$1,459	$1,453	$1,464	$1,482	$1,498	$1,542	$1,602	$1,675	$1,716	$1,837	$1,851	$1,855	$1,833	$1,929	5.0%	25.1%

Note: Quarterly net rent values are rounded for display purposes but not for Yr/Yr Change calculations.

Rent Spread - 1BR to 2BR

Submarket	1Q19	2Q19	3Q19	4Q19	1Q20	2Q20	3Q20	4Q20	1Q21	2Q21	3Q21	4Q21	1Q22	2Q22	3Q22	4Q22	1Q23
Cook NW	$219	$240	$255	$248	$238	$239	$241	$218	$233	$263	$268	$254	$244	$310	$295	$285	$313
Cook South	$271	$274	$253	$250	$244	$227	$211	$209	$616	$553	$591	$683	$720	$952	$892	$799	$922
DuPage	$203	$182	$208	$218	$229	$222	$216	$227	$202	$277	$326	$303	$306	$317	$310	$250	$271
Kane/Kendall	$348	$313	$276	$353	$323	$299	$288	$350	$279	$269	$249	$322	$347	$404	$423	$340	$295
Lake	$275	$300	$218	$210	$231	$197	$201	$296	$303	$302	$266	$284	$317	$244	$302	$277	$331
McHenry	$123	$123	$95	$106	$78	$78	$78	$60	$65	$110	$110	$123	$135	$100	$103	$91	$78
Naperville/Aurora	$199	$148	$201	$200	$148	$181	$187	$201	$211	$191	$269	$268	$304	$275	$312	$306	$339
North Shore	$787	$670	$699	$737	$648	$573	$628	$645	$657	$658	$806	$827	$731	$781	$709	$852	$873
Waukegan/Gurnee	$185	$198	$208	$196	$185	$220	$210	$236	$222	$252	$308	$288	$317	$334	$363	$347	$383
Will	$189	$209	$120	$132	$150	$158	$159	$56	$179	$197	$236	$292	$310	$331	$207	$290	$264
All Suburban	$203	$192	$220	$218	$216	$223	$241	$233	$240	$251	$259	$256	$307	$297	$285	$267	$282

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Four Year Trend – Suburban Chicago Multifamily Metrics

Occupancy by Submarket

Submarket	1Q19	2Q19	3Q19	4Q19	1Q20	2Q20	3Q20	4Q20	1Q21	2Q21	3Q21	4Q21	1Q22	2Q22	3Q22	4Q22	1Q23	Y/Y Chng	2 Yr Chng
Cook NW	94.5	95.3	94.4	95.0	95.1	94.6	94.6	94.7	95.7	96.4	97.1	97.3	98.0	97.6	97.4	97.7	97.9	0.6%	3.4%
Cook South	96.5	97.0	96.5	96.3	96.4	97.1	97.2	97.3	97.5	98.6	99.6	99.4	99.3	99.3	99.0	98.6	99.0	-0.4%	1.7%
DuPage	94.4	95.1	94.9	95.1	95.0	95.0	95.2	95.1	96.1	96.8	98.0	98.0	98.1	98.0	97.3	97.0	97.7	-0.2%	2.8%
Kane/KendallI	95.1	96.7	95.9	95.1	96.2	95.8	95.7	95.8	96.4	97.3	98.0	97.9	99.0	97.9	98.0	97.6	97.8	-0.1%	2.1%
Lake	95.6	95.5	95.3	94.5	94.8	94.9	94.9	95.3	96.7	97.7	97.4	97.8	98.6	98.8	98.5	98.0	98.3	0.5%	3.2%
McHenry	96.4	96.9	96.4	96.2	96.4	97.0	95.9	92.9	96.2	98.1	97.3	99.1	99.0	100.0	99.4	98.2	97.9	-1.2%	5.3%
Naperville/Aurora	93.7	94.8	94.6	94.5	94.9	95.1	95.3	95.4	96.0	97.0	97.6	98.1	98.0	97.4	97.5	97.3	97.4	-0.6%	2.2%
North Shore	93.4	93.7	93.6	93.6	93.1	92.8	95.2	94.5	93.9	96.1	98.1	97.8	97.2	97.5	96.3	96.1	97.1	-0.8%	2.7%
Waukegan/Gurnee	95.8	96.9	96.1	97.1	96.5	96.2	96.4	97.0	97.2	98.4	99.3	99.5	99.1	99.1	99.2	98.6	98.5	-1.0%	1.5%
Will	95.0	95.1	95.1	95.7	96.5	95.6	96.6	95.8	96.7	97.5	98.2	98.3	98.2	98.6	97.6	97.3	97.8	-0.5%	2.1%
All Suburban	94.9	95.3	95.0	95.0	95.1	95.1	95.3	95.4	96.1	97.0	97.8	98.0	98.1	98.0	97.5	97.5	97.9	-0.2%	2.6%

Note: Quarterly occupancy values are rounded for display purposes but not for Yr/Yr Change calculations.

Concessions by Submarket

Submarket	1Q19	2Q19	3Q19	4Q19	1Q20	2Q20	3Q20	4Q20	1Q21	2Q21	3Q21	4Q21	1Q22	2Q22	3Q22	4Q22	1Q23
Cook NW	7.7	7.7	7.7	7.7	8.3	8.3	8.3	8.0	7.7	7.7	6.0	4.2	5.4	2.4	3.8	4.2	4.2
Cook South	7.7	7.7	7.7	7.7	8.3	8.3	8.3	8.3	7.8	5.6	8.3	8.3	8.2	7.4	2.7	4.2	5.3
DuPage	7.7	7.7	7.7	7.7	8.3	7.7	7.7	7.7	7.7	7.7	4.3	4.3	4.2	4.3	4.2	4.2	4.3
Kane/KendallI	8.3	8.3	8.3	8.0	7.3	7.7	7.7	5.6	7.7	7.7	7.7	7.7	4.0	2.1	2.4	4.2	7.7
Lake	9.3	8.3	7.4	7.4	5.6	7.7	7.7	7.7	7.1	3.0	1.5	4.4	0.0	0.0	2.7	4.2	5.9
McHenry	0.0	0.0	0.0	0.0	0.0	7.7	7.7	7.7	0.0	0.0	0.0	8.3	2.0	2.5	5.4	3.6	6.0
Naperville/Aurora	7.7	8.3	8.3	7.7	7.1	6.8	7.7	7.7	7.7	7.7	4.2	5.7	2.9	5.1	3.3	6.3	4.5
North Shore	7.6	6.7	7.7	7.7	8.3	8.3	8.3	8.3	8.3	7.0	5.1	5.0	6.4	4.2	4.2	4.7	2.8
Waukegan/Gurnee	8.3	8.3	6.3	6.1	3.0	5.5	3.6	4.2	4.2	4.2	6.3	5.5	8.3	8.3	5.3	8.3	2.6
Will	7.7	5.9	8.0	7.2	4.2	7.2	6.1	6.6	5.4	6.6	8.0	7.7	4.6	4.4	3.3	4.6	7.7
All Suburban	7.9	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	5.8	5.2	4.9	4.2	3.7	4.2	4.3

Note: Numbers shown are percentages - 1 month free rent on 12 month lease equals 8.3%.

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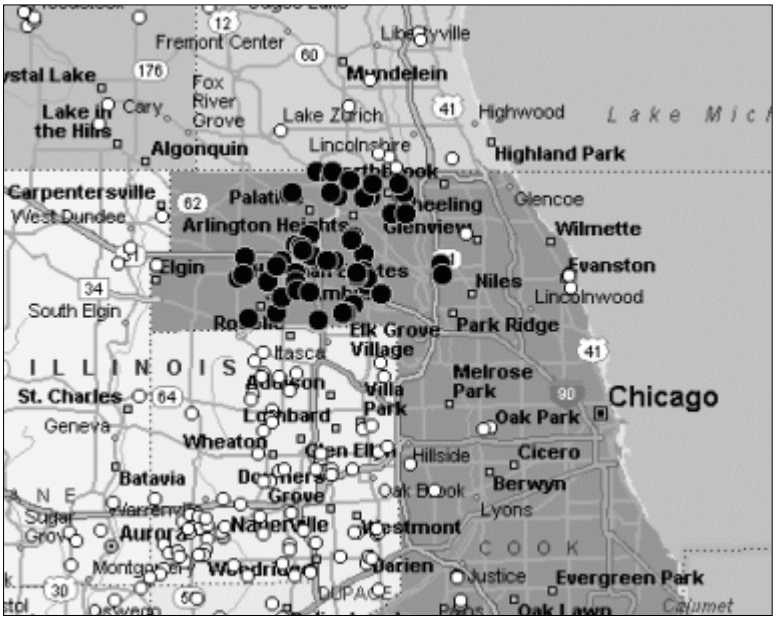
Cook County – Northwest Apartment Submarket Overview



Market area defined. The Cook County Northwest submarket is defined as roughly 294 to the east, Lake County on the north, Route 59 on the west and DuPage County to the south. O'Hare International Airport is at the southeastern most part of the submarket.

Survey property profile. The database for the Cook County – Northwest survey consisted of 28,485 dwelling units. Median unit size for the submarket is 885 square feet which is in-line with the overall suburban market. The median year built was 1977 compared to the overall suburban market having a median of 1988. Cook County Northwest was one of the first submarkets to develop to a significant density in suburban Chicago. This submarket was slower to see new product brought to market since 2010 but more recently has experienced increased development activity.

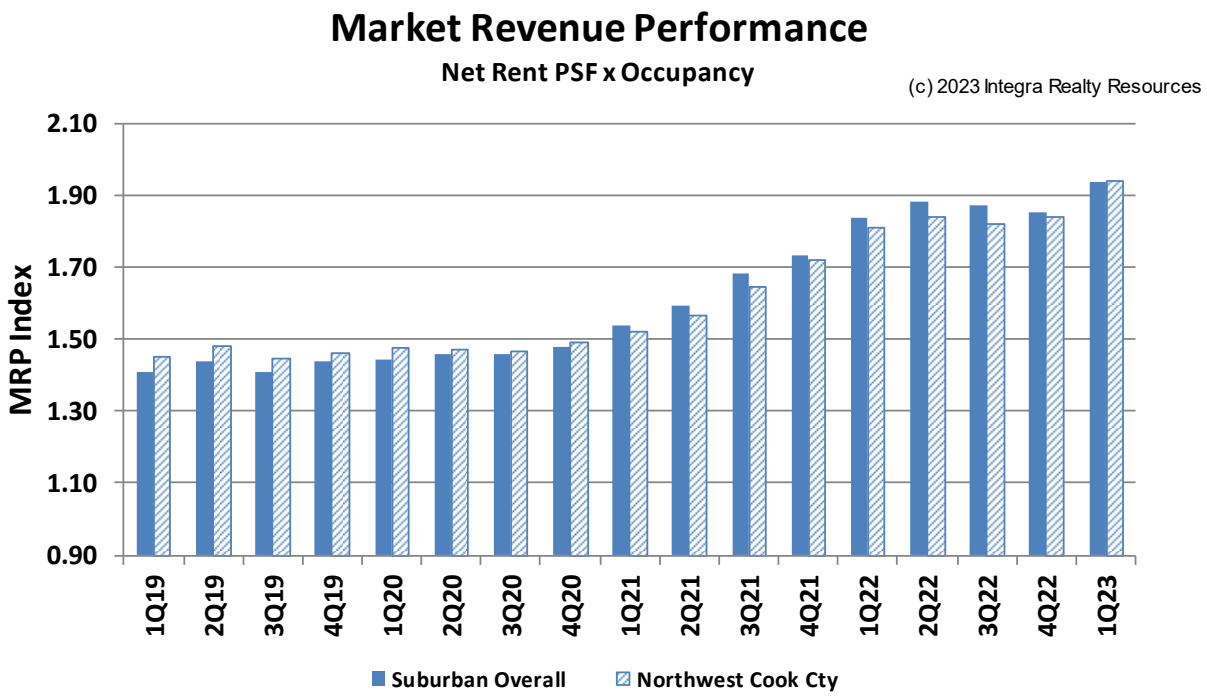
Demand drivers. Significant housing demand is driven by the primary employment centers of O'Hare International Airport and its surrounding industrial base in the southeast quadrant, the Schaumburg office/retail market in the northwest and the I-88 office corridor to the south. The office market remains plagued by relatively high vacancy.

Rent Trends & Concessions. Median net rent per square foot currently stands at $1.98 – up 7.3 percent from a year ago. Rents in the Northwest Cook submarket are up 24.7 percent compared to the levels posted two years ago. The spike in rent that occurred in 2021 to early 2022 due to atypically high household formation has subsided with rent growth expected to trend to historical norms of three to four percent going forward. One-bedrooms have a median rent of $1,560 while two bedrooms have a median net rent of $1,873.

The value of the concession when offered stands at under one-half month of free rent. Concessions will remain in the market.

Occupancy. Occupancy is stable over the past year with the current level at 97.9 percent – up 60 bp from a year ago. The submarket remains relatively "full" with pricing therefore expected to increase.

Market Revenue Performance. Market performance is a function of the product of net rent and occupancy.

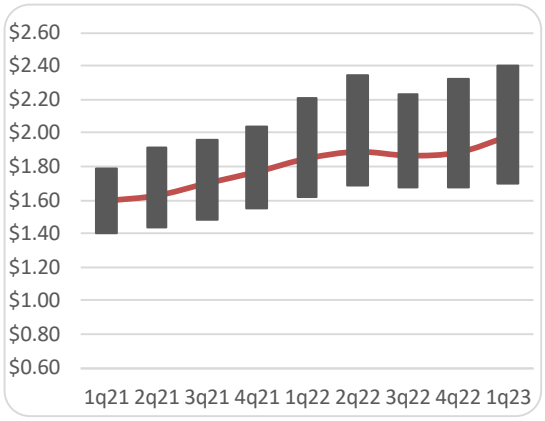


The Northwest Cook submarket has been tracking consistent with the overall suburban market. Performance leveled off in 2016 with a steady gain achieved since 2019.

Cook County-Northwest Apartments - 1q23

Showing (a) median trend line and (b) middle 2/3rds surveyed (thick bars).

Net Rent PSF - $1.98

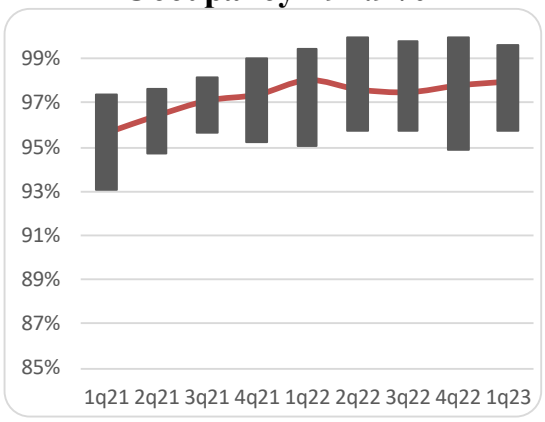


Median $	1.59	1.62	1.70	1.77	1.85	1.89	1.86	1.88	1.98

Snapshot & Trends

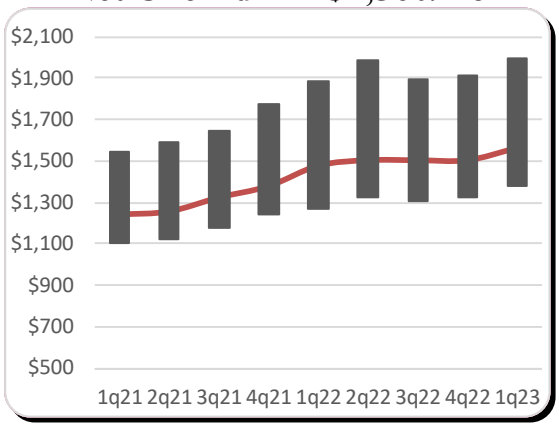
Cook Cnty NW			Suburban Metro	
79		Complexes	394	
28,485		Units	113,509	
885		SF/unit	917	
1977		Yr Built	1988	
$1.98	↑	Net PSF	$1.98	↑
97.9%	→	Occupancy	97.9%	→
13.9%	→	Pct W/concessions	10.4%	→
4.2%	→	Concession Amt	4.3%	→
$1,560	↑	One Bdrm/Mo	$1,647	↑
$1,873	↗	Two Bdrm/Mo	$1,929	↑

Occupancy - 97.9%



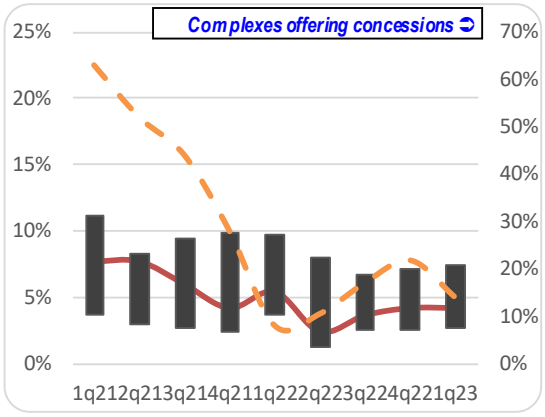
Median %	95.7	96.4	97.1	97.3	98.0	97.6	97.4	97.7	97.9

Net One Bdrm - $1,560/mo



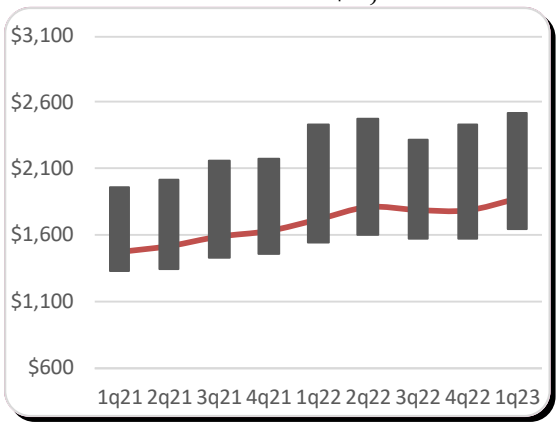
Median $	1,238	1,253	1,320	1,375	1,474	1,500	1,500	1,500	1,560

Concessions - 4.2% when offered



Median %	7.7	7.7	6.0	4.2	5.4	2.4	3.6	4.2	4.2

Net Two Bdrm - $1,873/mo

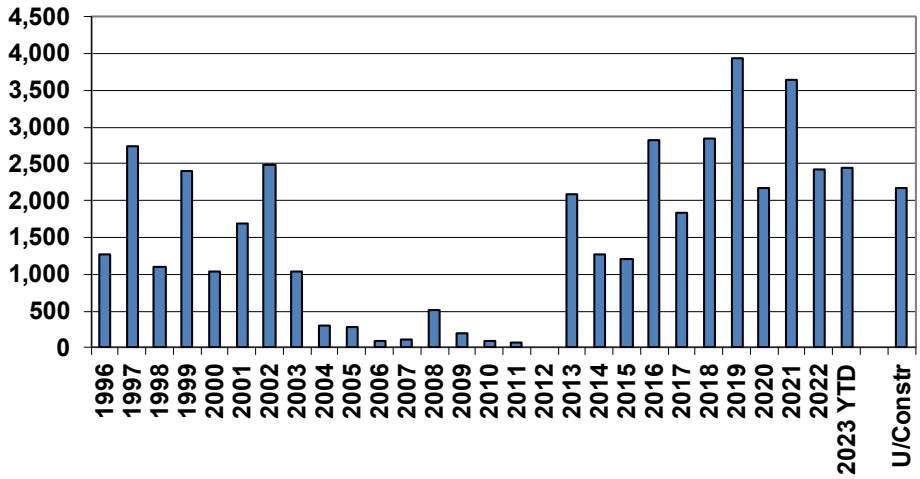


Median $	1,471	1,516	1,588	1,629	1,718	1,810	1,788	1,785	1,873

Multifamily Housing Supply

Integra Realty Resources – Chicago has been tracking apartment development in the suburbs since the 1960s with quarterly tracking of projects since 1996. In total, 42,099 units (through 2023 YTD) will have been brought to the market since 1996 for an average of 1,504 units per year. Since 2015, an average of 2,593 units per year have been delivered.

Suburban Chicago Multifamily Deliveries since 1996



Peak years of deliveries were back in the late 1990s and then climbing again through the early 2000s. From 2004-2012, incredibly little product had been added to the market. This was driven by a few factors including:

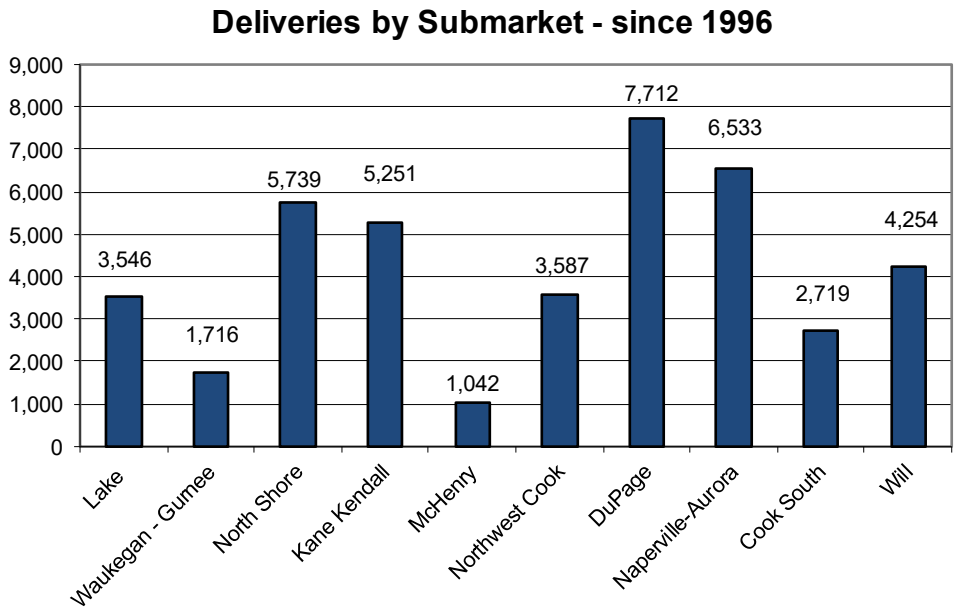
- Poor economics due to job losses in the region creating vacancies and concessions, though performance has improved since late 2009
- Lower interest rate and low down payment environment driving demand for new condo unit construction which generated more immediate returns; however, the new construction condo market is now stalled.
- Resistance of communities to allow for new rental developments
- Few well located sites left in the region suitable for large scale development
- Rent levels not high enough to support construction costs at locations where sites can be acquired

With many communities now welcoming rental development, combined with feasible rent levels supporting construction, development is once again occurring throughout the region. Additionally, flexibility by many employers for work-from-home has made locations more distant from employment centers increase in attractiveness.

Deliveries by Submarket

Most of the construction that has occurred since 1996 has been in DuPage County and the Aurora-Naperville submarkets (the Naperville – Aurora market is a separate submarket within DuPage County). These submarkets, while initially hurt by the amount of supply coming online over a relatively short period of time, are poised to remain in a strong long-term position given the proximity to the suburban employment centers along the I-88 corridor.

Following is a delivery distribution by submarket.



Conclusions

There is an active pipeline of proposed projects throughout the region. Proposed projects are typically 150 to 300 units and are fairly widely distributed throughout the region. Many projects face significant challenges due to the increased land and construction costs, difficulty in obtaining financing (debt and equity), and obtaining entitlements which will make development feasible.

With an average delivery of roughly 2,600 units per year in the suburban market since 2015, the addition to overall supply has been minimal but reflective of limited population and job growth in the region. While certain submarkets are adequately supplied with rental units at this time, we believe opportunities exist to create additional rental product. The diverse employment base for the MSA and our direct surveys of buildings in the market indicates a strong long-term picture for multi-family rental product.

The costs of construction remain high ($300+/- psf) for these mid-rise structures (concrete construction) and while demand may certainly exist, the feasible rent levels will be catering to the upper end of the market. While adding supply of substance appears improbable at this point in the MSA overall, we note a significant increase in activity.

Demographics

A demographic profile of the surrounding area, including population, households, and income data, is presented in the following table.

Surrounding Area Demographics

2023 Estimates	1-Mile Radius	3-Mile Radius	5-Mile Radius	Chicago MSA	Illinois
Population 2020	10,814	105,901	261,329	9,618,502	12,812,508
Population 2023	10,535	103,929	256,395	9,504,599	12,633,738
Population 2028	10,341	102,960	253,748	9,462,034	12,518,254
Compound % Change 2020-2023	-0.9%	-0.6%	-0.6%	-0.4%	-0.5%
Compound % Change 2023-2028	-0.4%	-0.2%	-0.2%	-0.1%	-0.2%
Households 2020	4,619	42,641	104,798	3,672,824	4,998,395
Households 2023	4,530	42,132	103,426	3,653,281	4,958,627
Households 2028	4,479	42,037	102,988	3,663,684	4,945,885
Compound % Change 2020-2023	-0.6%	-0.4%	-0.4%	-0.2%	-0.3%
Compound % Change 2023-2028	-0.2%	0.0%	-0.1%	0.1%	-0.1%
Median Household Income 2023	$70,786	$87,064	$93,704	$82,702	$77,083
Average Household Size	2.3	2.5	2.5	2.6	2.5
College Graduate %	41%	43%	45%	39%	35%
Median Age	37	41	43	39	39
Owner Occupied %	37%	64%	72%	65%	66%
Renter Occupied %	63%	36%	28%	35%	34%
Median Owner Occupied Housing Value	$364,040	$360,584	$359,623	$310,872	$255,281
Median Year Structure Built	1974	1968	1972	1970	1969
Average Travel Time to Work in Minutes	34	32	33	35	32

Source: Claritas

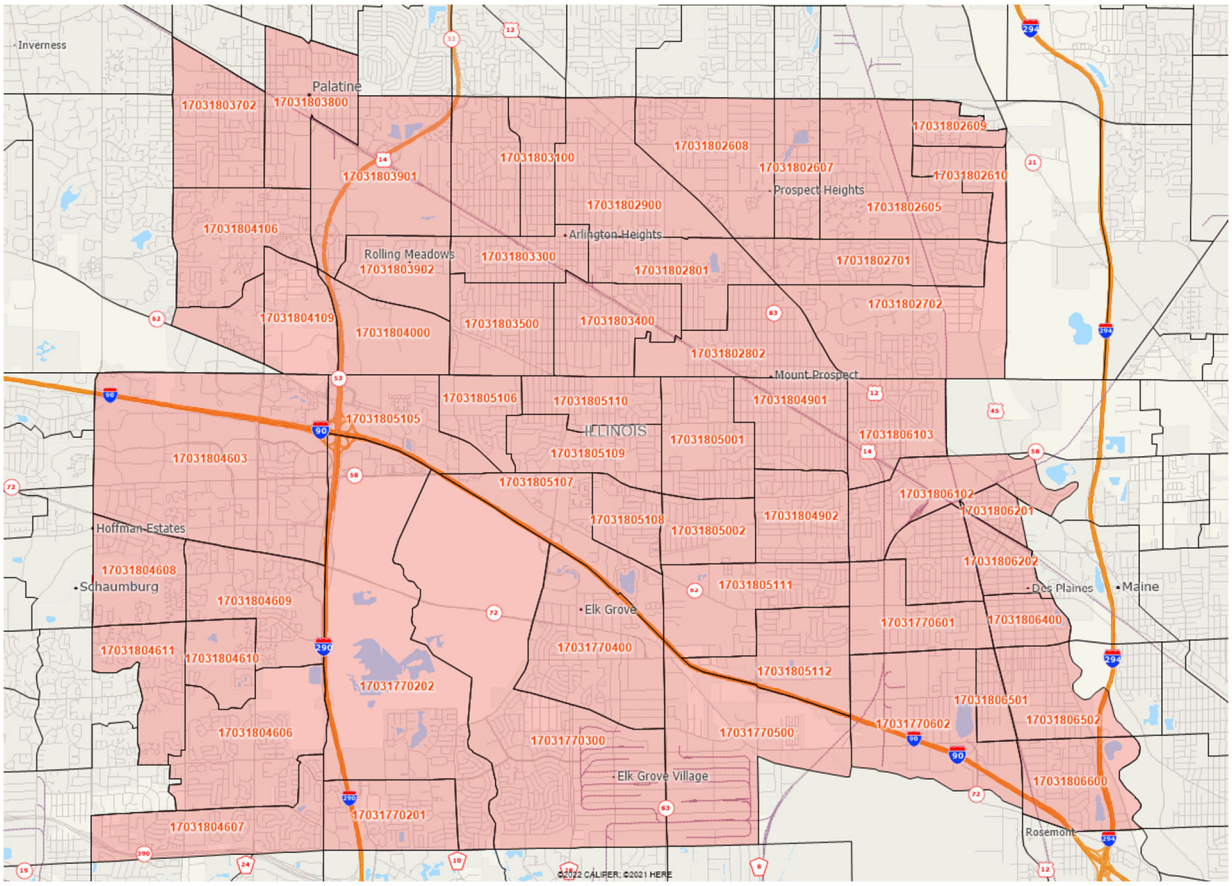
As shown above, the current population within a 3-mile radius of the subject is 103,929, and the average household size is 2.5. Population in the area has declined since the 2020 census, and this trend is projected to continue over the next five years. Compared to the Chicago MSA overall, the population within a 3-mile radius is projected to decline at a faster rate.

Median household income is $87,064, which is higher than the household income for the Chicago MSA. Residents within a 3-mile radius have a higher level of educational attainment than those of the Chicago MSA, while median owner occupied home values are considerably higher.

Ribbon Demographic Information

Ribbon Demographics information is also included in this analysis. This information separately analyzes the number of rental and ownership households in the primary market area, the income levels of these households, and the age levels of these households. This information is useful in tracking the depth of the potential pool of renters and their overall purchasing power in the market area. However, it is also extremely important to note that discussions with leasing agents confirm that a large segment of the renters whom they lease apartments to are moving from outside of the immediate area.

Ribbon Demographics Survey Area (an area encompassing most of the rental apartment properties which will be competing with the subject property)



ribbon demographics

HISTA 3.1 Summary Data

Ribbon Demographics, LLC
www.ribbondata.com
Tel: 916-880-1644

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Arlington Heights, IL PMA
Renter Households

Age 15 to 54 Years
Year 2023 Estimates

	1-Person Household	2-Person Household	3-Person Household	4-Person Household	5+-Person Household	Total
$0-10,000	339	135	45	95	27	**641**
$10,000-20,000	326	206	65	78	112	**787**
$20,000-30,000	640	488	135	142	136	**1,541**
$30,000-40,000	460	382	297	152	186	**1,477**
$40,000-50,000	912	346	274	151	212	**1,895**
$50,000-60,000	1,024	474	167	181	144	**1,990**
$60,000-75,000	958	703	647	278	162	**2,748**
$75,000-100,000	843	1,308	761	496	145	**3,553**
$100,000-125,000	970	747	308	240	113	**2,378**
$125,000-150,000	198	465	336	85	72	**1,156**
$150,000-200,000	220	192	562	131	52	**1,157**
$200,000+	455	348	219	271	138	**1,431**
Total	**7,345**	**5,794**	**3,816**	**2,300**	**1,499**	**20,754**

Renter Households

Aged 55+ Years
Year 2023 Estimates

	1-Person Household	2-Person Household	3-Person Household	4-Person Household	5+-Person Household	Total
$0-10,000	692	122	50	29	21	**914**
$10,000-20,000	1,206	243	35	38	21	**1,543**
$20,000-30,000	933	228	61	34	21	**1,277**
$30,000-40,000	653	224	84	58	24	**1,043**
$40,000-50,000	442	307	77	58	20	**904**
$50,000-60,000	538	329	62	52	12	**993**
$60,000-75,000	652	265	65	144	27	**1,153**
$75,000-100,000	432	340	178	41	46	**1,037**
$100,000-125,000	387	193	51	62	115	**808**
$125,000-150,000	363	326	85	118	22	**914**
$150,000-200,000	470	127	60	66	16	**739**
$200,000+	447	327	110	64	16	**964**
Total	**7,215**	**3,031**	**918**	**764**	**361**	**12,289**

Renter Households

All Age Groups
Year 2023 Estimates

	1-Person Household	2-Person Household	3-Person Household	4-Person Household	5+-Person Household	Total
$0-10,000	1,031	257	95	124	48	**1,555**
$10,000-20,000	1,532	449	100	116	133	**2,330**
$20,000-30,000	1,573	716	196	176	157	**2,818**
$30,000-40,000	1,113	606	381	210	210	**2,520**
$40,000-50,000	1,354	653	351	209	232	**2,799**
$50,000-60,000	1,562	803	229	233	156	**2,983**
$60,000-75,000	1,610	968	712	422	189	**3,901**
$75,000-100,000	1,275	1,648	939	537	191	**4,590**
$100,000-125,000	1,357	940	359	302	228	**3,186**
$125,000-150,000	561	791	421	203	94	**2,070**
$150,000-200,000	690	319	622	197	68	**1,896**
$200,000+	902	675	329	335	154	**2,395**
Total	**14,560**	**8,825**	**4,734**	**3,064**	**1,860**	**33,043**

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Arlington Heights, IL PMA
Renter Households

Age 15 to 54 Years
Year 2028 Projections

	1-Person Household	2-Person Household	3-Person Household	4-Person Household	5+-Person Household	Total
$0-10,000	266	108	36	76	30	**516**
$10,000-20,000	243	170	40	68	88	**609**
$20,000-30,000	464	330	112	128	113	**1,147**
$30,000-40,000	410	280	263	138	141	**1,232**
$40,000-50,000	701	259	201	155	193	**1,509**
$50,000-60,000	932	424	134	175	124	**1,789**
$60,000-75,000	858	596	544	268	137	**2,403**
$75,000-100,000	787	1,271	698	472	157	**3,385**
$100,000-125,000	945	765	273	259	119	**2,361**
$125,000-150,000	260	453	367	110	82	**1,272**
$150,000-200,000	239	237	744	138	59	**1,417**
$200,000+	691	459	279	338	234	**2,001**
Total	**6,796**	**5,352**	**3,691**	**2,325**	**1,477**	**19,641**

Renter Households

Aged 55+ Years
Year 2028 Projections

	1-Person Household	2-Person Household	3-Person Household	4-Person Household	5+-Person Household	Total
$0-10,000	660	118	59	33	24	**894**
$10,000-20,000	1,100	216	43	39	23	**1,421**
$20,000-30,000	838	193	54	32	31	**1,148**
$30,000-40,000	644	219	90	58	21	**1,032**
$40,000-50,000	456	317	80	43	27	**923**
$50,000-60,000	547	332	68	56	29	**1,032**
$60,000-75,000	659	273	83	136	28	**1,179**
$75,000-100,000	521	342	192	52	55	**1,162**
$100,000-125,000	468	207	73	72	136	**956**
$125,000-150,000	465	370	75	128	21	**1,059**
$150,000-200,000	614	165	73	69	18	**939**
$200,000+	701	468	145	73	24	**1,411**
Total	**7,673**	**3,220**	**1,035**	**791**	**437**	**13,156**

Renter Households

All Age Groups
Year 2028 Projections

	1-Person Household	2-Person Household	3-Person Household	4-Person Household	5+-Person Household	Total
$0-10,000	926	226	95	109	54	**1,410**
$10,000-20,000	1,343	386	83	107	111	**2,030**
$20,000-30,000	1,302	523	166	160	144	**2,295**
$30,000-40,000	1,054	499	353	196	162	**2,264**
$40,000-50,000	1,157	576	281	198	220	**2,432**
$50,000-60,000	1,479	756	202	231	153	**2,821**
$60,000-75,000	1,517	869	627	404	165	**3,582**
$75,000-100,000	1,308	1,613	890	524	212	**4,547**
$100,000-125,000	1,413	972	346	331	255	**3,317**
$125,000-150,000	725	823	442	238	103	**2,331**
$150,000-200,000	853	402	817	207	77	**2,356**
$200,000+	1,392	927	424	411	258	**3,412**
Total	**14,469**	**8,572**	**4,726**	**3,116**	**1,914**	**32,797**

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Arlington Heights, IL PMA
Owner Households

Age 15 to 54 Years
Year 2023 Estimates

	1-Person Household	2-Person Household	3-Person Household	4-Person Household	5+-Person Household	Total
$0-10,000	178	48	55	29	33	**343**
$10,000-20,000	136	44	52	160	25	**417**
$20,000-30,000	184	99	156	153	83	**675**
$30,000-40,000	349	259	164	114	76	**962**
$40,000-50,000	410	167	261	211	114	**1,163**
$50,000-60,000	278	164	237	215	181	**1,075**
$60,000-75,000	551	502	406	664	297	**2,420**
$75,000-100,000	1,047	1,078	927	1,021	488	**4,561**
$100,000-125,000	525	983	1,093	1,147	793	**4,541**
$125,000-150,000	124	1,116	957	1,770	872	**4,839**
$150,000-200,000	296	1,374	1,366	1,826	1,320	**6,182**
$200,000+	586	1,764	1,668	3,224	1,993	**9,235**
Total	**4,664**	**7,598**	**7,342**	**10,534**	**6,275**	**36,413**

Owner Households
Aged 55+ Years
Year 2023 Estimates

	1-Person Household	2-Person Household	3-Person Household	4-Person Household	5+-Person Household	Total
$0-10,000	1,007	407	103	31	24	**1,572**
$10,000-20,000	1,756	455	104	50	24	**2,389**
$20,000-30,000	1,885	916	150	58	25	**3,034**
$30,000-40,000	1,500	1,623	259	61	38	**3,481**
$40,000-50,000	1,494	1,444	279	112	51	**3,380**
$50,000-60,000	1,230	1,556	252	59	44	**3,141**
$60,000-75,000	1,611	1,980	595	199	63	**4,448**
$75,000-100,000	1,486	3,388	819	252	150	**6,095**
$100,000-125,000	1,088	2,511	934	489	133	**5,155**
$125,000-150,000	659	1,787	746	338	139	**3,669**
$150,000-200,000	730	2,068	981	380	250	**4,409**
$200,000+	1,210	3,094	1,433	545	261	**6,543**
Total	**15,656**	**21,229**	**6,655**	**2,574**	**1,202**	**47,316**

Owner Households
All Age Groups
Year 2023 Estimates

	1-Person Household	2-Person Household	3-Person Household	4-Person Household	5+-Person Household	Total
$0-10,000	1,185	455	158	60	57	**1,915**
$10,000-20,000	1,892	499	156	210	49	**2,806**
$20,000-30,000	2,069	1,015	306	211	108	**3,709**
$30,000-40,000	1,849	1,882	423	175	114	**4,443**
$40,000-50,000	1,904	1,611	540	323	165	**4,543**
$50,000-60,000	1,508	1,720	489	274	225	**4,216**
$60,000-75,000	2,162	2,482	1,001	863	360	**6,868**
$75,000-100,000	2,533	4,466	1,746	1,273	638	**10,656**
$100,000-125,000	1,613	3,494	2,027	1,636	926	**9,696**
$125,000-150,000	783	2,903	1,703	2,108	1,011	**8,508**
$150,000-200,000	1,026	3,442	2,347	2,206	1,570	**10,591**
$200,000+	1,796	4,858	3,101	3,769	2,254	**15,778**
Total	**20,320**	**28,827**	**13,997**	**13,108**	**7,477**	**83,729**

ribbon demographics

HISTA 3.1 Summary Data

Ribbon Demographics, LLC
www.ribbondata.com
Tel: 916-880-1644

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Arlington Heights, IL PMA
Owner Households

Age 15 to 54 Years
Year 2028 Projections

	1-Person Household	2-Person Household	3-Person Household	4-Person Household	5+-Person Household	Total
$0-10,000	120	34	47	30	19	**250**
$10,000-20,000	99	28	27	109	22	**285**
$20,000-30,000	134	72	111	104	54	**475**
$30,000-40,000	230	198	115	96	44	**683**
$40,000-50,000	295	127	174	143	87	**826**
$50,000-60,000	254	111	178	162	133	**838**
$60,000-75,000	432	362	303	500	209	**1,806**
$75,000-100,000	910	867	769	810	377	**3,733**
$100,000-125,000	460	802	981	1,052	661	**3,956**
$125,000-150,000	126	1,085	883	1,586	819	**4,499**
$150,000-200,000	355	1,403	1,418	1,925	1,295	**6,396**
$200,000+	743	2,261	2,106	3,817	2,427	**11,354**
Total	**4,158**	**7,350**	**7,112**	**10,334**	**6,147**	**35,101**

Owner Households
Aged 55+ Years
Year 2028 Projections

	1-Person Household	2-Person Household	3-Person Household	4-Person Household	5+-Person Household	Total
$0-10,000	896	330	86	27	21	**1,360**
$10,000-20,000	1,514	362	69	39	21	**2,005**
$20,000-30,000	1,679	753	133	48	22	**2,635**
$30,000-40,000	1,383	1,419	231	51	40	**3,124**
$40,000-50,000	1,485	1,280	234	106	42	**3,147**
$50,000-60,000	1,243	1,449	231	54	42	**3,019**
$60,000-75,000	1,577	1,783	520	180	62	**4,122**
$75,000-100,000	1,569	3,318	773	226	138	**6,024**
$100,000-125,000	1,194	2,549	908	445	125	**5,221**
$125,000-150,000	781	1,871	741	342	139	**3,874**
$150,000-200,000	942	2,356	1,064	444	275	**5,081**
$200,000+	1,820	4,078	1,848	625	310	**8,681**
Total	**16,083**	**21,548**	**6,838**	**2,587**	**1,237**	**48,293**

Owner Households
All Age Groups
Year 2028 Projections

	1-Person Household	2-Person Household	3-Person Household	4-Person Household	5+-Person Household	Total
$0-10,000	1,016	364	133	57	40	**1,610**
$10,000-20,000	1,613	390	96	148	43	**2,290**
$20,000-30,000	1,813	825	244	152	76	**3,110**
$30,000-40,000	1,613	1,617	346	147	84	**3,807**
$40,000-50,000	1,780	1,407	408	249	129	**3,973**
$50,000-60,000	1,497	1,560	409	216	175	**3,857**
$60,000-75,000	2,009	2,145	823	680	271	**5,928**
$75,000-100,000	2,479	4,185	1,542	1,036	515	**9,757**
$100,000-125,000	1,654	3,351	1,889	1,497	786	**9,177**
$125,000-150,000	907	2,956	1,624	1,928	958	**8,373**
$150,000-200,000	1,297	3,759	2,482	2,369	1,570	**11,477**
$200,000+	2,563	6,339	3,954	4,442	2,737	**20,035**
Total	**20,241**	**28,898**	**13,950**	**12,921**	**7,384**	**83,394**

Qualifying Income

Our recommendations for the subject units result in average monthly rents as shown below, along with the minimum income to qualify, utilizing a 30% to 35% rent/income ratio:

	Studio	1BR	2BR	3BR
Monthly Rent	$1,850	$2,250	$3,000	$3,400
12 months	12	12	12	12
Annual Rent	$22,200	$27,000	$36,000	$40,800
Rent/Income Ratio	**30%**	**30%**	**30%**	**30%**
Minimum Income	$74,000	$90,000	$120,000	$136,000
Monthly Rent	$1,850	$2,250	$3,000	$3,400
12 months	12	12	12	12
Annual Rent	$22,200	$27,000	$36,000	$40,800
Rent/Income Ratio	**35%**	**35%**	**35%**	**35%**
Minimum Income	$63,429	$77,143	$102,857	$116,571

The current median household income within a three mile radius of the subject property is $87,064 while the median household income for households currently residing in the five-mile radius is slightly higher at $93,704, according to Claritas. Thus, the income levels in this market area support and are significantly above the income levels needed for the subject units.

There are currently 33,043 renter households within the primary market area identified in the Ribbon Demographics data, with 18,058 of these households (55%) having incomes in excess of $60,000. Of the owner households, there are 83,729 households within this same survey area, with 62,097 households (74%) having incomes in excess of $60,000. With the expectation of empty nester demand in addition to typical renter demand, demand for the subject units will come from both renter and owner households.

In addition, renter demand will also be generated from persons from outside the area due to job changes, life changes, or others relocating to be closer to family. Given the attributes of the subject property that will attract renters, there appears to be an adequate number of income-qualified households in the overall market to support the subject development.

Apartment Survey – Project Data Sheets

10 North Main

10 N Main St
Mount Prospect, Cook County, IL 60056

Cook County-Northwest

Class: A, Market Rate
ID: 2022; YrQtr: 20231

Utility Description	L	T	Service	L	T
Lights		✓	Trash		✓
Gas Forced Air Heat	✓		Water		✓
Unit Central AC	✓		Cable TV		✓
L=Landlord pays, T=Tenant pays			Internet		✓

Physical Profile	
Units:	**97**
Avg Unit SF:	**885**
Built:	**2021**
Renovated:	**na**

Economic Profile	
Occupancy:	**96.9%**
Quoted Rent:	**$2.68**
Concessions:	**0.0%**
Effective Rent:	**$2.68**

				Quoted Rent				Net Effective Rent		
Unit Description	Units	Pct	Sq Ft	Rent	PSF	PSF Avg	Concession	Rent	PSF	PSF Avg
Studio	14	14.4%	598	$1,790	$2.99	$3.04	0.0%	$1,790	$2.99	$3.04
1.0 Bath			598	$1,845	$3.09			$1,845	$3.09	
One Bedroom	51	52.6%	730	$2,090	$2.86	$2.63	0.0%	$2,090	$2.86	$2.63
1.0 Bath			874	$2,090	$2.39			$2,090	$2.39	
Two Bedroom	29	29.9%	1,058	$2,760	$2.61	$2.70	0.0%	$2,760	$2.61	$2.70
2.0 Bath			1,184	$3,300	$2.79			$3,300	$2.79	
Three Bedroom	3	3.1%	1,353	$3,460	$2.56	$2.56	0.0%	$3,460	$2.56	$2.56
2.0 Bath			1,353	$3,460	$2.56			$3,460	$2.56	

Paid Parking: $75 (Reserved Gar/Encl) to $125 (Reserved Gar/Encl) per month.

Amenities

Unit	*Appliance*	*Common*
Vinyl Plank Floors	Dishwasher	Party/Social Room
Smooth Ceiling	Microwave	Pets Allowed
Window Blinds	Range - Gas	Fire Pit
Quartz Counters	Refrigerator	Grilling Area
Tile Backsplash	WasherDryer Incl	***Parking***
Undermount Sinks	***Fitness***	Surface Parking
Patio/Balcony/Deck	Fitness Center	Reserved Gar/Encl
	Rooftop Sundeck	

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20231	$2.68	0.0%	96.9%	$2.68
20224	$2.52	0.0%	95.9%	$2.52
20223	$2.55	0.0%	91.8%	$2.55
20222	$2.55	2.1%	94.8%	$2.49
20221	$2.55	0.0%	93.8%	$2.55
20214	$2.55	6.5%	95.9%	$2.38
20213	$2.47	17.0%	92.8%	$2.05
20212	$2.47	17.0%	68.0%	$2.05
20211	$2.51	14.3%	32.7%	$2.15

Notes: Parking Range is covered vs uncovered.

HA Langer

20 West

20 W Northwest Hwy

Mount Prospect, Cook County, IL 60056

Cook County-Northwest

Class: A, Market Rate

ID: 1916; YrQtr: 20231

Utility Description	L	T	Service	L	T
Lights		✓	Trash		✓
Electric Forced Air Heat		✓	Water		✓
Unit Central AC		✓	Cable TV		✓
L=Landlord pays, T=Tenant pays			Internet		✓

Physical Profile	
Units:	**71**
Avg Unit SF:	**866**
Built:	**2019**
Renovated:	**na**

Economic Profile	
Occupancy:	**94.4%**
Quoted Rent:	**$2.73**
Concessions:	**7.2%**
Effective Rent:	**$2.53**

				Quoted Rent				Net Effective Rent		
Unit Description	Units	Pct	Sq Ft	Rent	PSF	PSF Avg	Concession	Rent	PSF	PSF Avg
Studio	9	12.7%	582	$1,855	$3.19	$3.06	0.0%	$1,855	$3.19	$3.06
1.0 Bath			647	$1,900	$2.94			$1,900	$2.94	
One Bedroom	41	57.7%	744	$2,110	$2.84	$2.78	8.3%	$1,934	$2.60	$2.55
1.0 Bath			844	$2,293	$2.72			$2,102	$2.49	
Two Bedroom	20	28.2%	921	$2,305	$2.50	$2.60	8.3%	$2,113	$2.29	$2.39
2.0 Bath			1,147	$3,100	$2.70			$2,842	$2.48	
Three Bedroom	1	1.4%	2,731	$6,434	$2.36	$2.36	0.0%	$6,434	$2.36	$2.36
3.0 Bath & up			2,731	$6,434	$2.36			$6,434	$2.36	

Paid Parking: $150 (Reserved Gar/Encl) per month.

Amenities

Unit	*Appliance*	*Common*
Carpeting	Dishwasher	Extra Storage
Vinyl Plank Floors	Microwave	Pets Allowed
Smooth Ceiling	Range - Electric	
Window Blinds	Refrigerator	
Quartz Counters	WasherDryer Incl	
Tile Backsplash	***Fitness***	
Undermount Sinks	Fitness Center	
Patio/Balcony/Deck		

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20231	$2.73	7.2%	94.4%	$2.53
20224	$2.62	0.0%	90.1%	$2.62
20223	$2.73	0.0%	95.8%	$2.73
20222	$2.52	0.0%	94.4%	$2.52
20221	$2.28	0.0%	91.7%	$2.28
20214	$2.18	7.1%	94.4%	$2.03
20213	$2.18	7.1%	97.2%	$2.03
20212	$2.17	7.1%	94.4%	$2.02
20211	$2.27	8.3%	88.9%	$2.08

Notes: Leasing began 9/2019

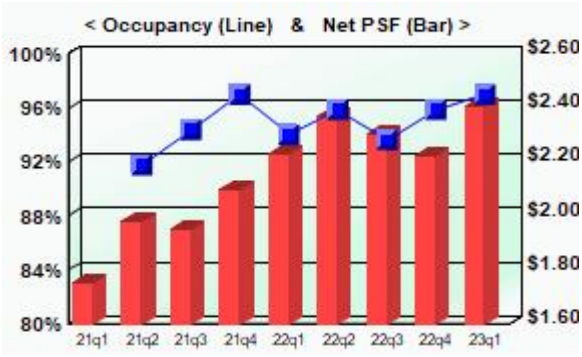
Daniel management Group

Buckingham Place

750 E Northwest Hwy
Des Plaines, Cook County, IL 60016

Cook County-Northwest

Class: A, Market Rate
ID: 1796; YrQtr: 20231



Utility Description	L	T	Service	L	T
Lights		✓	Trash		✓
Gas Forced Air Heat		✓	Water		✓
Unit Central AC		✓	Cable TV		✓
L=Landlord pays, T=Tenant pays			Internet		✓

Physical Profile	
Units:	**267**
Avg Unit SF:	**961**
Built:	**2018**
Renovated:	**na**

Economic Profile	
Occupancy:	**97.0%**
Quoted Rent:	**$2.47**
Concessions:	**2.6%**
Effective Rent:	**$2.41**

				Quoted Rent				Net Effective Rent		
Unit Description	Units	Pct	Sq Ft	Rent	PSF	PSF Avg	Concession	Rent	PSF	PSF Avg
Studio	19	7.1%	603	$1,730	$2.87	$2.87	3.6%	$1,668	$2.77	$2.77
1.0 Bath			603	$1,730	$2.87			$1,668	$2.77	
One Bedroom	130	48.7%	743	$2,086	$2.81	$2.60	2.9%	$2,027	$2.73	$2.53
1.0 Bath			960	$2,299	$2.39			$2,233	$2.33	
Two Bedroom	113	42.3%	951	$2,350	$2.47	$2.39	2.4%	$2,295	$2.41	$2.34
2.0 Bath			1,271	$2,944	$2.32			$2,874	$2.26	
Three Bedroom	5	1.9%	1,786	$3,455	$1.93	$1.93	1.8%	$3,393	$1.90	$1.90
2.0 Bath			1,786	$3,455	$1.93			$3,393	$1.90	

Paid Parking: $65 (Reserved Gar/Encl) to $100 (Reserved Gar/Encl) per month.

Amenities

Unit	*Appliance*	*Common*
Carpeting	Disposal	Party/Social Room
Vinyl Plank Floors	Dishwasher	Smoke Free
9' Ceiling	Microwave	Extra Storage
Smooth Ceiling	Range - Electric	Pets Allowed
Window Blinds	WasherDryer Incl	Grilling Area
Quartz Counters	***Fitness***	Pet Wash Station
Tile Backsplash	Fitness Center	***Parking***
Undermount Sinks	Outdoor Pool	Reserved Gar/Encl
Patio/Balcony/Deck	Hot Tub	
	Bike Storage	
	Rooftop Sundeck	

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20231	$2.47	2.6%	97.0%	$2.41
20224	$2.35	5.5%	95.9%	$2.22
20223	$2.30	0.0%	93.6%	$2.30
20222	$2.37	0.0%	95.9%	$2.37
20221	$2.23	0.0%	94.0%	$2.23
20214	$2.10	0.0%	97.0%	$2.10
20213	$2.09	6.8%	94.4%	$1.95
20212	$2.09	5.3%	91.8%	$1.98
20211	$2.04	13.9%	78.3%	$1.76

Notes: Occupancy began Mid August 2018. Parking range is one space vs two spaces

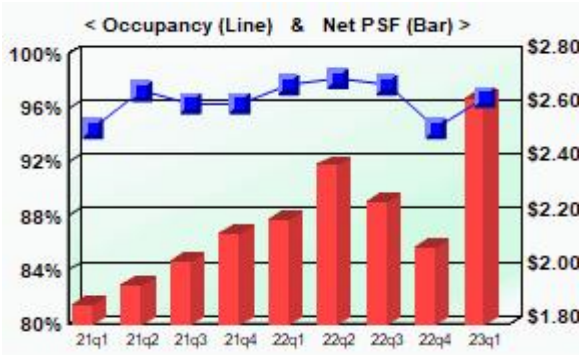
The 601 Companies

Dunton Tower

55 South Vail Avenue (Vail Ave, S of Northwest Hwy)
Arlington Heights, Cook County, IL 60005

Cook County-Northwest

Class: B, Market Rate
ID: 407; YrQtr: 20231



Utility Description	L	T	Service	L	T
Lights		✓	Trash		✓
Gas Forced Air Heat	✓		Water		✓
Unit Central AC		✓	Cable TV		✓
L=Landlord pays, T=Tenant pays			Internet		✓

Physical Profile	
Units:	**216**
Avg Unit SF:	**902**
Built:	**1986**
Renovated:	**2006**

Economic Profile	
Occupancy:	**96.8%**
Quoted Rent:	**$2.63**
Concessions:	**0.0%**
Effective Rent:	**$2.63**

				Quoted Rent				Net Effective Rent		
Unit Description	Units	Pct	Sq Ft	Rent	PSF	PSF Avg	Concession	Rent	PSF	PSF Avg
Studio	27	12.5%	600	$1,875	$3.13	$3.14	0.0%	$1,875	$3.13	$3.14
1.0 Bath			600	$1,894	$3.16			$1,894	$3.16	
One Bedroom	108	50.0%	785	$2,126	$2.71	$2.71	0.0%	$2,126	$2.71	$2.71
1.0 Bath			800	$2,166	$2.71			$2,166	$2.71	
Two Bedroom	81	37.5%	1,100	$2,785	$2.53	$2.48	0.0%	$2,785	$2.53	$2.48
2.0 Bath			1,200	$2,912	$2.43			$2,912	$2.43	

Paid Parking: $75 (Attached Garage) per month.

Amenities

Unit	*Appliance*	*Common*
Carpeting	Disposal	Laundry Room
Vinyl Plank Floors	Dishwasher	Business Center
Popcorn Ceiling	Microwave	Clubhouse
Window Blinds	Range - Electric	Party/Social Room
Granite Counters	Refrigerator	Extra Storage
Undermount Sinks	***Fitness***	Pets Allowed
Patio/Balcony/Deck	Fitness Center	Grilling Area
	Outdoor Pool	***Parking***
	Sauna	Detached Garage
	Whirlpool	Self-Park Gar/Encl

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20231	$2.63	0.0%	96.8%	$2.63
20224	$2.08	0.0%	94.4%	$2.08
20223	$2.25	0.0%	97.7%	$2.25
20222	$2.39	0.0%	98.1%	$2.39
20221	$2.19	0.0%	97.7%	$2.19
20214	$2.14	0.0%	96.3%	$2.14
20213	$2.03	0.0%	96.3%	$2.03
20212	$1.95	0.0%	97.2%	$1.95
20211	$1.87	0.0%	94.4%	$1.87

Notes:

TLC Management

Element at Veridian

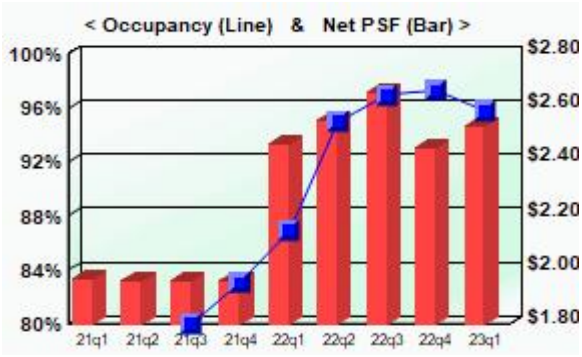
2200 Progress Pky

Schaumburg, Cook County, IL 60173

Cook County-Northwest

Class: A, Market Rate

ID: 1959; YrQtr: 20231



Utility Description	L	T	Service	L	T
Lights		✓	Trash		✓
Gas Forced Air Heat		✓	Water		✓
Unit Central AC		✓	Cable TV		✓
L=Landlord pays, T=Tenant pays			Internet		✓

Physical Profile	
Units:	**260**
Avg Unit SF:	**947**
Built:	**2020**
Renovated:	**na**

Economic Profile	
Occupancy:	**95.8%**
Quoted Rent:	**$2.54**
Concessions:	**0.0%**
Effective Rent:	**$2.54**

				Quoted Rent				Net Effective Rent		
Unit Description	Units	Pct	Sq Ft	Rent	PSF	PSF Avg	Concession	Rent	PSF	PSF Avg
Studio	58	22.3%	577	$1,727	$2.99	$2.84	0.0%	$1,727	$2.99	$2.84
1.0 Bath			820	$2,205	$2.69			$2,205	$2.69	
One Bedroom	143	55.0%	825	$2,141	$2.60	$2.55	0.0%	$2,141	$2.60	$2.55
1.0 Bath			1,039	$2,609	$2.51			$2,609	$2.51	
Two Bedroom	51	19.6%	1,183	$2,650	$2.24	$2.34	0.0%	$2,650	$2.24	$2.34
2.0 Bath			1,199	$2,914	$2.43			$2,914	$2.43	
Three Bedroom	8	3.1%	1,466	$3,549	$2.42	$2.45	0.0%	$3,549	$2.42	$2.45
2.0 Bath			1,466	$3,633	$2.48			$3,633	$2.48	

Paid Parking: $75 (Reserved Gar/Encl) to $100 (Reserved Gar/Encl) per month. Free parking available.

Amenities

Unit	*Appliance*	*Common*
Carpeting	Dishwasher	Business Center
Vinyl Plank Floors	Microwave	Clubhouse
Quartz Counters	Range - Gas	Extra Storage
Tile Backsplash	Refrigerator	Pets Allowed
Undermount Sinks	WasherDryer Incl	Fire Pit
Patio/Balcony/Deck	***Fitness***	Grilling Area
	Fitness Center	Car Charging Station
	Outdoor Pool	Dog Run
	Bike Storage	Pet Wash Station
		Parking
		Surface Parking
		Reserved Gar/Encl

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20231	$2.54	0.0%	95.8%	$2.54
20224	$2.45	0.0%	97.3%	$2.45
20223	$2.65	0.0%	96.9%	$2.65
20222	$2.55	0.0%	95.0%	$2.55
20221	$2.47	0.0%	86.9%	$2.47
20214	$2.35	16.7%	83.1%	$1.96
20213	$2.35	16.7%	80.0%	$1.96
20212	$2.35	16.7%	69.2%	$1.96
20211	$2.36	16.7%	43.1%	$1.96

Notes: Property began leasing in March, 2020. Occupancies began in June, 2020. Phase 3 construction finished August, 2020. Parking is all reserved (uncovered $50, covered $75 and VIP $100). Elec car parking $225/mo. There is also free surface parking.

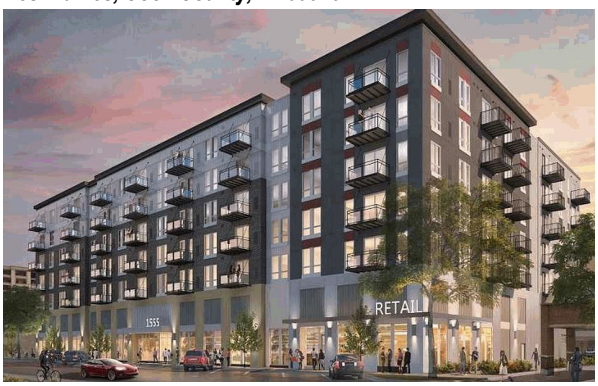
RPM

Ellison Apartments

1555 Ellinwood Avenue
Des Plaines, Cook County, IL 60016

Cook County-Northwest

Class: A, Market Rate
ID: 1885; YrQtr: 20231



Utility Description	L	T	Service	L	T
Lights		✓	Trash		✓
Electric Heat		✓	Water		✓
Unit Central AC		✓	Cable TV		✓
L=Landlord pays, T=Tenant pays			Internet		✓

Physical Profile	
Units:	**113**
Avg Unit SF:	**839**
Built:	**2019**
Renovated:	**na**

Economic Profile	
Occupancy:	**97.3%**
Quoted Rent:	**$2.76**
Concessions:	**0.0%**
Effective Rent:	**$2.76**

				Quoted Rent				Net Effective Rent		
Unit Description	Units	Pct	Sq Ft	Rent	PSF	PSF Avg	Concession	Rent	PSF	PSF Avg
Convertible	15	13.3%	575	$1,965	$3.42	$3.25	0.0%	$1,965	$3.42	$3.25
1.0 Bath			638	$1,965	$3.08			$1,965	$3.08	
One Bedroom	60	53.1%	730	$1,979	$2.71	$2.82	0.0%	$1,979	$2.71	$2.82
1.0 Bath			764	$2,243	$2.94			$2,243	$2.94	
One Bedroom + Den	15	13.3%	895	$2,437	$2.72	$2.73	0.0%	$2,437	$2.72	$2.73
1.0 Bath			921	$2,521	$2.74			$2,521	$2.74	
Two Bedroom	18	15.9%	1,128	$2,446	$2.17	$2.47	0.0%	$2,446	$2.17	$2.47
2.0 Bath			1,199	$3,315	$2.76			$3,315	$2.76	
Two Bedroom + Den	5	4.4%	1,262	$3,328	$2.64	$2.64	0.0%	$3,328	$2.64	$2.64
2.0 Bath			1,262	$3,328	$2.64			$3,328	$2.64	

Paid Parking: $35 (Surface Parking) to $100 (Self-Park Gar/Encl) per month.

Amenities

Unit	*Appliance*	*Common*
Carpeting	Disposal	Clubhouse
Vinyl Plank Floors	Dishwasher	Party/Social Room
9' Ceiling	Microwave	Extra Storage
Exp Concrete Ceil	Range - Gas	Pets Allowed
Window Roller Shades	Refrigerator	Valet Dry Cleaning
Quartz Counters	WasherDryer Incl	***Parking***
Tile Backsplash	***Fitness***	Surface Parking
	Fitness Center	Self-Park Gar/Encl
	Outdoor Pool	
	Bike Storage	
	Rooftop Sundeck	

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20231	$2.76	0.0%	97.3%	$2.76
20224	$2.75	0.0%	99.1%	$2.75
20223	$2.82	0.0%	100.0%	$2.82
20222	$2.77	0.0%	96.5%	$2.77
20221	$2.61	0.0%	98.2%	$2.61
20214	$2.37	0.0%	97.3%	$2.37
20213	$2.36	2.2%	96.5%	$2.31
20212	$2.34	0.0%	94.7%	$2.34
20211	$2.37	7.4%	93.8%	$2.20

Notes: Leasing started 5/19. First move-in 7/20/19. Two-level parking, covered and uncovered.

Berkshire (Devel. By Opus)

Hancock Square At Arlington Station

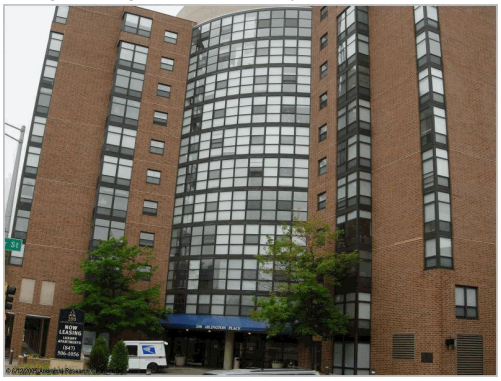
200 North Arlington Heights Road (Arlington Hts Rd, N of Northwest Hwy)

Arlington Heights, Cook County, IL 60004

Cook County-Northwest

Class: B, Market Rate

ID: 178; YrQtr: 20231



Utility Description	L	T	Service	L	T
Lights		✓	Trash		✓
Gas Forced Air Heat		✓	Water		✓
Unit Central AC		✓	Cable TV		✓
L=Landlord pays, T=Tenant pays			Internet		✓

Physical Profile	
Units:	**409**
Avg Unit SF:	**849**
Built:	**1988**
Renovated:	**2016**

Economic Profile	
Occupancy:	**96.8%**
Quoted Rent:	**$2.65**
Concessions:	**0.0%**
Effective Rent:	**$2.65**

				Quoted Rent				Net Effective Rent		
Unit Description	Units	Pct	Sq Ft	Rent	PSF	PSF Avg	Concession	Rent	PSF	PSF Avg
Studio	30	7.3%	608	$1,846	$3.04	$3.04	0.0%	$1,846	$3.04	$3.04
1.0 Bath			608	$1,846	$3.04			$1,846	$3.04	
One Bedroom	143	35.0%	677	$1,927	$2.85	$2.94	0.0%	$1,927	$2.85	$2.94
1.0 Bath			677	$2,050	$3.03			$2,050	$3.03	
One Bedroom + Den	89	21.8%	850	$2,198	$2.59	$2.53	0.0%	$2,198	$2.59	$2.53
1.0 Bath			925	$2,290	$2.48			$2,290	$2.48	
Two Bedroom	87	21.3%	975	$2,397	$2.46	$2.56	0.0%	$2,397	$2.46	$2.56
2.0 Bath			991	$2,630	$2.65			$2,630	$2.65	
Two Bedroom	60	14.7%	1,128	$2,613	$2.32	$2.39	0.0%	$2,613	$2.32	$2.39
2.0 Bath			1,128	$2,785	$2.47			$2,785	$2.47	

● 30 units incl a den

Paid Parking: $75 (Attached Garage) per month.

Amenities

Unit	*Appliance*	*Common*
Carpeting	Disposal	Business Center
Popcorn Ceiling	Dishwasher	Clubhouse
Window Blinds	Microwave	Party/Social Room
Granite Counters	Range - Electric	Extra Storage
Undermount Sinks	Refrigerator	Pets Allowed
Patio/Balcony/Deck	WasherDryer Incl	Grilling Area
	Fitness	Picnic Tables
	Fitness Center	***Parking***
	Outdoor Pool	Self-Park Gar/Encl
	Indoor Pool	
	Sauna	
	Whirlpool	
	Bike Storage	

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20231	$2.65	0.0%	96.8%	$2.65
20224	$2.62	0.0%	95.6%	$2.62
20223	$2.47	0.0%	96.1%	$2.47
20222	$2.60	0.0%	96.8%	$2.60
20221	$2.56	0.0%	95.1%	$2.56
20214	$2.30	0.0%	93.6%	$2.30
20213	$2.29	0.0%	91.9%	$2.29
20212	$2.29	0.0%	96.6%	$2.29
20211	$2.26	0.0%	97.1%	$2.26

Notes: Mixed use building with 40,297 square feet of retail and 346,570 square feet of residential space.

Lincoln Property

Maple Street Lofts

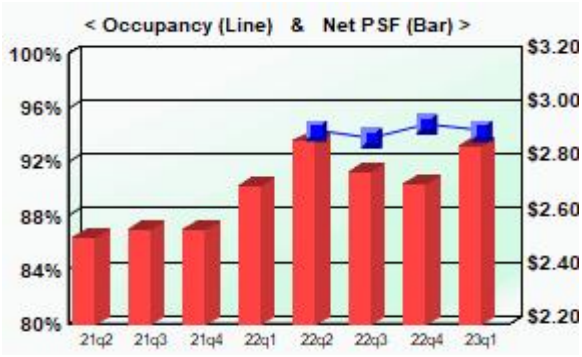
207 S Maple St

Mount Prospect, Cook County, IL 60056

Cook County-Northwest

Class: A, Market Rate

ID: 2043; YrQtr: 20231



Utility Description	L	T	Service	L	T
Lights		✓	Trash		✓
Gas Forced Air Heat		✓	Water		✓
Unit Central AC		✓	Cable TV		✓
L=Landlord pays, T=Tenant pays			Internet		✓

Physical Profile	
Units:	**192**
Avg Unit SF:	**749**
Built:	**2021**
Renovated:	**na**

Economic Profile	
Occupancy:	**94.3%**
Quoted Rent:	**$2.98**
Concessions:	**4.2%**
Effective Rent:	**$2.86**

				Quoted Rent				Net Effective Rent		
Unit Description	Units	Pct	Sq Ft	Rent	PSF	PSF Avg	Concession	Rent	PSF	PSF Avg
Studio	38	19.8%	591	$1,785	$3.02	$2.97	4.2%	$1,711	$2.89	$2.84
1.0 Bath			663	$1,933	$2.92			$1,852	$2.79	
One Bedroom	124	64.6%	663	$1,900	$2.87	$3.08	4.2%	$1,821	$2.75	$2.95
1.0 Bath			747	$2,460	$3.29			$2,358	$3.16	
Two Bedroom	30	15.6%	992	$2,810	$2.83	$2.72	4.2%	$2,693	$2.71	$2.60
2.0 Bath			1,180	$3,070	$2.60			$2,942	$2.49	

Paid Parking: $150 (Reserved Gar/Encl) per month.

Amenities

Unit	*Appliance*	*Common*
Vinyl Plank Floors	Disposal	Business Center
Smooth Ceiling	Dishwasher	Conference Room
Exp Concrete Ceil	Microwave	Pets Allowed
Quartz Counters	Range - Gas	Fire Pit
Tile Backsplash	Refrigerator	Grilling Area
Undermount Sinks	WasherDryer Incl	Dog Run
Patio/Balcony/Deck	***Fitness***	Pet Wash Station
	Fitness Center	***Parking***
	Outdoor Pool	Reserved Gar/Encl
	Hot Tub	
	Bike Storage	

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20231	$2.98	4.2%	94.3%	$2.86
20224	$2.91	6.7%	94.8%	$2.72
20223	$2.88	4.2%	93.8%	$2.76
20222	$2.88	0.0%	94.3%	$2.88
20221	$2.88	5.7%	68.8%	$2.71
20214	$2.88	11.4%	54.2%	$2.55
20213	$2.88	11.4%	50.0%	$2.55
20212	$2.81	10.2%	40.1%	$2.52

Notes: Leasing began April, 2021 and occupancy began June 1, 2021.

Lincoln Property

North 680

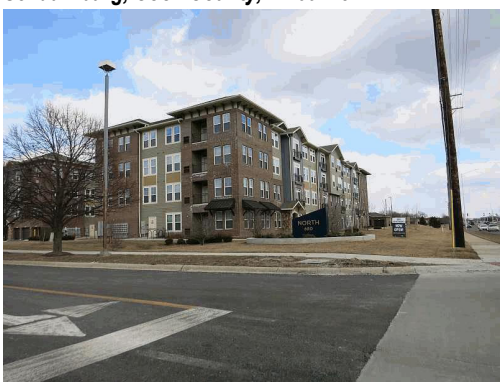
680 E Algonquin Rd

Schaumburg, Cook County, IL 60173

Cook County-Northwest

Class: A, Market Rate

ID: 1645; YrQtr: 20231



Utility Description	L	T	Service	L	T
Lights	✓		Trash	✓	
Gas Forced Air Heat	✓		Water	✓	
Unit Central AC	✓		Cable TV		✓
L=Landlord pays, T=Tenant pays			Internet		✓

Physical Profile	
Units:	**180**
Avg Unit SF:	**894**
Built:	**2017**
Renovated:	**na**

Economic Profile	
Occupancy:	**95.0%**
Quoted Rent:	**$2.58**
Concessions:	**0.0%**
Effective Rent:	**$2.58**

Unit Description	Units	Pct	Sq Ft	Quoted Rent				Net Effective Rent		
				Rent	PSF	PSF Avg	Concession	Rent	PSF	PSF Avg
One Bedroom	104	57.8%	665	$1,808	$2.72	$2.72	0.0%	$1,808	$2.72	$2.72
1.0 Bath			785	$2,140	$2.73			$2,140	$2.73	
One Bedroom + Den	24	13.3%	1,039	$2,312	$2.23	$2.31	0.0%	$2,312	$2.23	$2.31
1.0 Bath			1,039	$2,480	$2.39			$2,480	$2.39	
Two Bedroom	48	26.7%	1,130	$2,935	$2.60	$2.60	0.0%	$2,935	$2.60	$2.60
2.0 Bath			1,130	$2,935	$2.60			$2,935	$2.60	
Two Bedroom	4	2.2%	1,588	$2,721	$1.71	$1.81	0.0%	$2,721	$1.71	$1.81
2.0 Bath			1,588	$3,038	$1.91			$3,038	$1.91	
● Townhomes										

Paid Parking: $75 (Detached Garage) to $120 (Attached Garage) per month. Free parking available.

Amenities

Unit	*Appliance*	*Common*
Carpeting	Disposal	Business Center
Vinyl Plank Floors	Dishwasher	Clubhouse
9' Ceiling	Microwave	Party/Social Room
Smooth Ceiling	Range - Electric	Extra Storage
Window Blinds	Refrigerator	Pets Allowed
Granite Counters	WasherDryer Incl	Fire Pit
Tile Backsplash	***Fitness***	Grilling Area
Undermount Sinks	Fitness Center	Dog Run
Patio/Balcony/Deck	Outdoor Pool	***Parking***
	Bike Storage	Surface Parking
		Attached Garage
		Detached Garage

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20231	$2.58	0.0%	95.0%	$2.58
20224	$2.43	0.0%	95.6%	$2.43
20223	$2.61	0.0%	93.3%	$2.61
20222	$2.76	0.0%	96.1%	$2.76
20221	$2.53	0.0%	94.9%	$2.53
20214	$2.43	0.0%	96.0%	$2.43
20213	$2.32	3.9%	96.1%	$2.23
20212	$2.32	2.2%	96.1%	$2.27
20211	$2.06	5.6%	95.0%	$1.94

Notes: Occupancy started April 17, 2017. Tenants to be billed for water and trash, estimated at about $20 per month.

Draper & Kramer

One Arlington

3400 W Stonegate Blvd

Arlington Heights, Cook County, IL 60005

Cook County-Northwest

Class: A, Market Rate

ID: 1342; YrQtr: 20231

Utility Description	L	T	Service	L	T
Lights		✓	Trash		✓
Gas Forced Air Heat		✓	Water		✓
Unit Central AC		✓	Cable TV		✓
L=Landlord pays, T=Tenant pays			Internet		✓

Physical Profile	
Units:	**214**
Avg Unit SF:	**936**
Built:	**2014**
Renovated:	**na**

Economic Profile	
Occupancy:	**98.6%**
Quoted Rent:	**$2.69**
Concessions:	**0.0%**
Effective Rent:	**$2.69**

				Quoted Rent				Net Effective Rent		
Unit Description	Units	Pct	Sq Ft	Rent	PSF	PSF Avg	Concession	Rent	PSF	PSF Avg
Studio	51	23.8%	549	$1,845	$3.36	$3.17	0.0%	$1,845	$3.36	$3.17
1.0 Bath			769	$2,296	$2.99			$2,296	$2.99	
One Bedroom	113	52.8%	803	$2,169	$2.70	$2.59	0.0%	$2,169	$2.70	$2.59
1.0 Bath			1,012	$2,511	$2.48			$2,511	$2.48	
Two Bedroom	36	16.8%	1,193	$3,112	$2.61	$2.53	0.0%	$3,112	$2.61	$2.53
2.0 Bath			1,273	$3,112	$2.44			$3,112	$2.44	
Two Bedroom	14	6.5%	1,303	$3,958	$3.04	$2.86	0.0%	$3,958	$3.04	$2.86
2.0 Bath			1,521	$4,066	$2.67			$4,066	$2.67	
● PH										

Paid Parking: $125 (Reserved Gar/Encl) to $225 (Reserved Gar/Encl) per month.

Amenities

Unit	*Appliance*	*Common*
Carpeting	Disposal	Business Center
Wood Floors	Dishwasher	Clubhouse
8.5' Ceiling	Microwave	Craft/DIY Room
Window Roller Shades	Range - Electric	Movie Theater Rm
Granite Counters	Refrigerator	Party/Social Room
Undermount Sinks	WasherDryer Incl	Extra Storage
Patio/Balcony/Deck	***Fitness***	Pets Allowed
	Fitness Center	Car Charging Station
	Bike Storage	Pet Wash Station
	Rooftop Sundeck	Golf Simulator
		Parking
		Surface Parking
		Attached Garage

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20231	$2.69	0.0%	98.6%	$2.69
20224	$2.51	0.0%	97.2%	$2.51
20223	$2.46	0.0%	96.7%	$2.46
20222	$2.52	0.0%	98.6%	$2.52
20221	$2.45	0.0%	97.7%	$2.45
20214	$2.27	0.0%	96.7%	$2.27
20213	$2.23	0.0%	98.1%	$2.23
20212	$2.17	0.0%	95.8%	$2.17
20211	$2.02	8.3%	94.4%	$1.85

Notes: Occupancy began 10/2/14. Upper floors have 9-10' ceilings.

Stoneleigh Companies

Residences at Payton Place

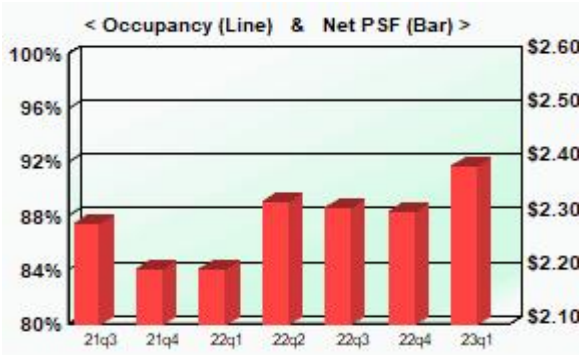
3401 W Payton Pl

Arlington Heights, Cook County, IL 60005

Cook County-Northwest

Class: A, Market Rate

ID: 2044; YrQtr: 20231



Utility Description	L	T	Service	L	T
Lights		✓	Trash		✓
Gas Forced Air Heat		✓	Water		✓
Unit Central AC		✓	Cable TV		✓
L=Landlord pays, T=Tenant pays			Internet		✓

Physical Profile	
Units:	**263**
Avg Unit SF:	**981**
Built:	**2021**
Renovated:	**na**

Economic Profile	
Occupancy:	**68.1%**
Quoted Rent:	**$2.61**
Concessions:	**8.3%**
Effective Rent:	**$2.39**

				Quoted Rent				Net Effective Rent		
Unit Description	Units	Pct	Sq Ft	Rent	PSF	PSF Avg	Concession	Rent	PSF	PSF Avg
Studio	30	11.4%	495	$1,640	$3.31	$3.26	8.3%	$1,503	$3.04	$2.98
1.0 Bath			513	$1,640	$3.20			$1,503	$2.93	
Convertible	4	1.5%	518	$1,670	$3.22	$3.37	8.3%	$1,531	$2.96	$3.09
1.0 Bath			518	$1,820	$3.51			$1,668	$3.22	
One Bedroom	76	28.9%	732	$2,125	$2.90	$2.79	8.3%	$1,948	$2.66	$2.55
1.0-1.5 Bath			827	$2,207	$2.67			$2,023	$2.45	
One Bedroom	5	1.9%	1,107	$2,522	$2.28	$2.28	8.3%	$2,312	$2.09	$2.09
1.0 Bath			1,107	$2,522	$2.28			$2,312	$2.09	
One Bedroom + Den	34	12.9%	915	$2,521	$2.76	$2.81	8.3%	$2,311	$2.53	$2.57
1.0 Bath			919	$2,631	$2.86			$2,412	$2.62	
Two Bedroom	82	31.2%	1,120	$2,795	$2.50	$2.47	8.3%	$2,562	$2.29	$2.26
2.0 Bath			1,269	$3,090	$2.44			$2,833	$2.23	
Two Bedroom + Den	5	1.9%	1,312	$3,210	$2.45	$2.45	8.3%	$2,943	$2.24	$2.24
2.0 Bath			1,312	$3,210	$2.45			$2,943	$2.24	
Three Bedroom	27	10.3%	1,440	$3,395	$2.36	$2.36	8.3%	$3,112	$2.16	$2.17
2.0 Bath			1,541	$3,655	$2.37			$3,350	$2.17	

Paid Parking: $110 (Reserved Gar/Encl) per month.

Amenities

Unit	*Appliance*	*Common*
Vinyl Plank Floors	Disposal	Party/Social Room
9' Ceiling	Dishwasher	Extra Storage
Smooth Ceiling	Microwave	Pets Allowed
Window Roller Shades	Range - Electric	Fire Pit
Quartz Counters	Refrigerator	Grilling Area
Tile Backsplash	WasherDryer Incl	***Parking***
Undermount Sinks	***Fitness***	Reserved Gar/Encl
Patio/Balcony/Deck	Fitness Center	
	Bike Storage	

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20231	$2.61	8.3%	68.1%	$2.39
20224	$2.52	8.3%	63.9%	$2.31
20223	$2.53	8.3%	58.2%	$2.32
20222	$2.54	8.3%	46.0%	$2.33
20221	$2.52	12.5%	30.8%	$2.20
20214	$2.52	12.5%	20.2%	$2.20
20213	$2.49	8.3%	2.9%	$2.29

Notes: Leasing began in July 2021. Occupancy began 09/15/2021.

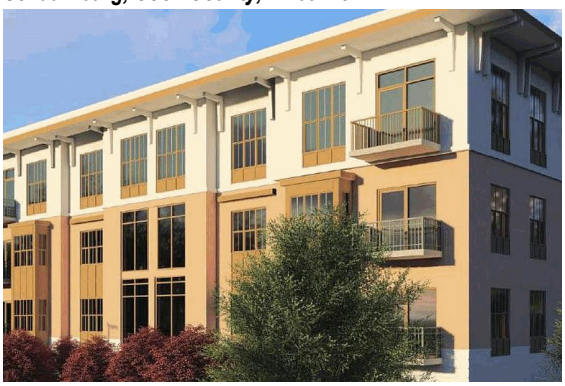
Greystar

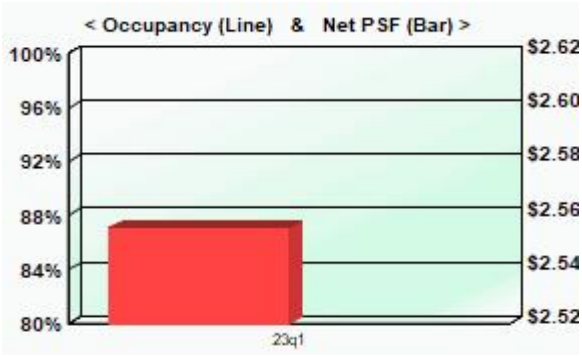
The Quin

2450 Plum Grove Rd
Schaumburg, Cook County, IL 60173

Cook County-Northwest

Class: A, Market Rate
ID: 2099; YrQtr: 20231





Utility Description	L	T	*Service*	L	T
Lights		✓	Trash		✓
Gas Forced Air Heat		✓	Water		✓
Unit Central AC		✓	Cable TV		✓
L=Landlord pays, T=Tenant pays			Internet		✓

Physical Profile	
Units:	**373**
Avg Unit SF:	**908**
Built:	**2023**
Renovated:	**na**

Economic Profile	
Occupancy:	**19.0%**
Quoted Rent:	**$2.73**
Concessions:	**6.3%**
Effective Rent:	**$2.56**

				Quoted Rent				Net Effective Rent		
Unit Description	Units	Pct	Sq Ft	Rent	PSF	PSF Avg	Concession	Rent	PSF	PSF Avg
One Bedroom	168	45.0%	691	$2,000	$2.89	$2.77	6.3%	$1,875	$2.71	$2.60
1.0 Bath			785	$2,080	$2.65			$1,950	$2.48	
One Bedroom	17	4.6%	842	$2,435	$2.89	$2.89	6.3%	$2,283	$2.71	$2.71
1.0 Bath			842	$2,435	$2.89			$2,283	$2.71	
One Bedroom + Den	91	24.4%	901	$2,560	$2.84	$2.71	6.3%	$2,400	$2.66	$2.54
2.0 Bath			1,030	$2,660	$2.58			$2,494	$2.42	
Two Bedroom	76	20.4%	1,109	$2,950	$2.66	$2.70	6.3%	$2,766	$2.49	$2.53
2.0 Bath			1,109	$3,030	$2.73			$2,841	$2.56	
Two Bedroom + Den	21	5.6%	1,282	$3,460	$2.70	$2.63	6.3%	$3,244	$2.53	$2.47
3.0 Bath & up			1,394	$3,580	$2.57			$3,356	$2.41	

Paid Parking: $100 (Reserved Gar/Encl) to $125 (Reserved Gar/Encl) per month.

Amenities

Unit	*Appliance*	*Common*
Carpeting	Disposal	Business Center
Vinyl Plank Floors	Dishwasher	Clubhouse
Smooth Ceiling	Microwave	Conference Room
Window Blinds	Range - Gas	Party/Social Room
Quartz Counters	Refrigerator	Extra Storage
Tile Backsplash	WasherDryer Incl	Pets Allowed
Undermount Sinks	***Fitness***	Fire Pit
Patio/Balcony/Deck	Fitness Center	Grilling Area
	Outdoor Pool	Picnic Tables
		Golf Simulator
		Parking
		Reserved Gar/Encl

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20231	$2.73	6.3%	19.0%	$2.56

Notes: Leasing began 01/2023. Occupancy began 03/2023 with construction to be completed in Aug. 2023. One parking space incl for 1BD units and 2 spaces for 2BD units. Extra garage parking is $100-125 per space.

Finger Companies

The Residences at Hamilton Lakes

1133 N Arlington Heights Rd
Itasca, Cook County, IL 60143

DuPage County

Class: A, Market Rate
ID: 1688; YrQtr: 20231

Utility Description	L	T	Service	L	T
Lights		✓	Trash		✓
Gas Forced Air Heat		✓	Water		✓
Unit Central AC		✓	Cable TV		✓
L=Landlord pays, T=Tenant pays			Internet		✓

Physical Profile	
Units:	**297**
Avg Unit SF:	**934**
Built:	**2017**
Renovated:	**na**

Economic Profile	
Occupancy:	**97.0%**
Quoted Rent:	**$2.41**
Concessions:	**0.0%**
Effective Rent:	**$2.41**

				Quoted Rent				Net Effective Rent		
Unit Description	Units	Pct	Sq Ft	Rent	PSF	PSF Avg	Concession	Rent	PSF	PSF Avg
Studio	3	1.0%	472	$2,014	$4.27	$4.58	0.0%	$2,014	$4.27	$4.58
1.0 Bath			472	$2,313	$4.90			$2,313	$4.90	
One Bedroom	186	62.6%	655	$1,940	$2.96	$2.67	0.0%	$1,940	$2.96	$2.67
1.0 Bath			859	$2,040	$2.37			$2,040	$2.37	
Two Bedroom	96	32.3%	1,146	$2,422	$2.11	$2.15	0.0%	$2,422	$2.11	$2.15
2.0 Bath			1,299	$2,842	$2.19			$2,842	$2.19	
Three Bedroom	12	4.0%	1,480	$3,254	$2.20	$2.20	0.0%	$3,254	$2.20	$2.20
2.0 Bath			1,480	$3,254	$2.20			$3,254	$2.20	

Paid Parking: $125 (Reserved Gar/Encl) per month.

Amenities

Unit	*Appliance*	*Common*
Vinyl Plank Floors	Dishwasher	Business Center
Smooth Ceiling	Microwave	Conference Room
Window Blinds	Range - Gas	Movie Theater Rm
Quartz Counters	Refrigerator	Smoke Free
Tile Backsplash	WasherDryer Incl	Extra Storage
Undermount Sinks	***Fitness***	Pets Allowed
Patio/Balcony/Deck	Fitness Center	Grilling Area
	Outdoor Pool	Picnic Tables
	Sauna	Car Charging Station
	Hot Tub	Pet Wash Station
	Steam Room	***Parking***
	Bike Storage	Reserved Gar/Encl
	Rooftop Sundeck	

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20231	$2.41	0.0%	97.0%	$2.41
20224	$2.62	0.0%	97.0%	$2.62
20223	$2.69	0.0%	96.0%	$2.69
20222	$2.45	0.0%	96.6%	$2.45
20221	$2.27	0.0%	94.6%	$2.27
20214	$2.23	0.0%	92.9%	$2.23
20213	$2.16	0.0%	94.9%	$2.16
20212	$2.04	0.0%	93.9%	$2.04
20211	$1.95	8.7%	87.2%	$1.78

Notes: Occupancy began in May 26th, 2017.

JVM

Welkin Apartments

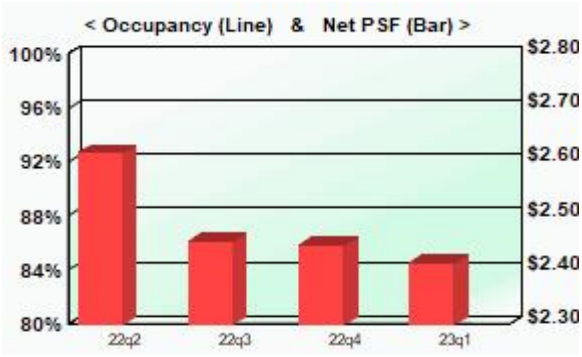
1425 Ellinwood St

Des Plaines, Cook County, IL 60016

Cook County-Northwest

Class: A, Market Rate

ID: 2082; YrQtr: 20231



Utility Description	L	T	Service	L	T
Lights		✓	Trash		✓
Gas Forced Air Heat		✓	Water		✓
Unit Central AC		✓	Cable TV		✓
L=Landlord pays, T=Tenant pays			Internet		✓

Physical Profile	
Units:	**212**
Avg Unit SF:	**891**
Built:	**2022**
Renovated:	**na**

Economic Profile	
Occupancy:	**59.9%**
Quoted Rent:	**$2.62**
Concessions:	**7.7%**
Effective Rent:	**$2.41**

				Quoted Rent				Net Effective Rent		
Unit Description	Units	Pct	Sq Ft	Rent	PSF	PSF Avg	Concession	Rent	PSF	PSF Avg
Studio	25	11.8%	604	$1,862	$3.08	$3.04	7.7%	$1,719	$2.85	$2.81
1.0 Bath			623	$1,872	$3.00			$1,728	$2.77	
One Bedroom	111	52.4%	744	$2,100	$2.82	$2.66	7.7%	$1,938	$2.61	$2.45
1.0 Bath			897	$2,235	$2.49			$2,063	$2.30	
One Bedroom + Den	31	14.6%	872	$2,418	$2.77	$2.72	7.7%	$2,232	$2.56	$2.51
1.0 Bath			908	$2,425	$2.67			$2,238	$2.47	
Two Bedroom	45	21.2%	1,087	$2,698	$2.48	$2.41	7.7%	$2,490	$2.29	$2.22
2.0 Bath			1,348	$3,140	$2.33			$2,898	$2.15	

Paid Parking: $125 (Reserved Gar/Encl) per month.

Amenities

Unit	*Appliance*	*Common*
Vinyl Plank Floors	Disposal	Party/Social Room
9' Ceiling	Dishwasher	Extra Storage
Smooth Ceiling	Microwave	Pets Allowed
Window Roller Shades	Range - Gas	Fire Pit
Quartz Counters	Refrigerator	Grilling Area
Tile Backsplash	WasherDryer Incl	Dog Run
Patio/Balcony/Deck	***Fitness***	Pet Wash Station
	Fitness Center	***Parking***
	Outdoor Pool	Surface Parking
	Bike Storage	Reserved Gar/Encl

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20231	$2.62	7.7%	59.9%	$2.41
20224	$2.67	8.3%	16.5%	$2.45
20223	$2.68	8.3%	3.3%	$2.45
20222	$2.73	4.2%	0.0%	$2.62

Notes: Leasing began 8/2022. Occupancy begins 09/2022

Lincoln Properties

Certification

We certify that, to the best of our knowledge and belief:

1. The statements of fact contained in this report are true and correct.
2. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are our personal, impartial, and unbiased professional analyses, opinions, and conclusions.
3. We have no present or prospective interest in the property that is the subject of this report and no personal interest with respect to the parties involved.
4. We have provided services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding the agreement to perform this assignment.
5. We have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
6. Our engagement in this assignment was not contingent upon developing or reporting predetermined results.
7. Our compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
8. Our analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Uniform Standards of Professional Appraisal Practice as well as applicable state appraisal regulations.
9. The reported analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute.
10. The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
11. Gail Lissner and Michael Wingader personally viewed the site and reviewed the development plans.
12. No one provided significant assistance to the persons signing this certification.
13. We have experience in appraising properties similar to the subject and are in compliance with the Competency Rule of USPAP.

14. As of the date of this report, Gail Lissner, SRA, CRE, has completed the continuing education program for Designated Members of the Appraisal Institute.

15. As of the date of this report, Michael Wingader has completed the continuing education program for Practicing Affiliates of the Appraisal Institute.

Gail Lissner, SRA, CRE
Certified General Real Estate Appraiser
Illinois Certificate # 553.001842

Michael Wingader
Certified General Real Estate Appraiser
Illinois Certificate # 553.001595

Assumptions and Limiting Conditions

This market study and any other work product related to this engagement are limited by the following standard assumptions, except as otherwise noted in the report:

1. The title is marketable and free and clear of all liens, encumbrances, encroachments, easements and restrictions. The property is under responsible ownership and competent management and is available for its highest and best use.
2. There are no existing judgments or pending or threatened litigation that could affect the value of the property.
3. There are no hidden or undisclosed conditions of the land or of the improvements that would render the property more or less valuable. Furthermore, there is no asbestos in the property.
4. The revenue stamps placed on any deed referenced herein to indicate the sale price are in correct relation to the actual dollar amount of the transaction.
5. The property is in compliance with all applicable building, environmental, zoning, and other federal, state and local laws, regulations and codes.
6. The information furnished by others is believed to be reliable, but no warranty is given for its accuracy.

This market study and any other work product related to this engagement are subject to the following limiting conditions, except as otherwise noted in the report:

1. The conclusions stated in our market study apply only as of the effective date of the market study, and no representation is made as to the effect of subsequent events.
2. No changes in any federal, state or local laws, regulations or codes (including, without limitation, the Internal Revenue Code) are anticipated.
3. No environmental impact studies were either requested or made in conjunction with this market study, and we reserve the right to revise or rescind any of the value opinions based upon any subsequent environmental impact studies. If any environmental impact statement is required by law, the market study assumes that such statement will be favorable and will be approved by the appropriate regulatory bodies.
4. Unless otherwise agreed to in writing, we are not required to give testimony, respond to any subpoena or attend any court, governmental or other hearing with reference to the property without compensation relative to such additional employment.
5. We have made no survey of the property and assume no responsibility in connection with such matters. Any sketch or survey of the property included in this report is for illustrative purposes only and should not be considered to be scaled accurately for size. The market study covers the property as described in this report, and the areas and dimensions set forth are assumed to be correct.

6. We accept no responsibility for considerations requiring expertise in other fields. Such considerations include, but are not limited to, legal descriptions and other legal matters such as legal title, geologic considerations such as soils and seismic stability; and civil, mechanical, electrical, structural and other engineering and environmental matters. Such considerations may also include determinations of compliance with zoning and other federal, state, and local laws, regulations and codes.
7. The market study report shall be considered only in its entirety. No part of the market study shall be utilized separately or out of context.
8. Neither all nor any part of the contents of this report (especially any conclusions as to value, the identity of the appraisers, or any reference to the Appraisal Institute) shall be disseminated through advertising media, public relations media, news media or any other means of communication (including without limitation prospectuses, private offering memoranda and other offering material provided to prospective investors) without the prior written consent of the persons signing the report.
9. Information, estimates and opinions contained in the report and obtained from third-party sources are assumed to be reliable and have not been independently verified.
10. The current purchasing power of the dollar is the basis for the values stated in the market study; we have assumed that no extreme fluctuations in economic cycles will occur.
11. The values found herein are subject to these and to any other assumptions or conditions set forth in the body of this report but which may have been omitted from this list of Assumptions and Limiting Conditions.
12. The analyses contained in the report necessarily incorporate numerous estimates and assumptions regarding property performance, general and local business and economic conditions, the absence of material changes in the competitive environment and other matters. Some estimates or assumptions, however, inevitably will not materialize, and unanticipated events and circumstances may occur; therefore, actual results achieved during the period covered by our analysis will vary from our estimates, and the variations may be material.
13. The Americans with Disabilities Act (ADA) became effective January 26, 1992. We have not made a specific survey or analysis of the property to determine whether the physical aspects of the improvements meet the ADA accessibility guidelines. We claim no expertise in ADA issues, and render no opinion regarding compliance of the subject with ADA regulations. Inasmuch as compliance matches each owner's financial ability with the cost to cure the non-conforming physical characteristics of a property, a specific study of both the owner's financial ability and the cost to cure any deficiencies would be needed for the Department of Justice to determine compliance.
14. The market study is prepared for the exclusive benefit of the Client, its subsidiaries and/or affiliates. It may not be used or relied upon by any other party. All parties who use or rely upon any information in the report without our written consent do so at their own risk.
15. No studies have been provided to us indicating the presence or absence of hazardous materials on the subject property or in the improvements, and our valuation is predicated

upon the assumption that the subject property is free and clear of any environment hazards including, without limitation, hazardous wastes, toxic substances and mold. No representations or warranties are made regarding the environmental condition of the subject property. Integra Realty Resources – Chicago, Integra Realty Resources, Inc., Integra Strategic Ventures, Inc. and/or any of their respective officers, owners, managers, directors, agents, subcontractors or employees (the "Integra Parties"), shall not be responsible for any such environmental conditions that do exist or for any engineering or testing that might be required to discover whether such conditions exist. Because we are not experts in the field of environmental conditions, the appraisal report cannot be considered as an environmental assessment of the subject property.

16. The persons signing the report may have reviewed available flood maps and may have noted in the appraisal report whether the subject property is located in an identified Special Flood Hazard Area. We are not qualified to detect such areas and therefore do not guarantee such determinations. The presence of flood plain areas and/or wetlands may affect the value of the property, and the value conclusion is predicated on the assumption that wetlands are non-existent or minimal.

17. Integra Realty Resources – Chicago is not a building or environmental inspector. Integra Chicago does not guarantee that the subject property is free of defects or environmental problems. Mold may be present in the subject property and a professional inspection is recommended.

18. The market study and value conclusions for the report assume the satisfactory completion of construction, repairs or alterations in a workmanlike manner.

19. It is expressly acknowledged that in any action which may be brought against any of the Integra Parties, arising out of, relating to, or in any way pertaining to this engagement, the market study, and/or any other related work product, the Integra Parties shall not be responsible or liable for any incidental or consequential damages or losses, unless the market study was fraudulent or prepared with intentional misconduct.

20. Integra Realty Resources – Chicago, an independently owned and operated company, has prepared the market study for the specific intended use stated elsewhere in the report. The use of the market study by anyone other than the Client is prohibited except as otherwise provided. Accordingly, the market study is addressed to and shall be solely for the Client's use and benefit unless we provide our prior written consent. We expressly reserve the unrestricted right to withhold our consent to your disclosure of the market study or any other work product related to the engagement (or any part thereof including, without limitation, conclusions of value and our identity), to any third parties. Stated again for clarification, unless our prior written consent is obtained, no third party may rely on the market study (even if their reliance was foreseeable).

21. The conclusions of this report are estimates based on known current trends and reasonably foreseeable future occurrences. These estimates are based partly on property information, data obtained in public records, interviews, existing trends, buyer-seller decision criteria in the current market, and research conducted by third parties, and such data are not always completely reliable. The Integra Parties are not responsible for these and other future

occurrences that could not have reasonably been foreseen on the effective date of this assignment. Furthermore, it is inevitable that some assumptions will not materialize and that unanticipated events may occur that will likely affect actual performance. While we are of the opinion that our findings are reasonable based on current market conditions, we do not represent that these estimates will actually be achieved, as they are subject to considerable risk and uncertainty. Moreover, we assume competent and effective management and marketing for the duration of the projected holding period of this property.

22. All prospective value opinions presented in this report are estimates and forecasts which are prospective in nature and are subject to considerable risk and uncertainty. In addition to the contingencies noted in the preceding paragraph, several events may occur that could substantially alter the outcome of our estimates such as, but not limited to changes in the economy, interest rates, and capitalization rates, behavior of consumers, investors and lenders, fire and other physical destruction, changes in title or conveyances of easements and deed restrictions, etc. It is assumed that conditions reasonably foreseeable at the present time are consistent or similar with the future.

Addendum A

Qualifications

Gail Lissner, SRA, CRE

Integra Realty Resources - Chicago

1 N Franklin St
Suite 3010
Chicago, IL 60606

T 312.565.0977

irr.com

Experience

Managing Director for Integra Realty Resources
Former Vice President and Appraiser for Appraisal Research Counselors

Throughout her career, Ms. Lissner has focused on the housing/multi-family market, with a particular interest in condominium development, apartment development, and the condominium conversion/deconversion market. Gail's work with condominiums and apartments spans many decades, providing consulting services to the original Chicago condominium convertors in the 1970s, and expanding to work in the conversion market throughout the United States. Gail has produced a report on the condominium market on a quarterly basis since 1997 and is co-author of the Downtown Chicago Condominium Report, a quarterly report delineating development trends and condo pricing in Downtown Chicago. In Gail's consulting and valuation work for apartment and condominium developments, the scope of work ranges from site and building plan consultations at project inception to market and feasibility studies along with comprehensive appraisals. Her work includes both urban and suburban properties and also includes townhome and single family residential developments. Gail has also testified as an expert witness in a variety of housing.

Professional Activities & Affiliations

Appraisal Institute: SRA Designation
The Counselors of Real Estate: CRE Designation
Board Member (2017-2023) and Chair (2023): State of IL Real Estate Appraisal Administration and Disciplinary Board
Village Trustee (2017-2023): Village of Glencoe Board of Trustees
President: Realty Club of Chicago (2016)
Vice President: Realty Club of Chicago (2015)
Secretary/Treasurer: Counselors of Real Estate Midwest Chapter (2009-2014)
Mentor: Goldie B Wolfe Miller Women Leaders in Real Estate at Roosevelt University (2008-2010)
Member: Commercial Real Estate Women (CREW)
Member: Real Estate Investment Association (REIA) and Realty Club of Chicago
Member: Lambda Alpha International and Honorary Land Economics Society - Ely Chapter
Member: North Shore Barrington Board of Realtors
Crains Chicago Business: Named as one of Crains 20 Women to Watch 2008

Licenses

Illinois, Certified General Real Estate Appraiser, 553.001842, Expires September 2025
Illinois, Licensed Real Estate Managing Broker, 471.004757, Expires April 2025
Wisconsin, Certified General Real Estate Appraiser, 2282-10, Expires December 2023
Michigan, Certified General Real Estate Appraiser, 1205076446, Expires July 2024
Indiana, Certified General Real Estate Appraiser, CG42300003, Expires June 2024

Education

Bachelor of Arts from Washington University. Phi Beta Kappa.

glissner@irr.com - 312.565.3423

State of Illinois

Department of Financial and Professional Regulation

Division of Real Estate

LICENSE NO.
553.001842

The person, firm, or corporation whose name appears on this certificate has complied with the provisions of the Illinois Statutes and/or rules and regulations and is hereby authorized to engage in the activity as indicated below:

EXPIRES:
09/30/2025

CERTIFIED GENERAL REAL ESTATE APPRAISER

GAIL S LISSNER

MARIO TRETO, JR.
SECRETARY

LAURIE MURPHY
DIRECTOR

The official status of this license can be verified at IDFPR.Illinois.gov

18109730

Michael Wingader

Integra Realty Resources - Chicago

1 N Franklin St
Suite 3010
Chicago, IL 60606

T 312.565.0977

irr.com

Experience

Director at Integra Realty Resources
Former Senior Appraiser for Appraisal Research Counselors
Former Loan Officer – Kensington Realty Advisors
Former Associate Appraiser for American Appraisal Associates

Michael W. Wingader began his career in appraisal in 1992. Mr. Wingader also has experience as a Loan Officer underwriting commercial loans. Mike has experience in the appraisal of investment-grade commercial real estate properties located throughout the United States. In particular, Mike has extensive experience with multi-family projects financed under the HUD MAP program as well as nursing homes and assisted living facilities for a variety of clients. Mr. Wingader has a Bachelor of Arts degree in Economics from Lawrence University.

Professional Activities & Affiliations

Practicing Affiliate of the Appraisal Institute
Member: Global Valuation Solutions (Birmingham U.K.)
Managing Director: Appraisal Institute
General Associate Member: Appraisal Institute

Licenses

Illinois, Certified General Real Estate Appraiser, 553.001595, Expires September 2023
Wisconsin, Certified General Real Estate Appraiser, No. 1323-10, Expires December 2023

Education

Bachelor of Arts Degree, Economics, Lawrence University, 1987

COURSES IS REAL ESTATE:

Appraisal Institute

Course 110: Appraisal Principles
Course 120: Appraisal Procedures
Course 310: Basic Income Capitalization
Course 410: Standards of Professional Appraisal Practice, Part A
Course 420: Standards of Professional Appraisal Practice, Part B
Course 540: Report Writing and Valuation Analysis

mwingader@irr.com - 312.565.3414

State of Illinois

Department of Financial and Professional Regulation

Division of Real Estate

LICENSE NO.
553.001595

The person, firm, or corporation whose name appears on this certificate has complied with the provisions of the Illinois Statutes and/or rules and regulations and is hereby authorized to engage in the activity as indicated below:

EXPIRES:
09/30/2023

CERTIFIED GENERAL REAL ESTATE APPRAISER

MICHAEL W WINGADER

MARIO TRETO, JR.
ACTING SECRETARY

LAURIE MURPHY
ACTING DIRECTOR

The official status of this license can be verified at www.idfpr.com

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About IRR

Integra Realty Resources, Inc. (IRR) provides world-class commercial real estate valuation, counseling, and advisory services. Routinely ranked among leading property valuation and consulting firms, we are now the largest independent firm in our industry in the United States, with local offices coast to coast and in the Caribbean.

IRR offices are led by MAI-designated Senior Managing Directors, industry leaders who have over 25 years, on average, of commercial real estate experience in their local markets. This experience, coupled with our understanding of how national trends affect the local markets, empowers our clients with the unique knowledge, access, and historical perspective they need to make the most informed decisions.

Many of the nation's top financial institutions, developers, corporations, law firms, and government agencies rely on our professional real estate opinions to best understand the value, use, and feasibility of real estate in their market.

Local Expertise...Nationally!

irr.com

PRELIMINARY PLAT OF SUBDIVISION OF LOT 1 BRADFORD ALLEN SUBDIVISION

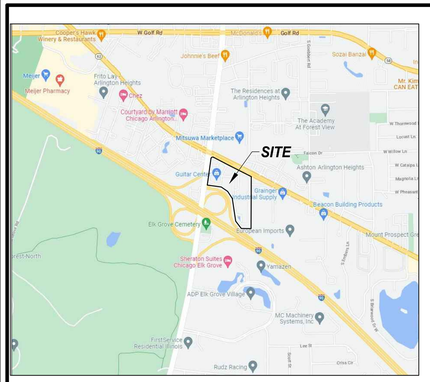
PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PROPERTY ADDRESS:
1, 15 & 111 EAST ALGONQUIN ROAD, 2355 ARLINGTON HEIGHTS ROAD, ARLINGTON HEIGHTS, IL 60005

UPON RECORDING, MAIL TO:
VILLAGE OF ARLINGTON HEIGHTS
33 S. ARLINGTON HEIGHTS ROAD,
ARLINGTON HEIGHTS, IL 60005

SEND TAX BILL TO:
_____
_____
_____

PIN NUMBERS:
08-16-401-018
08-16-401-030
08-16-401-036
08-16-401-039
08-16-401-043
08-16-401-045
08-16-401-046

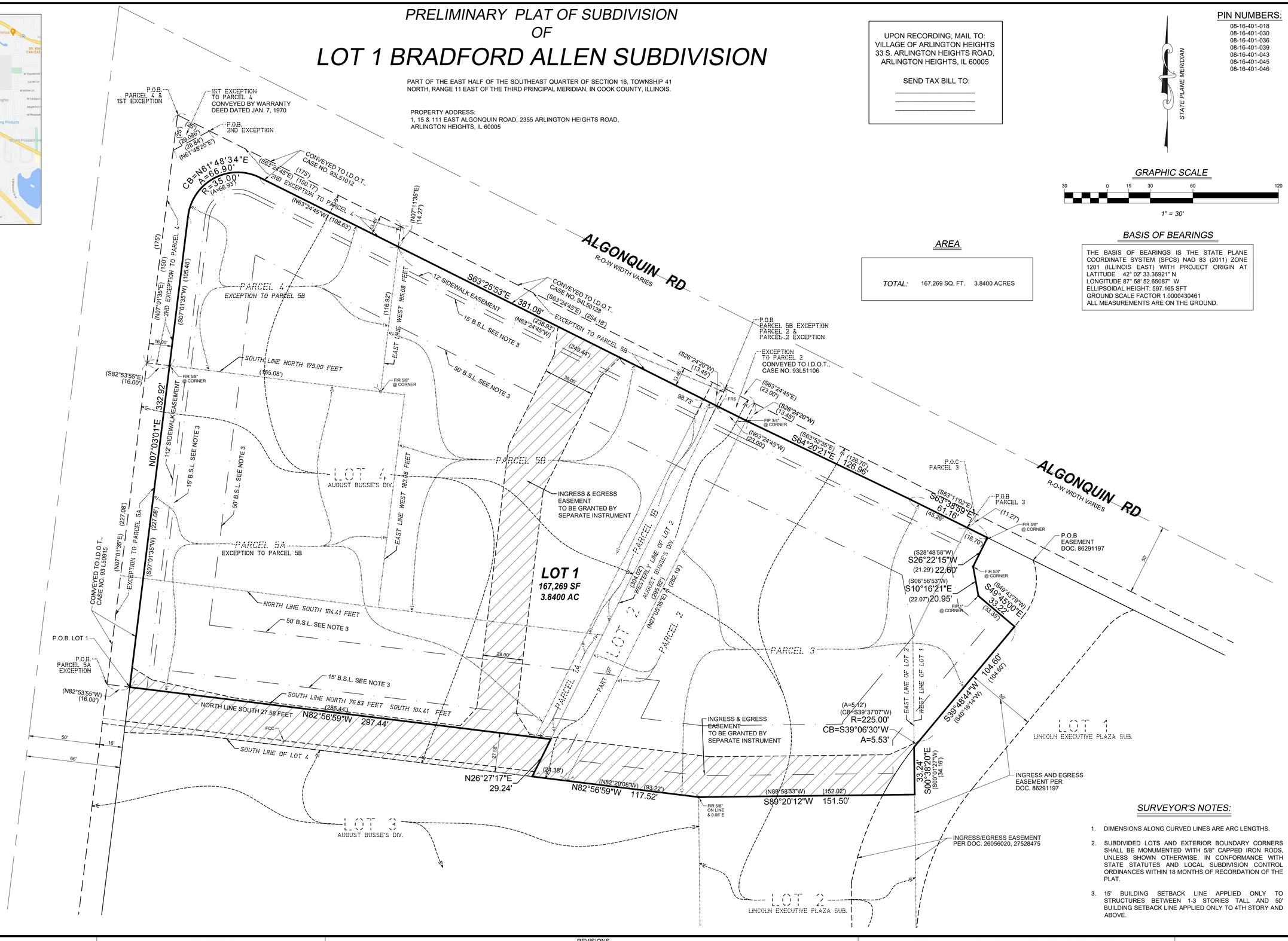


VICINITY MAP
NOT TO SCALE

LEGEND

- SUBDIVISION BOUNDARY LINE
- EXISTING LOT LINE
- EXISTING EASEMENT LINE
- PROPOSED EASEMENT LINE
- BUILDING SETBACK LINE
- SECTION LINE
- FLOODWAY/FLOODPLAIN LINE (SCALED FROM FEMA MAP)

B.S.L.	BUILDING SETBACK LINE
N	NORTH
S	SOUTH
E	EAST
W	WEST
CB	CHORD BEARING
A	ARC LENGTH
R	RADIUS
(0.00')	RECORD DATUM
0.00'	CALCULATED DATUM
FIP ○	FOUND IRON PIPE
FIR ○	FOUND IRON ROD
SCM	SET CONCRETE MONUMENT



PROJECT TEAM

OWNER

Bradford Allen
300 S. Wacker Drive, 35th Floor
Chicago, Illinois 60606
312 994 5700

DEVELOPER

Moceri + Roszak
145 S. Wells Street, Suite 700
Chicago, Illinois 60606
312 423 7989

SURVEYOR

V3 Companies, Ltd.
7325 Janes Avenue
Woodridge, Illinois 60517
630 724 9200
Project Manager: Anthony Strickland
tstrickland@v3co.com

STATE PLANE MERIDIAN

GRAPHIC SCALE

30 0 15 30 60 120

1" = 30'

AREA

TOTAL:	167,269 SQ. FT.	3.8400 ACRES

BASIS OF BEARINGS

THE BASIS OF BEARINGS IS THE STATE PLANE COORDINATE SYSTEM (SPCS) NAD 83 (2011) ZONE 1201 (ILLINOIS EAST) WITH PROJECT ORIGIN AT LATITUDE 42° 02' 33.36921" N LONGITUDE 87° 58' 52.65087" W ELLIPSOIDAL HEIGHT: 597.165 SFT GROUND SCALE FACTOR 1.0000430461 ALL MEASUREMENTS ARE ON THE GROUND.

SURVEYOR'S NOTES:

1. DIMENSIONS ALONG CURVED LINES ARE ARC LENGTHS.
2. SUBDIVIDED LOTS AND EXTERIOR BOUNDARY CORNERS SHALL BE MONUMENTED WITH 5/8" CAPPED IRON RODS, UNLESS SHOWN OTHERWISE, IN CONFORMANCE WITH STATE STATUTES AND LOCAL SUBDIVISION CONTROL ORDINANCES WITHIN 18 MONTHS OF RECORDATION OF THE PLAT.
3. 15' BUILDING SETBACK LINE APPLIED ONLY TO STRUCTURES BETWEEN 1-3 STORIES TALL AND 50' BUILDING SETBACK LINE APPLIED ONLY TO 4TH STORY AND ABOVE.

Engineers
Scientists
Surveyors

7325 Janes Avenue, Suite 100
Woodridge, IL 60517
630.724.9200 voice
630.724.0384 fax
v3co.com

PREPARED FOR:
THOMAS ROSZAK ARCHITECTURE
145 S. WELLS STREET
CHICAGO, IL 60606
773.516.3501

REVISIONS

NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
1	10-19-23	REVISED PER CLIENT COMMENTS			
2	11-20-23	REVISED PER CLIENT COMMENTS			

PRELIMINARY PLAT OF SUBDIVISION

LOT 1 BRADFORD ALLEN SUBDIVISION, ARLINGTON HEIGHTS, IL

DRAFTING COMPLETED: 10/12/23	DRAWN BY: ADS/SPK	PROJECT MANAGER: AJS	
FIELD WORK COMPLETED: N/A	CHECKED BY: AJS	SCALE: 1" = 30'	

Project No: 230084
Group No: VP04.1
SHEET NO. 1 of 3

PRELIMINARY PLAT OF SUBDIVISION
OF
LOT 1 BRADFORD ALLEN SUBDIVISION

PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PIN NUMBERS:

08-16-401-018
08-16-401-030
08-16-401-036
08-16-401-039
08-16-401-043
08-16-401-045
08-16-401-046

OWNER'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF _____)

THIS IS TO CERTIFY THAT BRADFORD ALLEN ARLINGTON HEIGHTS DEVELOPMENT, LLC. IS THE OWNER OF THE PROPERTY DESCRIBED HEREON AND HAS CAUSED THE SAME TO BE PLATTED AS INDICATED ON THE ATTACHED PLAT, FOR THE USES AND PURPOSES THEREON SET FORTH, AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME ON THE STYLE AND TITLE THEREON INDICATED.

DATED AT _____, THIS _____ DAY OF _____, A.D., 20___.

BY: _____ ATTEST: _____

TITLE: _____ TITLE: _____

NOTARY PUBLIC

STATE OF ILLINOIS)
)SS
COUNTY OF _____)

I, _____, A NOTARY PUBLIC IN AND FOR THE RESIDING IN THE COUNTY AND STATE AFORESAID, DO HEREBY CERTIFY THAT

_____ (TITLE) _____ AND

_____(TITLE) _____ _____ OF

_____, WHO PERSONALLY KNOWN TO ME TO BE THE SAME PERSON WHO IS SUBSCRIBED TO THE FOREGOING CERTIFICATE OF OWNERSHIP APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THE EXECUTION OF THIS INSTRUMENT IN THEIR CAPACITY FOR THE USES AND PURPOSES THEREIN SET FORTH AS THE FREE AND VOLUNTARY ACT AND DEED OF SAID CORPORATION.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS _____ DAY OF _____, A.D., 20 ____.

_____
NOTARY PUBLIC

MY COMMISSION EXPIRES: _____

DEED OF DEDICATION CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF _____)

WE, THE UNDERSIGNED, BRADFORD ALLEN ARLINGTON HEIGHTS DEVELOPMENT, LLC., OWNERS OF THE REAL ESTATE SHOWN AND DESCRIBED HEREIN, DO HEREBY LAY OFF, PLAT AND SUBDIVIDE SAID REAL ESTATE IN ACCORDANCE WITH THE WITHIN PLAT. THIS SUBDIVISION SHALL BE KNOWN AND DESIGNATED AS LOT 1 BRADFORD ALLEN SUBDIVISION, AN ADDITION TO THE VILLAGE OF ARLINGTON HEIGHTS, COOK COUNTY. FRONT AND SIDE YARD BUILDING SETBACK LINES ARE ESTABLISHED AS SHOWN ON THIS PLAT, BETWEEN WHICH LINES AND THE PROPERTY LINES OF THE STREETS, THERE SHALL BE ERECTED OR MAINTAINED NO BUILDING OR STRUCTURE.

WITNESS OUR HANDS AND SEALS THIS _____ DAY OF _____, A.D., 20___.

NOTARY PUBLIC

STATE OF ILLINOIS)
)SS
COUNTY OF _____)

BEFORE ME THE UNDERSIGNED NOTARY PUBLIC, IN AND FOR THE COUNTY AND STATE AFORESAID, PERSONALLY APPEARED _____ AND EACH SEPARATELY AND SEVERALLY ACKNOWLEDGED THE EXECUTION OF THE FOREGOING INSTRUMENT AS HIS OR HER VOLUNTARY ACT AND DEED, FOR THE PURPOSES THEREIN EXPRESSED.

WITNESS MY HAND AND NOTARIAL SEAL THIS _____ DAY OF _____, A.D., 20 ____.

_____
NOTARY PUBLIC

MY COMMISSION EXPIRES: _____

SCHOOL DISTRICT CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF _____)

OWNERS CERTIFICATE

THIS IS TO CERTIFY AS OWNERS OF THE PROPERTY DESCRIBED IN THE SURVEYOR'S CERTIFICATE, AND KNOWN AS LOT 1 BRADFORD ALLEN SUBDIVISION, TO THE BEST OF OUR KNOWLEDGE, IS ENTIRELY LOCATED WITHIN THE BOUNDARIES OF CONSOLIDATED COMMUNITY SCHOOL DISTRICT NO. 25, TOWNSHIP HIGH SCHOOL DISTRICT #214, AND HARPER COMMUNITY COLLEGE DISTRICT #512 IN COOK COUNTY, ILLINOIS.

DATED THIS _____ DAY OF _____, 20____

BY: _____

TITLE:_____

SCHOOL DISTRICT NOTARY CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF _____)

I, _____, NOTARY PUBLIC IN AND FOR THE COUNTY AND STATE AFORESAID, DO HEREBY CERTIFY THAT _____ _____ LOCATED AT _____, ILLINOIS, PERSONALLY KNOWN TO ME TO BE THE SAME PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING SCHOOL DISTRICT CERTIFICATE, APPEARED BEFORE ME, THIS DAY, IN PERSON, AND ACKNOWLEDGED THE EXECUTION OF THIS STATEMENT AS HIS FREE AND VOLUNTARY ACT.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS ____ DAY OF _____, 20 ___.

_____
NOTARY PUBLIC

ILLINOIS DEPARTMENT OF TRANSPORTATION:

THIS PLAT HAS BEEN APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION WITH RESPECT TO ROADWAY ACCESS PURSUANT OF SECTION 2 OF "AN ACT TO REVISE THE LAW IN RELATION TO PLATS" AS AMENDED. A PLAN THAT MEETS THE REQUIREMENTS CONTAINED IN THE DEPARTMENT'S "POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS" WILL BE REQUIRED BY THE DEPARTMENT.

_____
JOSE RIOS, P.E.
REGION ONE ENGINEER

Engineers
Scientists
Surveyors

7325 Janes Avenue, Suite 100
Woodridge, IL 60517
630.724.9200 voice
630.724.0384 fax
v3co.com

PREPARED FOR:
THOMAS ROSZAK ARCHITECTURE
145 S. WELLS STREET
CHICAGO, IL 60606
773.516.3501

REVISIONS

NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
1	10-19-23	REVISED PER CLIENT COMMENTS			
2	11-20-23	REVISED PER CLIENT COMMENTS			

PRELIMINARY PLAT OF SUBDIVISION

LOT 1 BRADFORD ALLEN SUBDIVISION, ARLINGTON HEIGHTS, IL

DRAFTING COMPLETED: 10/12/23	DRAWN BY: ADS/SPK	PROJECT MANAGER: AJS	
FIELD WORK COMPLETED: N/A	CHECKED BY: AJS	SCALE: 1" = N/A	

Project No: 230084
Group No: VP04.1

SHEET NO.
2 of 3

PRELIMINARY PLAT OF SUBDIVISION
OF
LOT 1 BRADFORD ALLEN SUBDIVISION

PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PIN NUMBERS:
08-16-401-018
08-16-401-030
08-16-401-036
08-16-401-039
08-16-401-043
08-16-401-045
08-16-401-046

SURFACE WATER STATEMENT

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

TO THE BEST OF OUR KNOWLEDGE AND BELIEF, THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF SUCH SUBDIVISION OR ANY PART THEREOF, OR, THAT IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, ADEQUATE PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS, OR DRAINS WHICH THE SUBDIVIDER HAS THE RIGHT TO USE AND THAT SUCH SURFACE WATERS WILL NOT BE DEPOSITED ON THE PROPERTY OF ADJOINING LAND OWNERS IN SUCH CONCENTRATIONS AS MAY CAUSE DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THE SUBDIVISION.

DATED THIS _____ DAY OF _____, A.D. 20___.

OWNER:

_____

BY: _____
NAME:
TITLE:

DATED THIS _____ DAY OF _____, A.D. 20___.

BY: STEVEN KRANENBORG, P.E.
ILLINOIS REGISTERED PROFESSIONAL ENGINEER

_____

IL. STATE REGISTRATION NUMBER

VILLAGE CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF COOK)

UNDER THE AUTHORITY PROVIDED BY 65 ILCS 5/11-12 AS AMENDED BY THE STATE LEGISLATURE OF THE STATE OF ILLINOIS AND ORDINANCE ADOPTED BY THE VILLAGE BOARD OF THE VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS, THIS PLAT WAS GIVEN APPROVAL BY THE VILLAGE OF ARLINGTON HEIGHTS AND MUST BE RECORDED WITHIN SIX MONTHS OF THE DATE OF APPROVAL BY THE VILLAGE BOARD, OTHERWISE IT IS NULL AND VOID.

APPROVED BY THE PLAN COMMISSION AT A MEETING HELD _____

_____
CHAIRMAN

_____
SECRETARY

APPROVED BY THE VILLAGE BOARD OF TRUSTEES AT A MEETING HELD _____

_____
PRESIDENT

_____
VILLAGE CLERK

APPROVED BY THE VILLAGE COLLECTOR _____

APPROVED BY THE VILLAGE ENGINEER _____

COOK COUNTY CLERK CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

I, _____, COUNTY CLERK OF COOK COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT GENERAL TAXES, NO UNPAID CURRENT TAXES, NO UNPAID FORFEITED TAXES, AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THE ANNEXED PLAT.

I, FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THE ANNEXED PLAT.

GIVEN UNDER MY HAND AND SEAL OF THE COUNTY CLERK AT _____, THIS _____ DAY OF _____, 20 ___.

_____
COUNTY CLERK

COUNTY RECORDER CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

THIS PLAT WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF COOK COUNTY, ILLINOIS, ON THE _____ DAY

OF _____, A.D., 20_____ AT _____ O'CLOCK __.M. AS

DOCUMENT NUMBER_____

_____
COUNTY RECORDER

PERMISSION TO RECORD

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

I, ANTHONY J. STRICKLAND, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF ILLINOIS, HEREBY DESIGNATE _____ TO RECORD THIS PLAT OF LOT 1 BRADFORD ALLEN SUBDIVISION WITH THE COOK COUNTY RECORDER OF DEEDS AND REGISTRAR OF TITLE. THIS DESIGNATION IS GRANTED UNDER THE RIGHT TO DESIGNATE SUCH RECORDING UNDER CHAPTER 109, SECTION 2 OF THE ILLINOIS REVISED STATUTES.

THIS _____TH DAY OF _____, A.D., 2023 .

_____
ANTHONY J. STRICKLAND
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-3437
MY LICENSE EXPIRES ON NOVEMBER 30, 2024.
V3 COMPANIES, LTD. PROFESSIONAL DESIGN FIRM NO. 184000902
THIS DESIGN FIRM NUMBER EXPIRES APRIL 30, 2025.

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

THIS IS TO CERTIFY THAT I, ANTHONY J. STRICKLAND, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3437, HAVE SURVEYED AND SUBDIVIDED THE FOLLOWING DESCRIBED PROPERTY:

PARCEL 1:

THAT PART OF THE FOLLOWING DESCRIBED PARCELS A AND B TAKEN AS A TRACT, LYING EASTERLY OF A LINE DRAWN FROM A POINT ON THE NORTH LINE OF SAID TRACT, SAID POINT BEING 238.93 FEET EAST OF THE NORTH MOST CORNER OF SAID TRACT, AS MEASURED ALONG THE NORTH LINE THEREOF, TO A POINT ON THE SOUTH LINE OF THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF LOT 4 AFORESAID, SAID POINT BEING 286.44 FEET EASTERLY OF THE SOUTHWEST CORNER OF SAID TRACT, AS MEASURED ALONG THE SOUTH LINE THEREOF:

PARCEL A:
THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF LOT 4, TOGETHER WITH THAT PART OF THE WEST 182.08 FEET LYING NORTH OF SAID SOUTH 104.41 FEET AND LYING SOUTH OF THE NORTH 175.00 FEET OF LOT 4, ALL AS MEASURED ALONG AND PERPENDICULAR TO THE WESTERLY LINE THEREOF, IN AUGUST BUSSE'S DIVISION OF PART OF THE EAST 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

EXCEPTING THEREFROM THAT PART TAKEN BY THE DEPARTMENT OF TRANSPORTATION OF THE STATE OF ILLINOIS BY ORDER ENTERED JANUARY 20, 1994 IN CASE NO. 93L50915 AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF SAID LOT 4; THENCE ON AN ASSUMED BEARING OF NORTH 7 DEGREES 01 MINUTES 35 SECONDS EAST ALONG THE WESTERLY LINE OF SAID LOT 4 A DISTANCE OF 227.08 FEET TO THE SOUTH LINE OF THE NORTH 175.00 FEET OF SAID LOT 4; THENCE SOUTH 82 DEGREES 53 MINUTES 55 SECONDS EAST ALONG THE SOUTH LINE OF THE NORTH 175.00 FEET OF SAID LOT 4 A DISTANCE OF 16.00 FEET; THENCE SOUTH 7 DEGREES 01 MINUTES 35 SECONDS WEST ALONG A LINE 16.00 FEET NORMALLY DISTANT EASTERLY OF AND PARALLEL WITH THE WESTERLY LINE OF SAID LOT 4 A DISTANCE OF 227.08 FEET TO THE SOUTH LINE OF THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF SAID LOT 4; THENCE NORTH 82 DEGREES 53 MINUTES 55 SECONDS WEST ALONG SAID SOUTH LINE OF THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF SAID LOT 4 A DISTANCE OF 16.00 FEET TO THE POINT OF BEGINNING.

PARCEL B:

LOT 4 (EXCEPTING THE SOUTH 104.41 FEET THEREOF, AND ALSO EXCEPTING THAT PART OF THE WEST 182.08 FEET LYING NORTH OF SAID SOUTH 104.41 FEET AND LYING SOUTH OF THE NORTH 175.00 FEET OF SAID LOT 4, AND ALSO EXCEPTING THE NORTH 175.00 FEET OF THE WEST 165.08 FEET OF SAID LOT 4, ALL AS MEASURED ALONG AND PERPENDICULAR TO THE WESTERLY LINE OF SAID LOT 4) IN AUGUST BUSSE'S DIVISION OF PARTS OF THE EAST 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

EXCEPTING THEREFROM THAT PART TAKEN BY THE DEPARTMENT OF TRANSPORTATION OF THE STATE OF ILLINOIS BY ORDER ENTERED APRIL 22, 1994 IN CASE NO. 94L50128 AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 4; THENCE ON AN ASSUMED BEARING OF SOUTH 26 DEGREES 24 MINUTES 20 SECONDS WEST ALONG THE EASTERLY LINE OF SAID LOT 4 A DISTANCE OF 13.45 FEET; THENCE NORTH 63 DEGREES 24 MINUTES 45 SECONDS WEST ALONG A LINE 13.45 FEET NORMALLY DISTANT SOUTHWESTERLY OF AND PARALLEL WITH THE NORTHERLY LINE OF SAID LOT 4 A DISTANCE OF 249.44 FEET TO THE EAST LINE OF SAID WEST 165.08 FEET OF LOT 4; THENCE NORTH 7 DEGREES 01 MINUTES 35 SECONDS EAST ALONG SAID EAST LINE OF THE WEST 165.08 FEET OF LOT 4 A DISTANCE OF 14.27 FEET TO THE NORTHERLY LINE OF SAID LOT 4; THENCE SOUTH 63 DEGREES 24 MINUTES 45 SECONDS EAST ALONG SAID NORTHERLY
LINE OF LOT 4 A DISTANCE OF 254.18 FEET TO THE POINT OF BEGINNING.

SURVEYOR'S CERTIFICATE CONTINUED

PARCEL 2:

THAT PART OF LOT 2 IN AUGUST BUSSE'S DIVISION OF PARTS OF THE EAST 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 15, 1928 AS DOCUMENT NO. 10023115 IN BOOK 258 OF PLATS, PAGE 32, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF LOT 2; THENCE SOUTHEASTERLY ALONG THE NORTH LINE OF LOT 2, BEING THE SOUTHERLY LINE OF ALGONQUIN ROAD, FOR 23 FEET; THENCE SOUTHWESTERLY ALONG A LINE PARALLEL TO THE WESTERLY LINE OF SAID LOT 2 FOR 295.92 FEET TO A POINT IN A SOUTHERLY LINE OF SAID LOT 2; THENCE NORTHWESTERLY ALONG THE AFORESAID SOUTHERLY LINE OF SAID LOT 2 FOR 24.38 FEET TO THE MOST WESTERLY CORNER OF LOT 2; THENCE NORTHEASTERLY ALONG A WESTERLY LINE OF LOT 2 FOR 304.02 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

EXCEPTING THEREFROM THAT PART TAKEN BY THE DEPARTMENT OF TRANSPORTATION OF THE STATE OF ILLINOIS BY ORDER ENTERED APRIL 14, 1994 IN CASE NO. 93L51106 AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID LOT 2; THENCE ON AN ASSUMED BEARING OF SOUTH 63 DEGREES 24 MINUTES 45 SECONDS EAST ALONG THE NORTHERLY LINE OF SAID LOT 2 A DISTANCE OF 23.00 FEET; THENCE SOUTH 26 DEGREES 24 MINUTES 20 SECONDS WEST ALONG A LINE PARALLEL WITH THE WESTERLY LINE OF SAID LOT 2 A DISTANCE OF 13.45 FEET; THENCE NORTH 63 DEGREES 24 MINUTES 45 SECONDS WEST ALONG A LINE 13.45 FEET NORMALLY DISTANT SOUTHWESTERLY OF AND PARALLEL WITH THE NORTHERLY LINE OF SAID LOT 2 A DISTANCE OF 23.00 FEET TO THE WESTERLY LINE OF SAID LOT 2; THENCE NORTH 26 DEGREES 24 MINUTES 20 SECONDS EAST ALONG SAID WESTERLY LINE OF LOT 2 A DISTANCE OF 13.45 FEET TO THE POINT OF BEGINNING.

PARCEL 3:

THAT PART OF LOTS 1 AND 2 IN LINCOLN-EXECUTIVE PLAZA RESUBDIVISION, BEING A RESUBDIVISION OF PART OF LOT 2 IN AUGUST BUSSE'S DIVISION OF PART OF THE EAST 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 12, 1981 AS DOCUMENT 26056020, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID LOT 1; THENCE SOUTH 27 DEGREES 05 MINUTES 35 SECONDS WEST ALONG THE WESTERLY LINE OF SAID LOT 1, 11.27 FEET TO A POINT OF BEGINNING AT THE SOUTHWESTERLY LINE OF ALGONQUIN ROAD AS WIDENED; THENCE SOUTH 63 DEGREES 11 MINUTES 02 SECONDS EAST ALONG SAID SOUTHWESTERLY LINE OF ALGONQUIN ROAD AS WIDENED 16.70 FEET (SAID SOUTHWESTERLY LINE OF ALGONQUIN ROAD AS WIDENED BEING A STRAIGHT LINE DRAWN FROM SAID POINT ON THE WESTERLY LINE OF SAID LOT 1, 11.27 FEET, AS MEASURED ALONG SAID WESTERLY LINE SOUTHERLY OF THE NORTHWEST CORNER OF SAID LOT 1 TO A POINT ON THE EAST LINE OF SAID LOT 1, 11.18 FEET AS MEASURED ALONG SAID EAST LINE, SOUTH OF THE NORTHEAST CORNER OF SAID LOT 1); THENCE SOUTH 28 DEGREES 48 MINUTES 58 SECONDS WEST, 21.29 FEET; THENCE SOUTH 06 DEGREES 56 MINUTES 53 SECONDS EAST, 22.07 FEET; THENCE SOUTH 49 DEGREES 43 MINUTES 46 SECONDS EAST, 33.35 FEET; THENCE SOUTH 40 DEGREES 16 MINUTES 14 SECONDS WEST, 104.60 FEET TO A POINT OF CURVATURE; THENCE SOUTHWESTERLY ALONG A CURVED LINE CONVEX NORTHWESTERLY, HAVING A RADIUS OF 225.00 FEET AND BEING TANGENT TO SAID LAST DESCRIBED LINE AT SAID LAST DESCRIBED POINT, AN ARC DISTANCE OF 5.12 FEET TO THE WEST LINE OF SAID LOT 1 (THE CHORD OF SAID ARC BEARS SOUTH 39 DEGREES 37 MINUTES 07 SECONDS WEST, 5.12 FEET); THENCE SOUTH 00 DEGREES 01 MINUTES 27 SECONDS WEST ALONG THE WEST LINE OF SAID LOT, BEING ALSO THE EAST LINE OF SAID LOT 2, 34.16 FEET TO A POINT 505.81 FEET, AS MEASURED ALONG SAID EAST LINE OF LOT 2, NORTH OF THE SOUTHEAST CORNER OF SAID LOT 2; THENCE NORTH 89 DEGREES 58 MINUTES 33 SECONDS WEST, 152.02 FEET TO A CORNER OF SAID LOT 2; THENCE NORTH 82 DEGREES 20 MINUTES 08 SECONDS WEST ALONG A SOUTH LINE OF SAID LOT 2, 93.22 FEET TO A SOUTHWEST CORNER OF SAID LOT 2; THENCE NORTH 27 DEGREES 05 MINUTES 35 SECONDS EAST ALONG THE WESTERLY LINE OF SAID LOT 2, 282.19 FEET TO THE SOUTHWESTERLY LINE OF ALGONQUIN ROAD AS WIDENED; THENCE SOUTH 63 DEGREES 52 MINUTES 35 SECONDS EAST ALONG SAID SOUTHWESTERLY LINE OF ALGONQUIN ROAD AS WIDENED, 126.70 FEET TO AN ANGLE POINT IN SAID LINE; THENCE SOUTH 63 DEGREES 11 MINUTES 02 SECONDS EAST ALONG THE SOUTHWESTERLY LINE OF ALGONQUIN ROAD AS WIDENED, 45.36 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

PARCEL 4:

THAT PART OF LOT 4 IN AUGUST BUSSE'S DIVISION OF PARTS OF THE EAST 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT INTERSECTION OF SOUTHERLY LINE OF ALGONQUIN ROAD WITH THE EASTERLY LINE OF ARLINGTON HEIGHTS ROAD AS LAID OUT IN SAID BUSSE'S DIVISION RUNNING THENCE SOUTHERLY ALONG EASTERLY LINE OF SAID ARLINGTON HEIGHTS ROAD, 175 FEET, THENCE EASTERLY AT RIGHT ANGLES TO SAID EASTERLY LINE OF ROAD 165.08 FEET, THENCE NORTHERLY PARALLEL WITH SAID EASTERLY LINE OF SAID ROAD, 116.92 FEET TO A POINT IN THE SOUTHERLY LINE OF SAID ALGONQUIN ROAD WHICH IS 175 FEET EASTERLY OF THE PLACE OF BEGINNING, THENCE WESTERLY ALONG SAID SOUTHERLY LINE OF ROAD, 175 FEET TO PLACE OF BEGINNING, IN COOK COUNTY, ILLINOIS;

EXCEPTING THEREFROM THAT PORTION OF THE ABOVE DESCRIBED PREMISES CONVEYED BY WARRANTY DEED DATED JANUARY 7, 1970 TO THE STATE OF ILLINOIS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
A PART OF THAT PART OF LOT 4 IN AUGUST BUSSE'S DIVISION OF PARTS OF THE EAST 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE INTERSECTION OF THE SOUTHERLY LINE OF ALGONQUIN ROAD WITH THE EASTERLY LINE OF ARLINGTON HEIGHTS ROAD AS LAID OUT IN THE SUBDIVISION; RUNNING THENCE SOUTHERLY ALONG THE EASTERLY LINE OF SAID ARLINGTON HEIGHTS ROAD, 175 FEET; THENCE EASTERLY AT RIGHT ANGLES TO SAID EASTERLY LINE OF ROAD 165.08 FEET; THENCE NORTHERLY PARALLEL WITH SAID EASTERLY LINE OF SAID ROAD, 116.92 FEET TO A POINT IN THE SOUTHERLY LINE OF SAID ALGONQUIN ROAD WHICH IS 175 FEET EASTERLY OF THE POINT OF BEGINNING; THENCE WESTERLY ALONG SAID SOUTHERLY LINE OF SAID ROAD 175 FEET, TO THE POINT OF BEGINNING; BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE SOUTHERLY LINE OF ALGONQUIN ROAD WITH THE EASTERLY LINE OF ARLINGTON HEIGHTS ROAD AS LAID OUT IN AFOREMENTIONED SUBDIVISION, THENCE SOUTHERLY ALONG THE EASTERLY LINE OF SAID ARLINGTON HEIGHTS ROAD, 25 FEET, TO A POINT; THENCE NORTHEASTERLY ALONG A STRAIGHT LINE, A DISTANCE OF 29.086 FEET MORE OR LESS TO A POINT ON THE SOUTHERLY LINE OF SAID ALGONQUIN ROAD, WHICH IS 25 FEET EASTERLY OF THE POINT OF BEGINNING; THENCE WESTERLY ALONG SAID SOUTHERLY LINE OF SAID ROAD 25 FEET, TO THE POINT OF BEGINNING;

ALSO EXCEPTING THEREFROM THAT PORTION OF THE ABOVE PREMISES CONVEYED TO THE DEPARTMENT OF TRANSPORTATION OF THE STATE OF ILLINOIS BY CONDEMNATION PROCEEDINGS AS SET FORTH IN FINAL JUDGMENT ORDER NO. 93 L 51012, FILED IN THE CIRCUIT COURT OF COOK COUNTY, ILLINOIS ON MAY 2, 1996, SAID PREMISES BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THAT PART OF LOT 4 IN AUGUST BUSSE'S DIVISION, BEING A SUBDIVISION OF PART OF THE EAST 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, ACCORDING TO THE PLAT THEREOF RECORDED MAY 15, 1928 AS DOCUMENT 10023115, DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTHWEST CORNER OF SAID LOT 4; THENCE ON AN ASSUMED BEARING OF SOUTH 63 DEGREES 24 MINUTES 45 SECONDS EAST ALONG THE NORTHERLY LINE OF SAID LOT 4 A DISTANCE OF 25.00 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 63 DEGREES 24 MINUTES 45 SECONDS EAST ALONG THE SAID NORTHERLY LINE OF LOT 4 A DISTANCE OF 150.19 FEET; THENCE SOUTH 7 DEGREES 01 MINUTES 35 SECONDS WEST 14.27 FEET TO A POINT 13.45 FEET NORMALLY DISTANT SOUTHWESTERLY OF THE NORTHERLY LINE OF SAID LOT 4; THENCE NORTH 63 DEGREES 24 MINUTES 45 SECONDS WEST ALONG A LINE 13.45 FEET NORMALLY DISTANT SOUTHWESTERLY AND PARALLEL WITH THE SAID NORTHERLY LINE OF LOT 4 A DISTANCE OF 108.63 FEET; THENCE SOUTHERLY ALONG A TANGENTIAL CURVE CONCAVE TO THE SOUTHEAST, RADIUS 35.00 FEET, CENTRAL ANGLE 109 DEGREES 33 MINUTES 40 SECONDS, 66.93 FEET TO A POINT 16.00 FEET NORMALLY DISTANT EASTERLY OF THE WESTERLY LINE OF SAID LOT 4; THENCE SOUTH 7 DEGREES 01 MINUTES 35 SECONDS WEST ALONG A LINE 16.00 FEET NORMALLY DISTANT EASTERLY AND PARALLEL WITH THE WESTERLY LINE OF SAID LOT 4 A DISTANCE OF 105.48 FEET; THENCE NORTH 82 DEGREES 53 MINUTES 55 SECONDS WEST 16.00 FEET TO THE WESTERLY LINE OF SAID LOT 4; THENCE NORTH 7 DEGREES 01 MINUTES 35 SECONDS EAST ALONG THE WESTERLY LINE OF SAID LOT 4 A DISTANCE OF 150.00 FEET; THENCE NORTH 61 DEGREES 48 MINUTES 25 SECONDS EAST 28.84 FEET, TO THE POINT OF BEGINNING.

SURVEYOR'S CERTIFICATE CONTINUED

PARCEL 5A:

THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF LOT 4, TOGETHER WITH THAT PART OF THE WEST 182.08 FEET LYING NORTH OF SAID SOUTH 104.41 FEET AND LYING SOUTH OF THE NORTH 175.00 FEET OF LOT 4, ALL AS MEASURED ALONG AND PERPENDICULAR TO THE WESTERLY LINE THEREOF, IN AUGUST BUSSE'S DIVISION OF PART OF THE EAST 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

EXCEPTING THEREFROM THAT PART TAKEN BY THE DEPARTMENT OF TRANSPORTATION OF THE STATE OF ILLINOIS BY ORDER ENTERED JANUARY 20, 1994 IN CASE NO. 93L50915 AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF SAID LOT 4; THENCE ON AN ASSUMED BEARING OF NORTH 7 DEGREES 01 MINUTES 35 SECONDS EAST ALONG THE WESTERLY LINE OF SAID LOT 4 A DISTANCE OF 227.08 FEET TO THE SOUTH LINE OF THE NORTH 175.00 FEET OF SAID LOT 4; THENCE SOUTH 82 DEGREES 53 MINUTES 55 SECONDS EAST ALONG THE SOUTH LINE OF THE NORTH 175.00 FEET OF SAID LOT 4 A DISTANCE OF 16.00 FEET; THENCE SOUTH 7 DEGREES 01 MINUTES 35 SECONDS WEST ALONG A LINE 16.00 FEET NORMALLY DISTANT EASTERLY OF AND PARALLEL WITH THE WESTERLY LINE OF SAID LOT 4 A DISTANCE OF 227.08 FEET TO THE SOUTH LINE OF THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF SAID LOT 4; THENCE NORTH 82 DEGREES 53 MINUTES 55 SECONDS WEST ALONG SAID SOUTH LINE OF THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF SAID LOT 4 A DISTANCE OF 16.00 FEET TO THE POINT OF BEGINNING.

PARCEL 5B:

LOT 4 (EXCEPTING THE SOUTH 104.41 FEET THEREOF, AND ALSO EXCEPTING THAT PART OF THE WEST 182.08 FEET LYING NORTH OF SAID SOUTH 104.41 FEET AND LYING SOUTH OF THE NORTH 175.00 FEET OF SAID LOT 4, AND ALSO EXCEPTING THE NORTH 175.00 FEET OF THE WEST 165.08 FEET OF SAID LOT 4, ALL AS MEASURED ALONG AND PERPENDICULAR TO THE WESTERLY LINE OF SAID LOT 4) IN AUGUST BUSSE'S DIVISION OF PARTS OF THE EAST 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

EXCEPTING THEREFROM THAT PART TAKEN BY THE DEPARTMENT OF TRANSPORTATION OF THE STATE OF ILLINOIS BY ORDER ENTERED APRIL 22, 1994 IN CASE NO. 94L50128 AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 4; THENCE ON AN ASSUMED BEARING OF SOUTH 26 DEGREES 24 MINUTES 20 SECONDS WEST ALONG THE EASTERLY LINE OF SAID LOT 4 A DISTANCE OF 13.45 FEET; THENCE NORTH 63 DEGREES 24 MINUTES 45 SECONDS WEST ALONG A LINE 13.45 FEET NORMALLY DISTANT SOUTHWESTERLY OF AND PARALLEL WITH THE NORTHERLY LINE OF SAID LOT 4 A DISTANCE OF 249.44 FEET TO THE EAST LINE OF SAID WEST 165.08 FEET OF LOT 4; THENCE NORTH 7 DEGREES 01 MINUTES 35 SECONDS EAST ALONG SAID EAST LINE OF THE WEST 165.08 FEET OF LOT 4 A DISTANCE OF 14.27 FEET TO THE NORTHERLY LINE OF SAID LOT 4; THENCE SOUTH 63 DEGREES 24 MINUTES 45 SECONDS EAST ALONG SAID NORTHERLY LINE OF LOT 4 A DISTANCE OF 254.18 FEET TO THE POINT OF BEGINNING.

EXCEPTING FROM SAID PARCELS 5A AND 5B ABOVE A TRACT OF LAND LYING EASTERLY OF A LINE DRAWN FROM A POINT ON THE NORTH LINE OF SAID TRACT, SAID POINT BEING 238.93 FEET EAST OF THE NORTH MOST CORNER OF SAID TRACT, AS MEASURED ALONG THE NORTH LINE THEREOF, TO A POINT ON THE SOUTH LINE OF THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF LOT 4 AFORESAID, SAID POINT BEING 286.44 FEET EASTERLY OF THE SOUTHWEST CORNER OF SAID TRACT, AS MEASURED ALONG THE SOUTH LINE THEREOF IN COOK COUNTY, ILLINOIS.

ALL OF THE ABOVE PARCELS TAKEN AS A WHOLE MORE SPECIFICALLY DESCRIBED AS FOLLOWS:

THAT PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN IN COOK, COUNTY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE SOUTH LINE OF THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF LOT 4 IN AUGUST BUDDE'S DIVISION AND THE EAST LINE OF THAT PART TAKEN BY THE DEPARTMENT OF TRANSPORTATION OF THE STATE OF ILLINOIS BY ORDER ENTERED APRIL 22, 1994 IN CASE NO. 94L50128; THENCE NORTH 07 DEGREES 03 MINUTES 01 SECONDS EAST, 332.92 FEET; TO A POINT OF CURVATURE; THENCE ALONG AN ARC OF A CURVE CONCAVE TO THE SOUTHEAST, HAVING A RADIUS OF 35.00 FEET, A CHORD BEARING OF NORTH 61 DEGREES 48 MINUTES 34 SECONDS EAST, 66.90 FEET; THENCE SOUTH 63 DEGREES 25 MINUTES 53 SECONDS EAST, 381.08 FEET; THENCE SOUTH 64 DEGREES 20 MINUTES 21 SECONDS EAST, 126.96 FEET; THENCE SOUTH 63 DEGREES 38 MINUTES 59 SECONDS EAST, 61.16 FEET; THENCE SOUTH 26 DEGREES 22 MINUTES 15 SECONDS WEST, 22.60 FEET; THENCE SOUTH 10 DEGREES 16 MINUTES 21 SECONDS EAST, 20.95 FEET; THENCE SOUTH 49 DEGREES 45 MINUTES 00 SECONDS EAST, 33.22 FEET; THENCE SOUTH 39 DEGREES 48 MINUTES 44 SECONDS WEST, 104.60 FEET; TO A POINT OF CURVATURE; THENCE ALONG AN ARC OF A CURVE CONCAVE TO THE SOUTHEAST, HAVING A RADIUS OF 225.00 FEET, HAVING A CHORD BEARING OF SOUTH 39 DEGREES 06 MINUTES 30 SECONDS WEST, 5.53 FEET; THENCE SOUTH 00 DEGREES 38 MINUTES 20 SECONDS EAST, 33.24 FEET; THENCE SOUTH 89 DEGREES 20 MINUTES 12 SECONDS WEST, 151.50 FEET; THENCE NORTH 82 DEGREES 56 MINUTES 59 SECONDS WEST, 117.52 FEET; THENCE NORTH 26 DEGREES 27 MINUTES 17 SECONDS EAST, 29.24 FEET; THENCE NORTH 82 DEGREES 56 MINUTES 59 SECONDS WEST, 297.44 FEET; TO THE PLACE OF BEGINNING CONTAINING 3.8400 ACRES, MORE OR LESS; ALL IN COOK COUNTY, ILLINOIS.

I FURTHER CERTIFY THAT THIS LAND IS WITHIN THE CORPORATE LIMITS OF A MUNICIPALITY WHICH HAS AUTHORIZED A COMPREHENSIVE PLAN AND IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY DIVISION 12 OF ARTICLE 11 OF THE ILLINOIS MUNICIPAL CODE, AS NOW OR HEREAFTER AMENDED.

I FURTHER CERTIFY THAT THE ANNEXED PLAT IS A CORRECT REPRESENTATION OF SAID SURVEY AND SUBDIVISION. ALL DISTANCES ARE SHOWN IN FEET AND DECIMALS THEREOF. PERMANENT MONUMENTS WILL BE SET AT ALL LOT CORNERS, EXCEPT WHERE CONCRETE MONUMENTS ARE INDICATED.

I FURTHER CERTIFY THAT THIS PROPERTY IS IN AN AREA DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN (ZONE X) PER FIRM MAPS NUMBER 17031C0211J, EFFECTIVE DATE AUGUST 19, 2008.

DATED THIS ___ DAY OF _____, A.D., 2023 .

_____
ANTHONY J. STRICKLAND
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-3437
MY LICENSE EXPIRES ON NOVEMBER 30, 2024.
V3 COMPANIES, LTD. PROFESSIONAL DESIGN FIRM NO. 184000902
THIS DESIGN FIRM NUMBER EXPIRES APRIL 30, 2025.
tstrickland@v3co.com

Engineers
Scientists
Surveyors

7325 Janes Avenue, Suite 100
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PREPARED FOR:
THOMAS ROSZAK ARCHITECTURE
145 S. WELLS STREET
CHICAGO, IL 60606
773.516.3501

REVISIONS

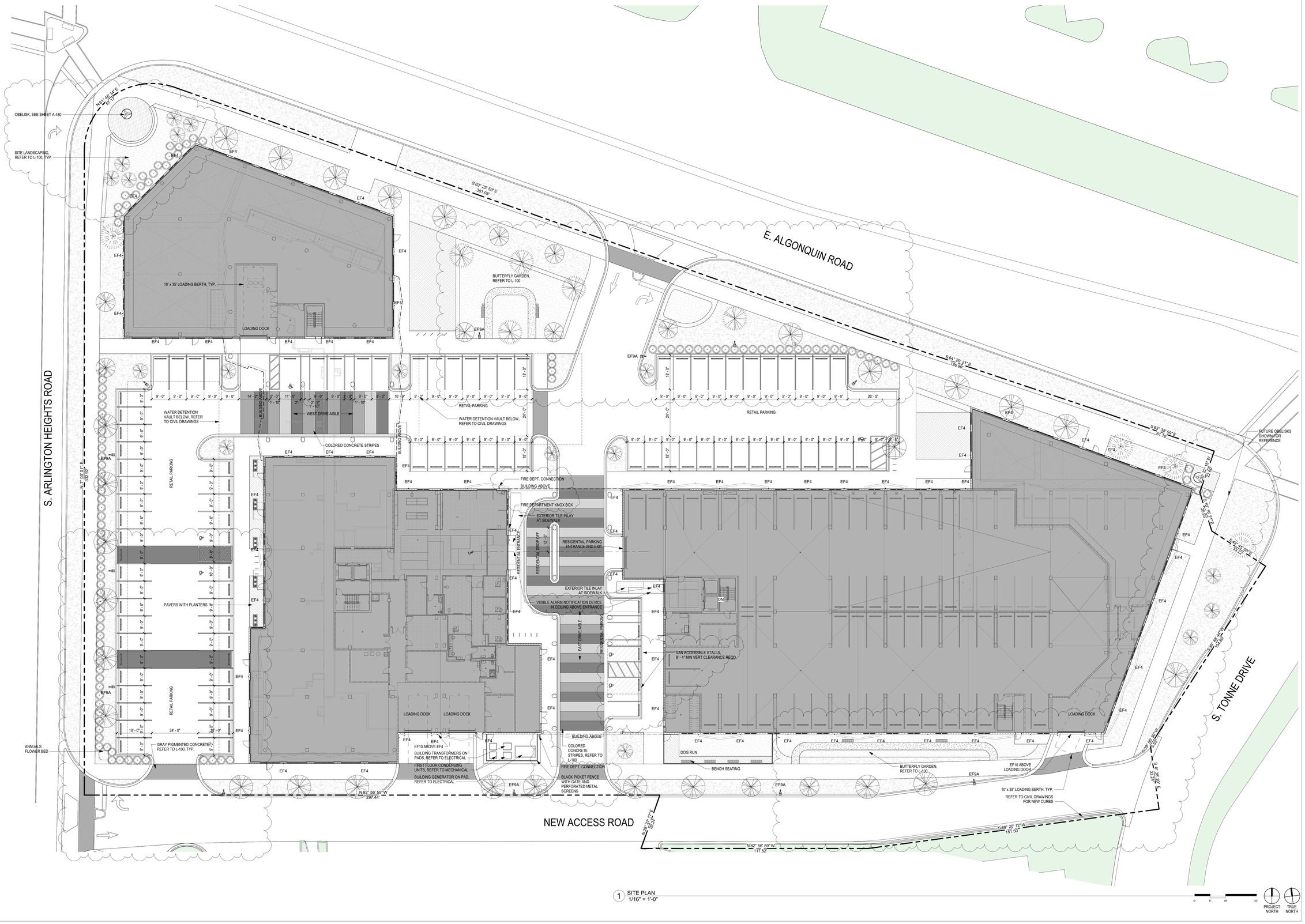
NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
1	10-19-23	REVISED PER CLIENT COMMENTS			
2	11-20-23	REVISED PER CLIENT COMMENTS			

PRELIMINARY PLAT OF SUBDIVISION
LOT 1 BRADFORD ALLEN SUBDIVISION, ARLINGTON HEIGHTS, IL

Project No: 230084
Group No: VP04.1

DRAFTING COMPLETED: 10/12/23
FIELD WORK COMPLETED: N/A
DRAWN BY: ADS/SPK
CHECKED BY: AJS
PROJECT MANAGER: AJS
SCALE: 1" = N/A

SHEET NO. 3 of 3



1 SITE PLAN
1/16" = 1'-0"

0' 8' 16' 32'

PROJECT NORTH

TRUE NORTH

CITY STAMP

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SIGNATURE/SEAL

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ILLINOIS
THOMAS A. ROSZAK
REGISTERED ARCHITECT
#001 019175
EXPIRATION DATE:
NOVEMBER 30, 2024

I CERTIFY THAT THESE DRAWINGS WERE PREPARED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY PERSONAL KNOWLEDGE THEY CONFORM TO THE VILLAGE OF ARLINGTON HEIGHTS BUILDING CODE

No.	Date	Description
12	10/25/2023	95% CD's
11	10/20/2023	VILLAGE COMMENTS
4	9/15/2023	90% CD's
3	8/10/2023	ADDENDUM #1
2	7/25/2023	80% CD's
1	6/30/2023	50% CD's

ARLINGTON HEIGHTS PHASE I

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MECHANICAL DESIGN/BUILD CONTRACTOR

PLUMBING DESIGN/BUILD CONTRACTOR

ELECTRICAL DESIGN/BUILD CONTRACTOR

FIRE PROTECTION DESIGN/BUILD CONTRACTOR

KEY PLAN

SHEET TITLE
SITE PLAN

SCALE	SHEET NUMBER
As indicated	A-100
DATE	
10/16/2023	

PARKING LEVEL NOTES

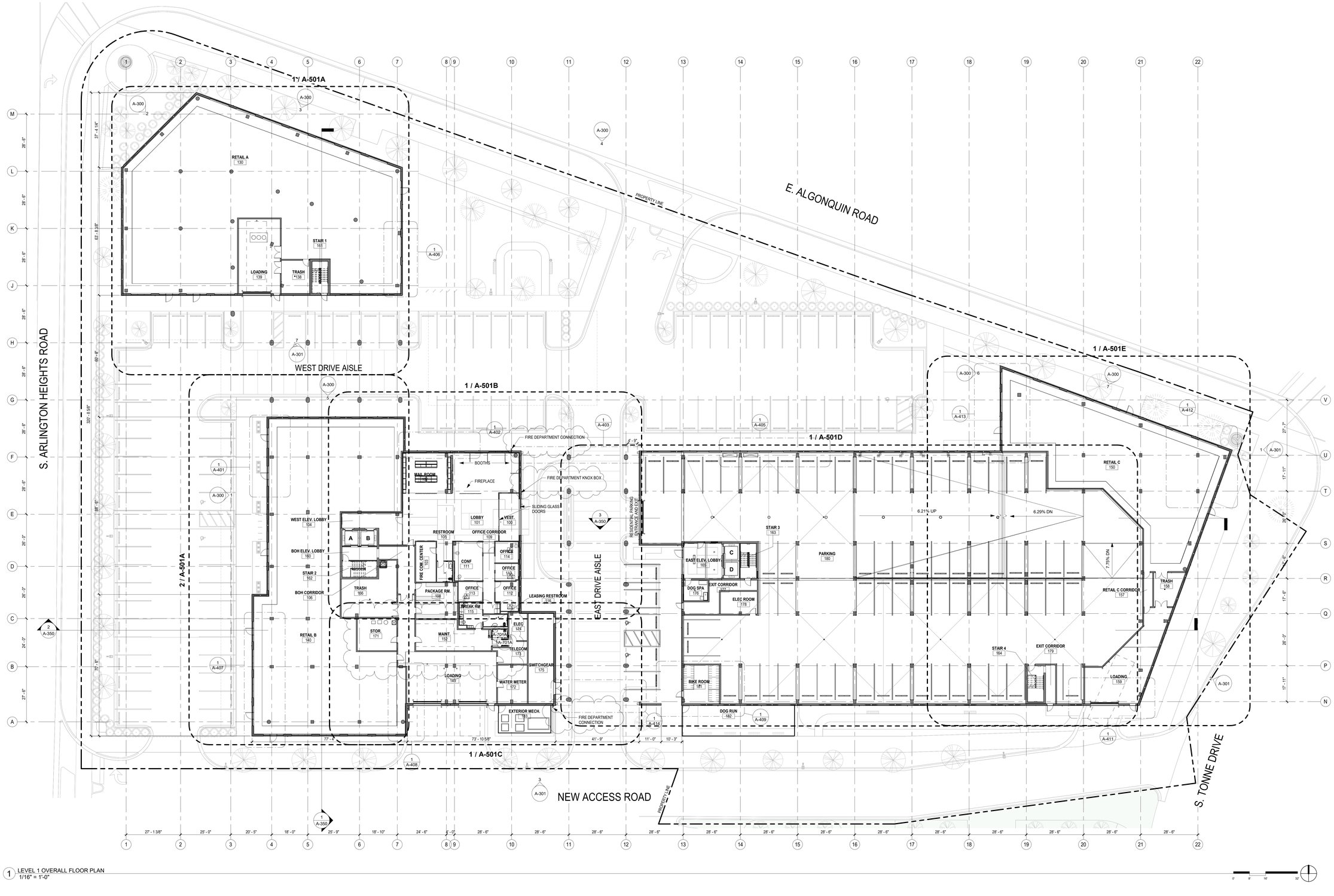
1. WALL REINFORCEMENT - CMU AND HERITAGE BRICK WALLS IN PARKING AREAS SHALL RESIST A CONCENTRATED LOAD OF 6,000 LBS APPLIED HORIZONTALLY IN ANY DIRECTION TO THE BARRIER SYSTEM AND SHALL HAVE ANCHORAGES OR ATTACHMENTS CAPABLE OF TRANSFERRING THIS LOAD TO THE STRUCTURE. THE LOADS SHALL BE ASSUMED TO ACT AT HEIGHTS BETWEEN 1'-6" AND 2'-3" ABOVE THE FLOOR. REFER TO SECTION 4.5.3 OF ASCE 7 FOR ADDITIONAL INFORMATION.
2. TYPICAL PARKING STALLS TO RECEIVE THE FOLLOWING:
   A. SIZE UNO: 9'-0" x 18'-0"
   B. 10" TALL PAINTED ORANGE STALL NUMBER
   C. 4" WIDE PAINTED ORANGE PARKING STRIPES AT LEFT AND RIGHT.
   D. 6" x 6" CONCRETE WHEEL STOP LOCATED 3'-0" FROM REAR OF STALL UNO. PINNED IN PLACE AT EXTERIOR LOCATIONS, EPOXIED IN PLACE AT INTERIOR LOCATIONS.
3. TYPICAL HANDICAPPED PARKING STALLS TO RECEIVE THE FOLLOWING:
   A. SIZE UNO: 11'-0" x 18'-0" + 5'-0" x 18'-0" ACCESS AISLE
   B. 10" TALL PAINTED ORANGE STALL NUMBER
   C. 4" WIDE PAINTED ORANGE PARKING STRIPES AT LEFT AND RIGHT.
   D. MIN 60" WIDE PAINTED WHITE STRIPED ACCESS AISLE FOR FULL LENGTH OF STALL
   E. 6" x 6" CONCRETE WHEEL STOP LOCATED 3'-0" FROM REAR OF STALL. PINNED IN PLACE AT EXTERIOR LOCATIONS, EPOXIED IN PLACE AT INTERIOR LOCATIONS.
   F. FLOOR OR WALL MOUNTED HANDICAP SIGNAGE.
   G. NO AREA OF THE PARKING STALL OR ACCESS AISLE SHALL HAVE SLOPE GREATER THAN 1:48
4. ALL PARKING STALLS AND DRIVE AISLES TO MAINTAIN MINIMUM CLEAR HEIGHT OF 7'-2"
5. PROVIDE PIPE GUARDS AT ALL EXPOSED PIPES, PAINTED SAFETY ORANGE.
6. PROVIDE CORNER GUARDS AT ALL COLUMNS AND WALLS WITHIN VEHICULAR TRAFFIC, PAINTED SAFETY ORANGE.
7. PROVIDE VEHICULAR TRAFFIC COATING IN ALL PARKING GARAGES EXCEPT AT FOLLOWING LOCATIONS: HEAVY VEHICULAR TRAFFIC COATING OVER OCCUPIED SPACES, SEALED CONCRETE AT SLAB-ON-GRADES.
8. ALL PARKING FLOORS ARE TO SLOPE TO FLOOR DRAINS LOCATED AT DRIVE AISLE.
9. REFER TO SHEET A-422 FOR BOLLARD DETAILS - B9

FINISH LEGEND

ROOM FINISH TAG	CEILING	WALL
	FLOOR	WALL BASE
COMMON SPACE SHADES		

FLOOR PLAN NOTES

1. DIMENSIONS ARE TO GYPSUM BOARD, CONCRETE, OR CMU, UNO.
2. CLOSET DOORS ARE CENTERED WITHIN CLOSET WIDTHS, UNO.
3. SEE A-700 SHEETS FOR BATHROOM AND KITCHEN DETAILS IDENTIFYING DIFFERENCES BETWEEN TYPE A AND TYPE B UNITS.
4. FURNITURE IS SHOWN FOR REFERENCE ONLY.
5. REFER TO SHEET A-300 FOR ROOF TYPES AND A-003 FOR LOCATIONS AND SQUARE FOOTAGES
6. REFER TO INTERIOR ELEVATIONS FOR ROOMS WITH MULTIPLE WALL PAINT COLORS LISTED
7. SEAL ALL CONCRETE FLOORS THAT ARE NOT SCHEDULED TO RECEIVE ANOTHER FINISH
8. REFER TO DOOR SCHEDULE FOR TYPICAL RESIDENTIAL DOORS TAGS WITH A LETTER. NON-RESIDENTIAL DOORS ARE TAGGED WITH THE NUMBER OF THE ROOM THEY ASSOCIATE WITH
9. SEAL ALL EXPOSED CONCRETE WALLS IN RESIDENTIAL BATHROOMS
10. REFER TO DETAIL A-815 FOR TYP DOOR DETAILS
11. PROVIDE SHADES IN ALL UNITS. 1% AT ALL BEDROOMS AND STUDIO UNITS, 3% AT ALL KITCHENS, LIVING, DINING ROOMS UNLESS STUDIO UNITS.
12. REFER TO A-900 SEAMING DIAGRAMS FOR CARPET PATTERNS.
13. REFER TO LEVEL 5 FOR RESIDENTIAL UNIT TAGS AND INFORMATION.
14. PROVIDE CONTROL JOINTS AT ALL GYPSUM BOARD ASSEMBLIES AT INTERVALS OF 30' O.C. MAXIMUM. CONTROL JOINTS ARE TO ALIGN WITH DOOR JAMBS AT ALL LOCATIONS UNO. PROVIDE JOINT DRAWING TO ARCHITECT FOR REVIEW PRIOR TO CONSTRUCTION.
15. PROVIDE STANDARD WHITE LAMINATE CLOSET SHELVING MODULES WITH METAL HANGER RODS AT ALL RESIDENTIAL UNIT ENTRY AND BEDROOM CLOSETS.
16. REFER TO SHEETS A-525A THROUGH A-525F FOR TYPE A CONFIGURATIONS OF ALL UNITS.



1 LEVEL 1 OVERALL FLOOR PLAN
1/16" = 1'-0"

CITY STAMP

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SIGNATURE/SEAL

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ILLINOIS
THOMAS A. ROSZAK
REGISTERED ARCHITECT
#001 019175
EXPIRATION DATE:
NOVEMBER 30, 2024

I CERTIFY THAT THESE DRAWINGS WERE PREPARED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY PERSONAL KNOWLEDGE THEY CONFORM TO THE VILLAGE OF ARLINGTON HEIGHTS BUILDING CODE

No.	Date	Description
12	10/25/2023	95% CD's
11	10/20/2023	VILLAGE COMMENTS
4	8/15/2023	90% CD's
2	7/25/2023	80% CD's
1	6/30/2023	50% CD's

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GENERAL CONTRACTOR
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Tel: 312-474-5500

MECHANICAL DESIGN/BUILD CONTRACTOR

PLUMBING DESIGN/BUILD CONTRACTOR

ELECTRICAL DESIGN/BUILD CONTRACTOR

FIRE PROTECTION DESIGN/BUILD CONTRACTOR

KEY PLAN

SHEET TITLE
LEVEL 1 FLOOR PLAN

SCALE	SHEET NUMBER
As indicated	A-101
DATE: 10/16/2023	

LANDSCAPING NOTES

1. REFER TO LANDSCAPE DRAWINGS FOR TERRACE DESIGN, DETAILS, AND SPECIFICATIONS.
2. REFER TO LANNDSCAPE DRAWINGS FOR PLANTS, TREES AND PLANTER SPECIFICATIONS.
3. REFER TO SHEET A-440 FOR ROOF TYPES
4. PROVIDE MINIMUM ONE EXTERIOR HOSE BIBB AND ONE WIFI/FI RECEPTACLE PER ROOF FOR BUILDING MAINTENANCE. REFER TO ARCH DRAWINGS FOR LOCATIONS

PARKING LEVEL NOTES

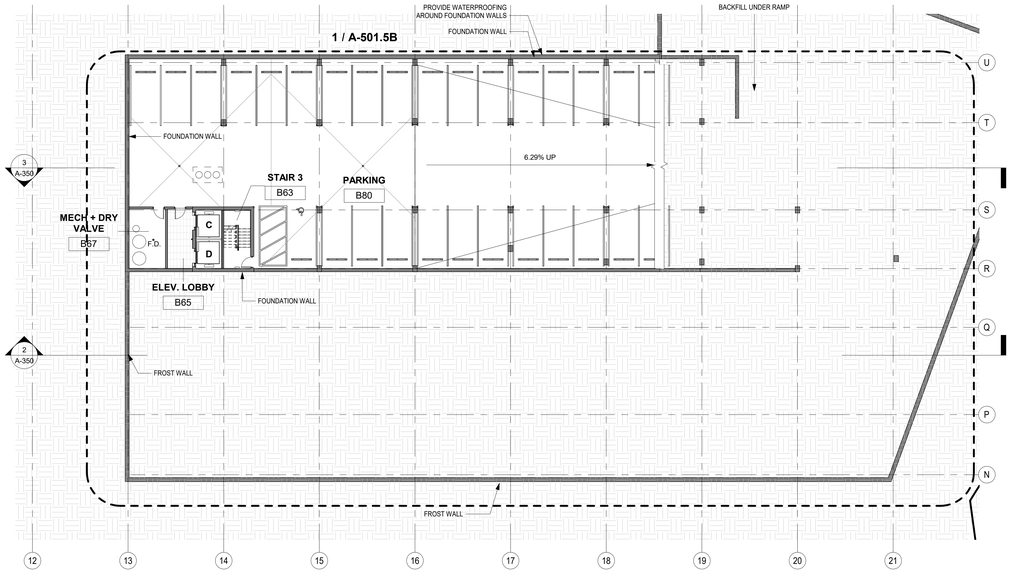
1. WALL REINFORCEMENT - CMU AND HERITAGE BRICK WALLS IN PARKING AREAS SHALL RESIST A CONCENTRATED LOAD OF 6,000 LBS APPLIED HORIZONTALLY IN ANY DIRECTION TO THE BARRIER SYSTEM AND SHALL HAVE ANCHORAGES OR ATTACHMENTS CAPABLE OF TRANSFERRING THIS LOAD TO THE STRUCTURE. THE LOADS SHALL BE ASSUMED TO ACT AT HEIGHTS BETWEEN 1'-6" AND 2'-3" ABOVE THE FLOOR. REFER TO SECTION 4.5.3 OF ASCE 7 FOR ADDITIONAL INFORMATION.
2. TYPICAL PARKING STALLS TO RECEIVE THE FOLLOWING:
   A. SIZE UNO: 9'-0" x 18'-0"
   B. 10" TALL PAINTED ORANGE STALL NUMBER
   C. 4" WIDE PAINTED ORANGE PARKING STRIPES AT LEFT AND RIGHT
   D. 6" x 6" BLACK RUBBER WHEEL STOP WITH REFLECTIVE VISIBILITY STRIPING LOCATED 2'-0" FROM REAR OF STALL, UNO.
3. TYPICAL HANDICAPPED PARKING STALLS TO RECEIVE THE FOLLOWING:
   A. SIZE UNO: 11'-0" x 18'-0" + 5'-0" x 18'-0" ACCESS AISLE
   B. 10" TALL PAINTED ORANGE STALL NUMBER
   C. 4" WIDE PAINTED ORANGE PARKING STRIPES AT LEFT AND RIGHT
   D. MIN 60" WIDE PAINTED WHITE STRIPED ACCESS AISLE FOR FULL LENGTH OF STALL
   E. 6" x 6" BLACK RUBBER WHEEL STOP WITH REFLECTIVE VISIBILITY STRIPING LOCATED 2'-0" FROM REAR OF STALL
   F. FLOOR OR WALL MOUNTED HANDICAP SIGNAGE.
   G. NO AREA OF THE PARKING STALL OR ACCESS AISLE SHALL HAVE SLOPE GREATER THAN 1:48
4. ALL PARKING STALLS AND DRIVE AISLES TO MAINTAIN MINIMUM CLEAR HEIGHT OF 7'-2"
5. PROVIDE PIPE GUARDS AT ALL EXPOSED PIPES, PAINTED SAFETY ORANGE.
6. PROVIDE CORNER GUARDS AT ALL COLUMNS AND WALLS WITHIN VEHICULAR TRAFFIC, PAINTED SAFETY ORANGE.
7. PROVIDE VEHICULAR TRAFFIC COATING IN ALL PARKING GARAGES EXCEPT AT FOLLOWING LOCATIONS: HEAVY VEHICULAR TRAFFIC COATING OVER OCCUPIED SPACES. SEALED CONCRETE AT SLAB-ON-GRADES.
8. ALL PARKING FLOORS ARE TO SLOPE TO FLOOR DRAINS LOCATED AT DRIVE AISLE.
9. REFER TO SHEET A-422 FOR BOLLARD DETAILS - B#

FINISH LEGEND

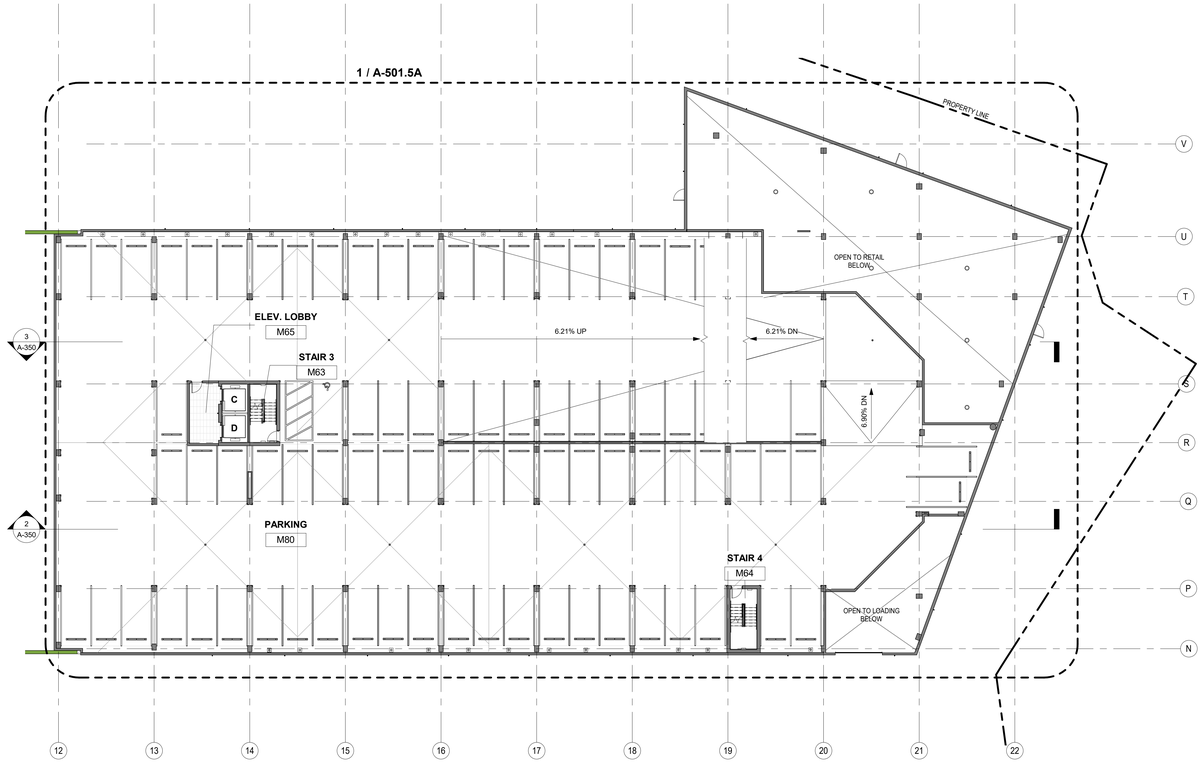
ROOM FINISH TAG	CEILING	WALL
	FLOOR	WALL BASE
COMMON SPACE SHADES		

FLOOR PLAN NOTES

1. DIMENSIONS ARE TO GYPSUM BOARD, CONCRETE, OR CMU, UNO.
2. CLOSET DOORS ARE CENTERED WITHIN CLOSET WIDTHS, UNO.
3. SEE A-700 SHEETS FOR BATHROOM AND KITCHEN DETAILS IDENTIFYING DIFFERENCES BETWEEN TYPE A AND TYPE B UNITS.
4. FURNITURE IS SHOWN FOR REFERENCE ONLY.
5. REFER TO SHEET A-550 FOR ROOF TYPES AND A-003 FOR LOCATIONS AND SQUARE FOOTAGES
6. REFER TO INTERIOR ELEVATIONS FOR ROOMS WITH MULTIPLE WALL PAINT COLORS LISTED
7. SEAL ALL CONCRETE FLOORS THAT ARE NOT SCHEDULED TO RECEIVE ANOTHER FINISH
8. REFER TO DOOR SCHEDULE FOR TYPICAL RESIDENTIAL DOORS TAGS WITH A LETTER. NON-RESIDENTIAL DOORS ARE TAGGED WITH THE NUMBER OF THE ROOM THEY ASSOCIATE WITH
9. SEAL ALL EXPOSED CONCRETE WALLS IN RESIDENTIAL BATHROOMS
10. REFER TO DETAIL A-815 FOR TYP DOOR DETAILS
11. PROVIDE SHADES IN ALL UNITS: 1% AT ALL BEDROOMS AND STUDIO UNITS, 3% AT ALL KITCHENS, LIVING, DINING ROOMS UNLESS STUDIO UNITS.
12. REFER TO A-900 SEAMING DIAGRAMS FOR CARPET PATTERNS.
13. REFER TO LEVEL 5 FOR RESIDENTIAL UNIT TAGS AND INFORMATION.
14. PROVIDE CONTROL JOINTS AT ALL GYPSUM BOARD ASSEMBLIES AT INTERVALS OF 30' O.C. MAXIMUM. CONTROL JOINTS ARE TO ALIGN WITH DOOR JAMBS AT ALL LOCATIONS UNO. PROVIDE JOINT DRAWING TO ARCHITECT FOR REVIEW PRIOR TO CONSTRUCTION.
15. PROVIDE STANDARD WHITE LAMINATE CLOSET SHELVING MODULES WITH METAL HANGER RODS AT ALL RESIDENTIAL UNIT ENTRY AND BEDROOM CLOSETS.



2 LEVEL LL OVERALL FLOOR PLAN
1/16" = 1'-0"



1 LEVEL 1.5 OVERALL FLOOR PLAN
1/16" = 1'-0"

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ILLINOIS
THOMAS A. ROSZAK
REGISTERED ARCHITECT
#001.019175
EXPIRATION DATE:
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I CERTIFY THAT THESE DRAWINGS WERE PREPARED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY PERSONAL KNOWLEDGE THEY CONFORM TO THE VILLAGE OF ARLINGTON HEIGHTS BUILDING CODE

No.	Date	Description
4	9/15/2023	90% CD's
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1	6/30/2023	50% CD's

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Arlington Heights, IL 60005

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Tel: 312-994-5700

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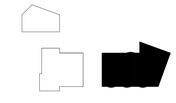

KEY PLAN LV1.5

SHEET TITLE

LEVEL 1.5 AND LEVEL LL FLOOR PLAN

SCALE	SHEET NUMBER
As indicated	A-101.5
DATE	
09/07/2023	

LANDSCAPING NOTES

1. REFER TO LANDSCAPE DRAWINGS FOR TERRACE DESIGN, DETAILS, AND SPECIFICATIONS.
2. REFER TO LANNDSCAPE DRAWINGS FOR PLANTS, TREES AND PLANTER SPECIFICATIONS.
3. REFER TO SHEET A-440 FOR ROOF TYPES
4. PROVIDE MINIMUM ONE EXTERIOR HOSE BIBB AND ONE WIFI/FI RECEPTACLE PER ROOF FOR BUILDING MAINTENANCE. REFER TO ARCH DRAWINGS FOR LOCATIONS

PARKING LEVEL NOTES

1. WALL REINFORCEMENT - CMU AND HERITAGE BRICK WALLS IN PARKING AREAS SHALL RESIST A CONCENTRATED LOAD OF 6,000 LBS APPLIED HORIZONTALLY IN ANY DIRECTION TO THE BARRIER SYSTEM AND SHALL HAVE ANCHORAGES OR ATTACHMENTS CAPABLE OF TRANSFERRING THIS LOAD TO THE STRUCTURE. THE LOADS SHALL BE ASSUMED TO ACT AT HEIGHTS BETWEEN 1'-6" AND 2'-3" ABOVE THE FLOOR. REFER TO SECTION 4.5.3 OF ASCE 7 FOR ADDITIONAL INFORMATION.
2. TYPICAL PARKING STALLS TO RECEIVE THE FOLLOWING:
   A. SIZE UNO: 9'-0" x 18'-0"
   B. 10" TALL PAINTED ORANGE STALL NUMBER
   C. 4" WIDE PAINTED ORANGE PARKING STRIPES AT LEFT AND RIGHT
   D. 6" x 6" BLACK RUBBER WHEEL STOP WITH REFLECTIVE VISIBILITY STRIPING LOCATED 2'-0" FROM REAR OF STALL, UNO.
3. TYPICAL HANDICAPPED PARKING STALLS TO RECEIVE THE FOLLOWING:
   A. SIZE UNO: 11'-0" x 18'-0" + 5'-0" x 18'-0" ACCESS AISLE
   B. 10" TALL PAINTED ORANGE STALL NUMBER
   C. 4" WIDE PAINTED ORANGE PARKING STRIPES AT LEFT AND RIGHT.
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   E. 6" x 6" BLACK RUBBER WHEEL STOP WITH REFLECTIVE VISIBILITY STRIPING LOCATED 2'-0" FROM REAR OF STALL
   F. FLOOR OR WALL MOUNTED HANDICAP SIGNAGE.
   G. NO AREA OF THE PARKING STALL OR ACCESS AISLE SHALL HAVE SLOPE GREATER THAN 1:48
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5. PROVIDE PIPE GUARDS AT ALL EXPOSED PIPES, PAINTED SAFETY ORANGE.
6. PROVIDE CORNER GUARDS AT ALL COLUMNS AND WALLS WITHIN VEHICULAR TRAFFIC, PAINTED SAFETY ORANGE.
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8. ALL PARKING FLOORS ARE TO SLOPE TO FLOOR DRAINS LOCATED AT DRIVE AISLE.
9. REFER TO SHEET A-422 FOR BOLLARD DETAILS - B2

FINISH LEGEND

ROOM FINISH TAG	CEILING	WALL
	FLOOR	WALL BASE

COMMON SPACE SHADES

FLOOR PLAN NOTES

1. DIMENSIONS ARE TO GYPSUM BOARD, CONCRETE, OR CMU, UNO.
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3. SEE A-700 SHEETS FOR BATHROOM AND KITCHEN DETAILS IDENTIFYING DIFFERENCES BETWEEN TYPE A AND TYPE B UNITS.
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5. REFER TO SHEET A-350 FOR ROOF TYPES AND A-003 FOR LOCATIONS AND SQUARE FOOTAGES
6. REFER TO INTERIOR ELEVATIONS FOR ROOMS WITH MULTIPLE WALL PAINT COLORS LISTED
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10. REFER TO DETAIL A-815 FOR TYP DOOR DETAILS
11. PROVIDE SHADES IN ALL UNITS: 1% AT ALL BEDROOMS AND STUDIO UNITS, 3% AT ALL KITCHENS, LIVING, DINING ROOMS UNLESS STUDIO UNITS.
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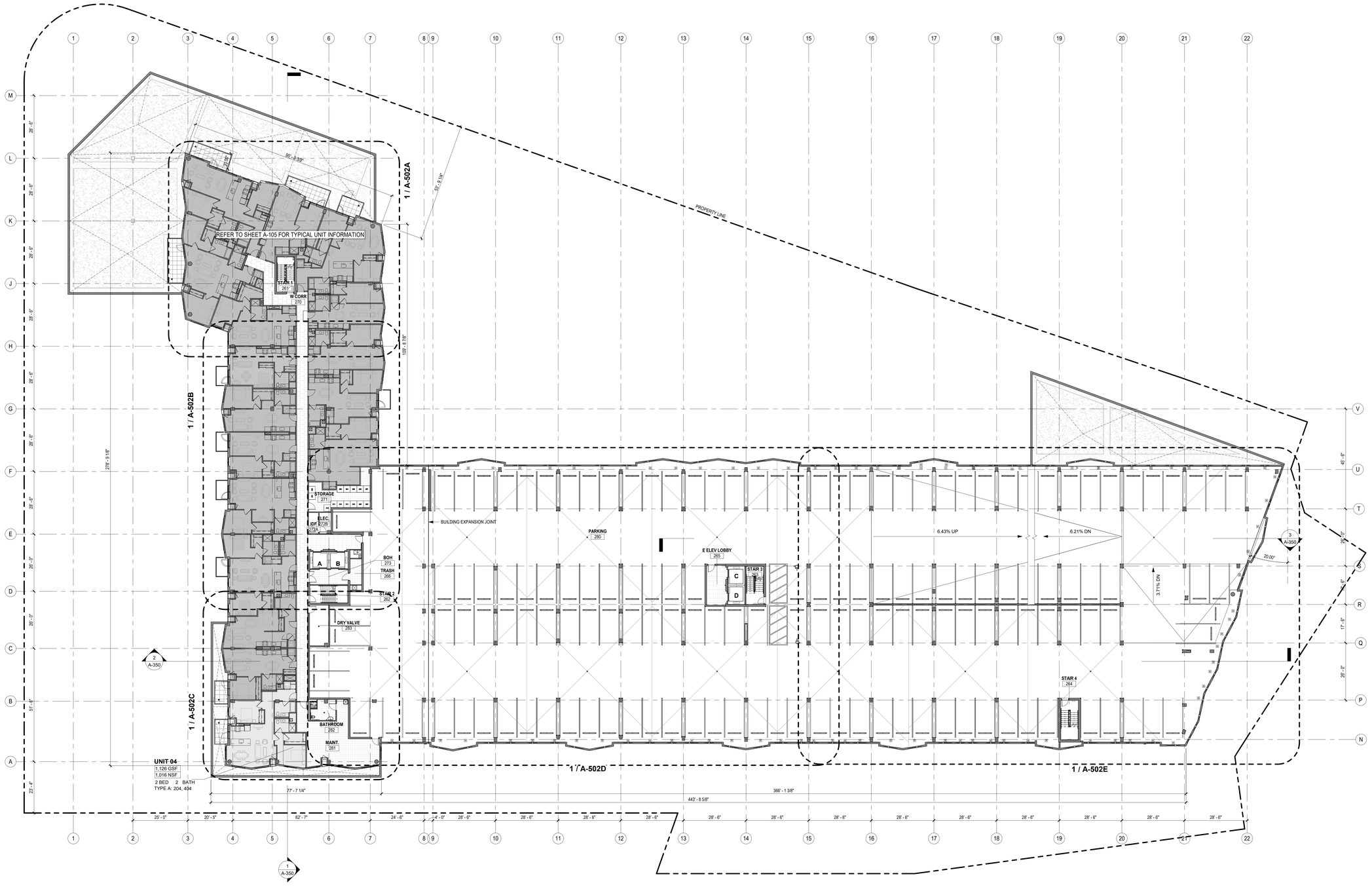

1 LEVEL 2 OVERALL FLOOR PLAN
1/16" = 1'-0"

0' 8' 16' 32'

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MECHANICAL DESIGN/BUILD CONTRACTOR

PLUMBING DESIGN/BUILD CONTRACTOR

ELECTRICAL DESIGN/BUILD CONTRACTOR

FIRE PROTECTION DESIGN/BUILD CONTRACTOR

KEY PLAN LV2-3

SHEET TITLE
LEVEL 2 FLOOR PLAN

SCALE	SHEET NUMBER
As indicated	A-102
DATE	
09/07/2023	

LANDSCAPING NOTES

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FINISH LEGEND

ROOM FINISH TAG	CEILING	WALL
	FLOOR	WALL BASE
COMMON SPACE SHADES		

FLOOR PLAN NOTES

1. DIMENSIONS ARE TO GYPSUM BOARD, CONCRETE, OR CMU, UNO.
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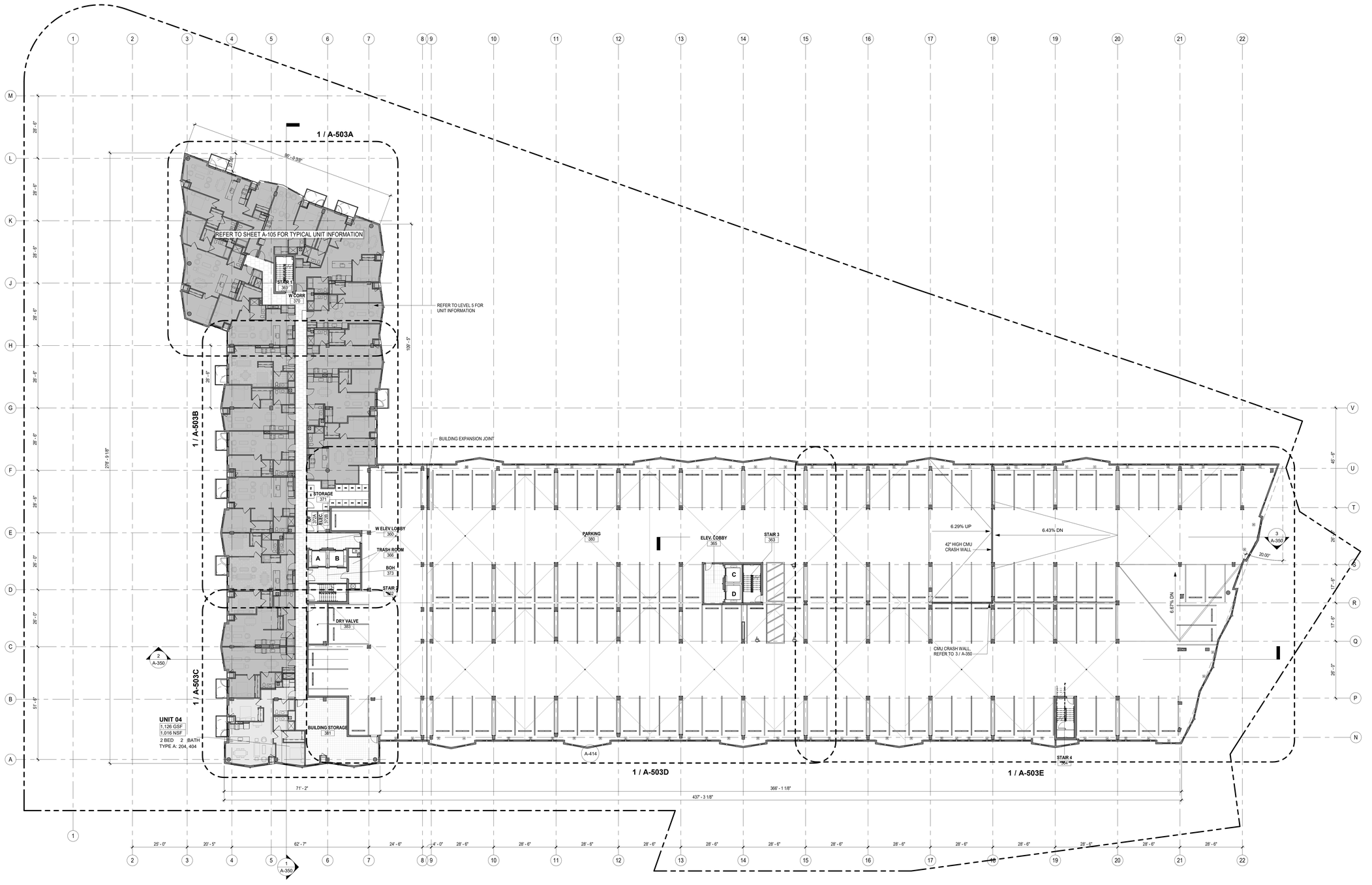

1 LEVEL 3 OVERALL FLOOR PLAN
1/16" = 1'-0"

0' 8' 16' 32'

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KEY PLAN LV2-3

SHEET TITLE
LEVEL 3 FLOOR PLAN

SCALE	SHEET NUMBER
As indicated	A-103
DATE	
09/07/2023	

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FINISH LEGEND

ROOM FINISH TAG	CEILING	WALL
	FLOOR	WALL BASE
COMMON SPACE SHADES		

FLOOR PLAN NOTES

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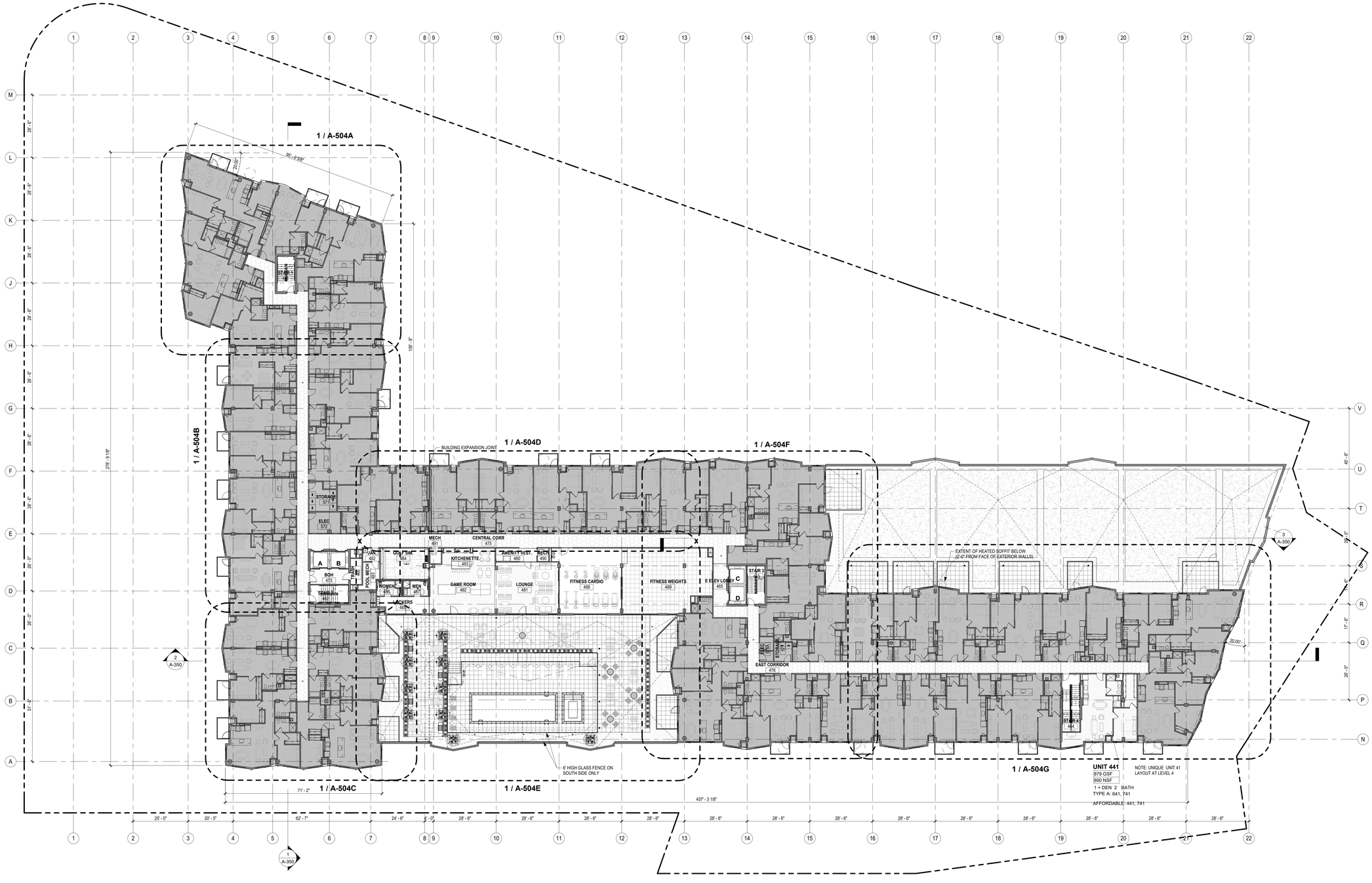

1 LEVEL 4 OVERALL FLOOR PLAN
1/16" = 1'-0"

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THOMAS A. ROSZAK
REGISTERED ARCHITECT
#001.019175
EXPIRATION DATE:
NOVEMBER 30, 2024

I CERTIFY THAT THESE DRAWINGS WERE PREPARED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY PERSONAL KNOWLEDGE THEY COMPLY WITH THE VILLAGE OF ARLINGTON HEIGHTS BUILDING CODE

No.	Date	Description
4	9/15/2023	90% CD's
2	7/25/2023	80% CD's
1	6/30/2023	50% CD's

ARLINGTON HEIGHTS PHASE I

2355 S. Arlington Heights Rd.,
Arlington Heights, IL 60005

OWNER
Bradford Allen
300 S. Wacker Dr. 35th Floor
Chicago, IL 60606
Tel: 312-994-5700

DEVELOPER
Mocerri + Roszak
145 S. Wells St. Suite 700
Chicago, IL 60606
Tel: 312-423-7989

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MECHANICAL DESIGN/BUILD CONTRACTOR

PLUMBING DESIGN/BUILD CONTRACTOR

ELECTRICAL DESIGN/BUILD CONTRACTOR

FIRE PROTECTION DESIGN/BUILD CONTRACTOR

KEY PLAN LV4

SHEET TITLE
LEVEL 4 FLOOR PLAN

SCALE	SHEET NUMBER
As indicated	A-104
DATE	
09/07/2023	

UNIT MIX				
ROOM NUMBER	BEDROOMS	AREA (GSF)	Area (NSF)	COUNT
UNIT 01	STUDIO	589 SF	549	5
UNIT 02	2 BED	923 SF	874	5
UNIT 03	2 BED	1,146 SF	1,072	5
UNIT 04	2 BED	1,081 SF	1,009	7
UNIT 05	1 BED	646 SF	610	7
UNIT 06	STUDIO	613 SF	580	7
UNIT 07	2 BED	1,041 SF	990	7
UNIT 08	1 + DEN	810 SF	771	7
UNIT 09	1 BED	644 SF	612	7
UNIT 10	1 BED	685 SF	652	7
UNIT 11	STUDIO	578 SF	545	7
UNIT 12	1 BED	763 SF	724	7
UNIT 13	2 BED	1,076 SF	1,006	7
UNIT 14	2 BED	1,169 SF	1,089	7
UNIT 15	1 BED	685 SF	644	7
UNIT 16	2 BED	1,114 SF	1,047	7
UNIT 17	1 BED	646 SF	609	7
UNIT 18	1 BED	702 SF	666	7
UNIT 19	1 BED	736 SF	697	7
UNIT 20	1 + DEN	849 SF	808	7
UNIT 21	STUDIO	571 SF	532	5
UNIT 22	1 BED	636 SF	607	5
UNIT 23	1 BED	703 SF	663	5
UNIT 24	1 BED	797 SF	758	5
UNIT 25	1 BED	733 SF	696	5
UNIT 26	2 BED	1,087 SF	1,040	5
UNIT 27	1 BED	736 SF	701	5
UNIT 28	STUDIO	588 SF	553	5
UNIT 29	2 BED	1,101 SF	1,031	5

UNIT MIX				
ROOM NUMBER	BEDROOMS	AREA (GSF)	Area (NSF)	COUNT
UNIT 30	1 BED	762 SF	709	5
UNIT 31	1 BED	677 SF	639	5
UNIT 32	1 BED	648 SF	616	5
UNIT 33	1 BED	672 SF	638	5
UNIT 34	1 BED	710 SF	672	5
UNIT 35	1 BED	748 SF	710	5
UNIT 36	1 BED	769 SF	737	5
UNIT 37	STUDIO	634 SF	604	5
UNIT 38	STUDIO	572 SF	540	5
UNIT 39	1 BED	1,419 SF	1,333	5
UNIT 40	2 BED	1,296 SF	1,222	5
UNIT 41	2 BED	969 SF	890	3
UNIT 42	2 BED	1,042 SF	987	5
UNIT 43	STUDIO	554 SF	525	5
UNIT 44	1 BED	708 SF	665	5
UNIT 45	1 BED	702 SF	659	5
UNIT 46	STUDIO	554 SF	525	5
UNIT 47	2 BED	1,068 SF	1,022	5
UNIT 48	2 BED	1,192 SF	1,120	5
UNIT 49	1 BED	761 SF	716	5
UNIT 50	1 BED	904 SF	870	4
UNIT 51	1 BED	776 SF	736	4
UNIT 52	2 BED	1,180 SF	1,125	4
UNIT 53	2 BED	1,179 SF	1,132	4
UNIT 54	1 + DEN	862 SF	831	4
UNIT 541	2 BED	951 SF	890	1
Grand total		47,476 SF	44,938	301

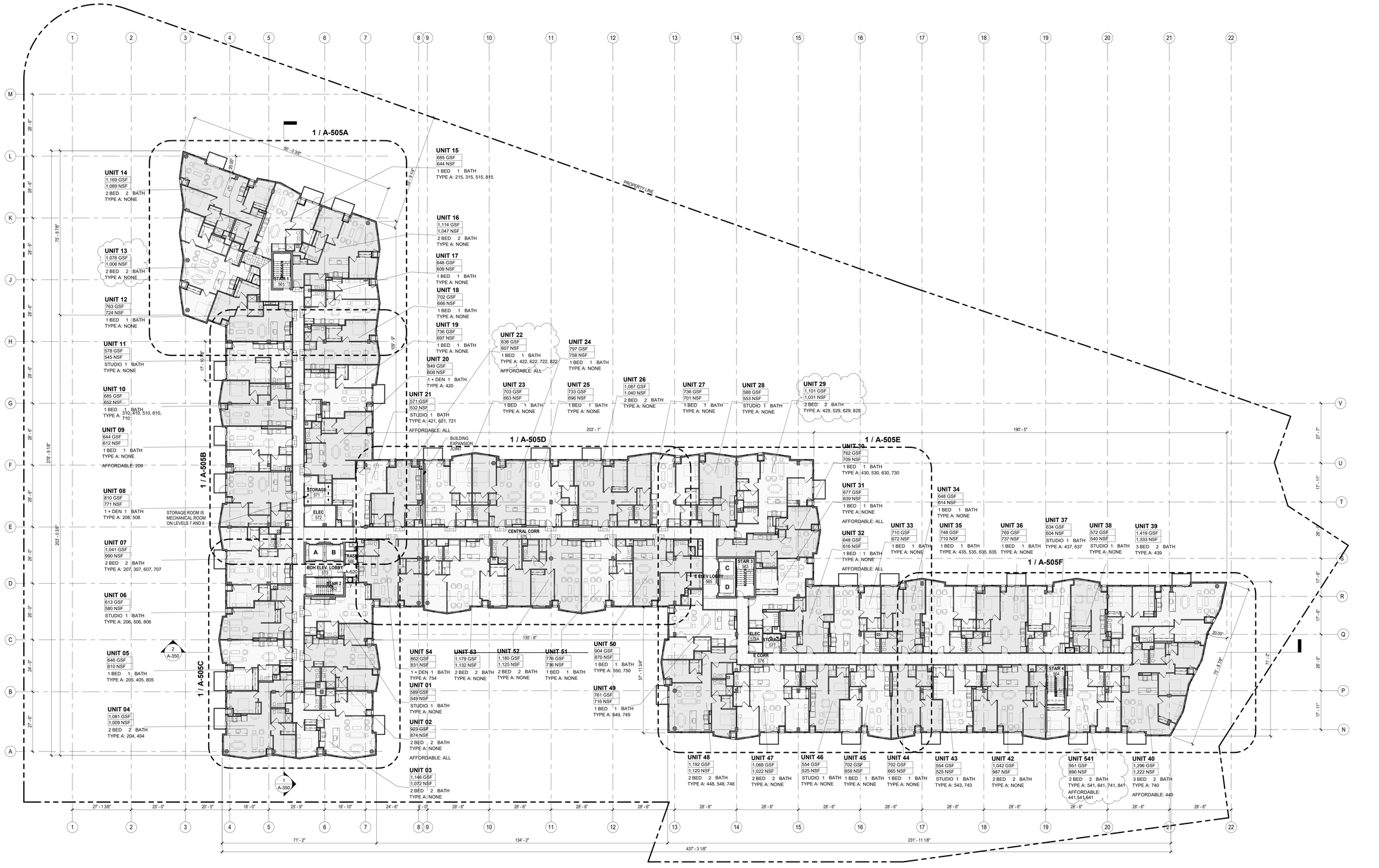
FINISH LEGEND

ROOM FINISH TAG	CEILING	WALL
	FLOOR	WALL BASE

COMMON SPACE SHADES

FLOOR PLAN NOTES

1. DIMENSIONS ARE TO GYPSUM BOARD, CONCRETE, OR CMU, UNO.
2. CLOSET DOORS ARE CENTERED WITHIN CLOSET WIDTHS, UNO.
3. SEE A-700 SHEETS FOR BATHROOM AND KITCHEN DETAILS IDENTIFYING DIFFERENCES BETWEEN TYPE A AND TYPE B UNITS.
4. FURNITURE IS SHOWN FOR REFERENCE ONLY.
5. REFER TO SHEET A-350 FOR ROOF TYPES AND A-003 FOR LOCATIONS AND SQUARE FOOTAGES
6. REFER TO INTERIOR ELEVATIONS FOR ROOMS WITH MULTIPLE WALL PAINT COLORS LISTED
7. SEAL ALL CONCRETE FLOORS THAT ARE NOT SCHEDULED TO RECEIVE ANOTHER FINISH
8. REFER TO DOOR SCHEDULE FOR TYPICAL RESIDENTIAL DOORS TAGS WITH A LETTER. NON-RESIDENTIAL DOORS ARE TAGGED WITH THE NUMBER OF THE ROOM THEY ASSOCIATE WITH
9. SEAL ALL EXPOSED CONCRETE WALLS IN RESIDENTIAL BATHROOMS
10. REFER TO DETAIL A-815 FOR TYP DOOR DETAILS
11. PROVIDE SHADES IN ALL UNITS: 1% AT ALL BEDROOMS AND STUDIO UNITS, 3% AT ALL KITCHENS, LIVING, DINING ROOMS UNLESS STUDIO UNITS.
12. REFER TO A-900 SEAMING DIAGRAMS FOR CARPET PATTERNS.
13. REFER TO LEVEL 5 FOR RESIDENTIAL UNIT TAGS AND INFORMATION.
14. PROVIDE CONTROL JOINTS AT ALL GYPSUM BOARD ASSEMBLIES AT INTERVALS OF 30' O.C. MAXIMUM. CONTROL JOINTS ARE TO ALIGN WITH DOOR JAMBS AT ALL LOCATIONS UNO. PROVIDE JOINT DRAWING TO ARCHITECT FOR REVIEW PRIOR TO CONSTRUCTION.
15. PROVIDE STANDARD WHITE LAMINATE CLOSET SHELVING MODULES WITH METAL HANGER RODS AT ALL RESIDENTIAL UNIT ENTRY AND BEDROOM CLOSETS.
16. REFER TO SHEETS A-525A THROUGH A-525F FOR TYPE A CONFIGURATIONS OF ALL UNITS.



1 LEVEL 5-8 OVERALL FLOOR PLAN
1/16" = 1'-0"

0' 8' 16' 32'

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KEY PLAN LV5-8

SHEET TITLE
LEVEL 5-8 OVERALL FLOOR PLAN

SCALE	SHEET NUMBER
As indicated	A-105
DATE	
10/16/2023	

LANDSCAPING NOTES

1. REFER TO LANDSCAPE DRAWINGS FOR TERRACE DESIGN, DETAILS, AND SPECIFICATIONS.
2. REFER TO LANNDSCAPE DRAWINGS FOR PLANTS, TREES AND PLANTER SPECIFICATIONS.
3. REFER TO SHEET A-440 FOR ROOF TYPES
4. PROVIDE MINIMUM ONE EXTERIOR HOSE BIBB AND ONE WP/GFI RECEPTACLE PER ROOF FOR BUILDING MAINTENANCE. REFER TO ARCH DRAWINGS FOR LOCATIONS

FINISH LEGEND

ROOM FINISH TAG	CEILING	WALL
	FLOOR	WALL BASE

COMMON SPACE SHADES

FLOOR PLAN NOTES

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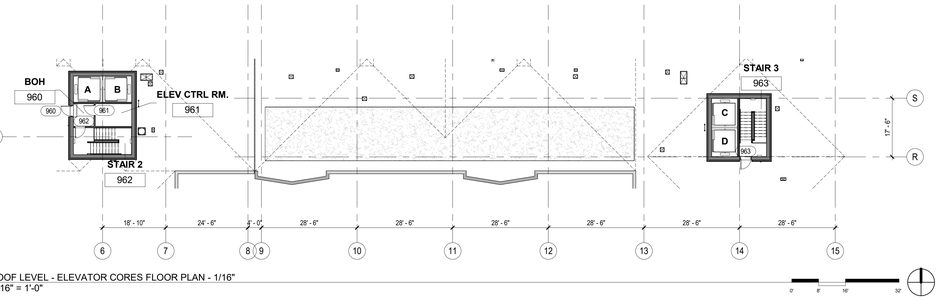
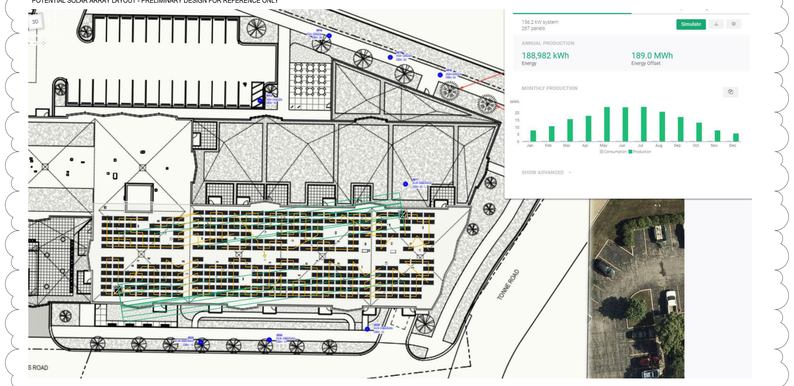
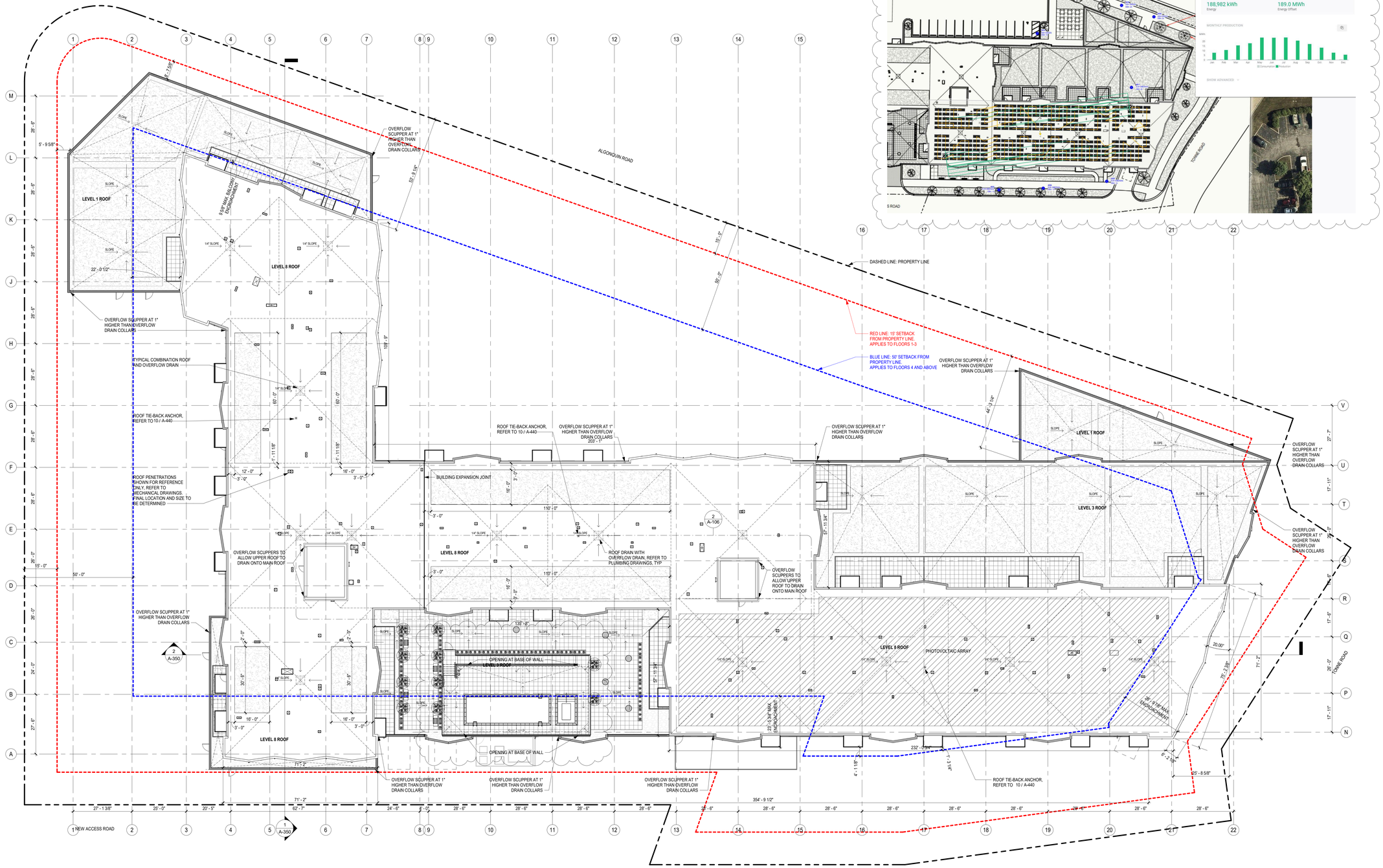


2 ROOF LEVEL - ELEVATOR CORES FLOOR PLAN - 1/16"
1/16" = 1'-0"

POTENTIAL SOLAR ARRAY LAYOUT - PRELIMINARY DESIGN FOR REFERENCE ONLY





1 OVERALL ROOF PLAN
1/16" = 1'-0"

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KEY PLAN LV5-8

SHEET TITLE
ROOF PLAN

SCALE	SHEET NUMBER
As indicated	A-106
DATE	
10/16/2023	

ELECTRICAL NOTES

1. OUTLET LOCATION TO COMPLY WITH CBC REQUIREMENTS, INCLUDING BUT NOT LIMITED TO SECTION 18-27-210.52:
   A. RECEPTACLES SHALL BE INSTALLED SO THAT NO POINT ALONG THE FLOOR LINE IN ANY WALL SPACE IS MORE THAN 6 FT, MEASURED HORIZONTALLY, FROM AN OUTLET IN THAT SPACE.
   B. ONLY SWITCHED OUTLET LOCATIONS ARE SHOWN ON ARCHITECTURAL DRAWINGS. REFER TO DESIGN / BUILD ELECTRICAL ENGINEER DRAWINGS FOR REQUIREMENTS.
   C. WHERE FLOOR OUTLET LOCATIONS ARE REQUIRED,REFER TO SHEET G003 FOR DETAILS ALONG EXTERIOR WALL.
2. PROVIDE FIRE ALARM DEVICES TO COMPLY WITH, BUT NOT LIMITED TO, THE CODES LISTED ON SHEET G000, AND MEP/FP SPECIFICATIONS (COSENTINI MEP BOD NARRATIVE DATED MAY 20, 2019). DEVICES TO INCLUDE, BUT NOT LIMITED TO THE FOLLOWING:
   A. SMOKE DETECTORS
   B. AUDIBLE/VISUAL DEVICES (ADA COMPLIANT)
   C. CO DETECTORS
   D. COMMUNICATION DEVICES W/IN STAIRWELLS AND ELEVATOR CABS.
3. PROVIDE EXIT SIGNAGE TO COMPLY WITH CBC REQUIREMENTS, INCLUDING BUT NOT LIMITED TO SECTIONS 13-160-790.
4. LIGHT FIXTURES AND SPEAKERS AT SOFFIT LOCATIONS TO BE RECESSED.
   A. RESIDENTIAL UNIT LIGHT FIXTURE F1 TO BE REPLACED WITH FIXTURE F2 AT SOFFITS.
5. REFER TO ENLARGED FLOOR PLANS FOR TERRACE AND BALCONY BOLLARD LOCATIONS

ELECTRICAL SYMBOLS

- RECESSED JUNCTION BOX
- SURFACE MOUNTED JUNCTION BOX
- SURFACE MOUNTED DOWN LIGHT
- RECESSED DOWN LIGHT
- SURFACE MOUNTED ELEVATOR SCONE
- SURFACE MOUNTED UNIT ENTRY LIGHT
- SURFACE MOUNTED UNDER-CAB LIGHT
- SURFACE MOUNTED CLOSET LIGHT
- CEILING MOUNTED TRACK LIGHT
- CEILING MOUNTED WATERPROOF DOWNLIGHT
- WALL MOUNTED STAIRWELL LIGHT
- SURFACE MOUNTED GARAGE LIGHT
- EXTERIOR TERRACE BOLLARD
- CEILING SUSPENDED LINEAR LIGHT
- SD — SMOKE DETECTOR
- SC — ELEVATOR SMOKE CURTAIN - SMOKE DETECTION ACTIVATED
- RESIDENTIAL UNIT ELECTRIC BREAKER PANEL

ELECTRICAL SYMBOLS

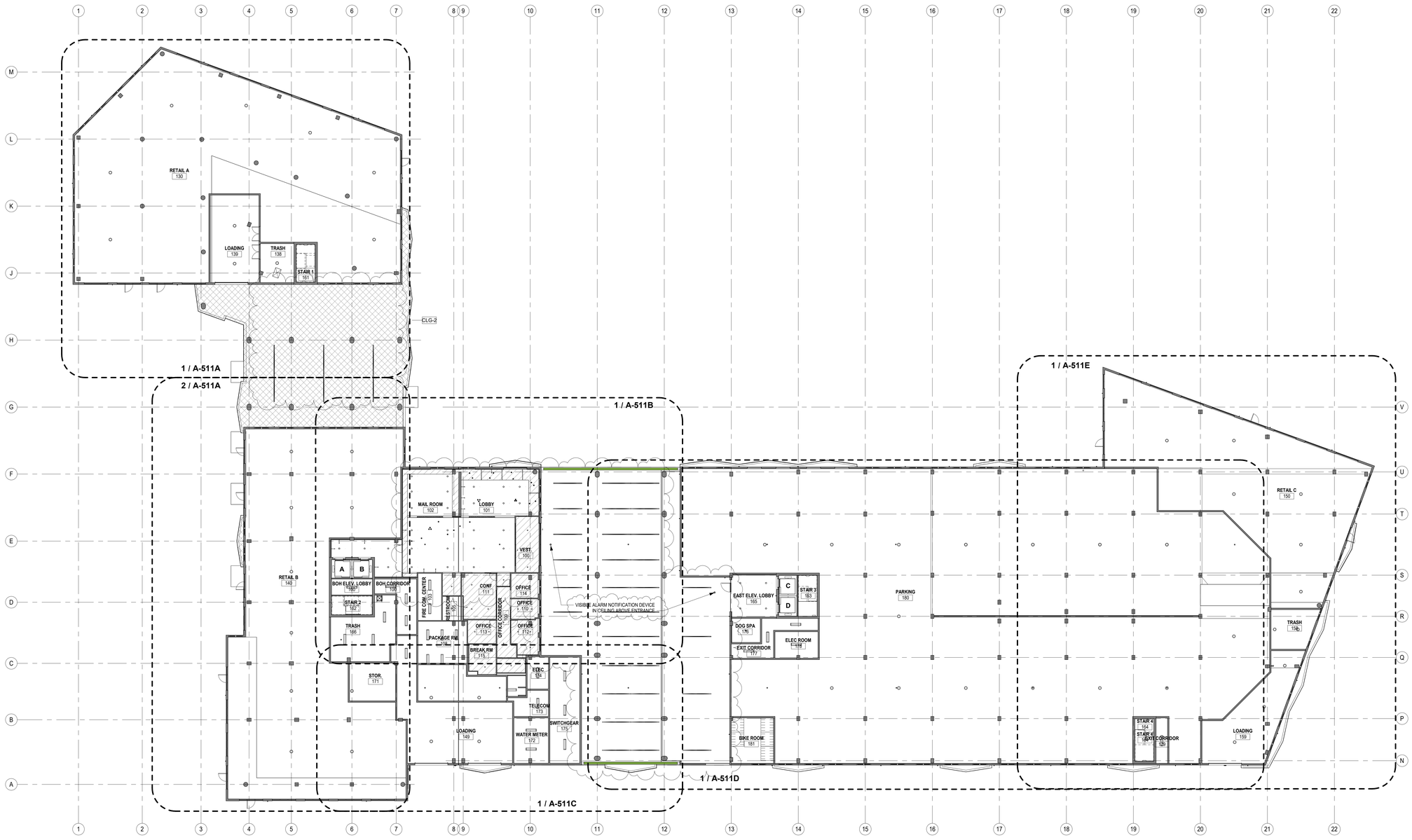
- DUPLEX OUTLET
- RECESSED FLOOR OUTLET
- USB OUTLET
- RECESSED USB FLOOR OUTLET
- DATA OUTLET
- RECESSED DATA OUTLET
- WP — WEATHERPROOF OUTLET
- GFI OUTLET
- SINGLE SWITCH
- 3 — THREE - WAY LIGHT SWITCH
- AIR SWITCH (GARBAGE DISPOSAL)

REFLECTED CEILING PLAN NOTES

1. "EQ" DIMENSIONS ARE ONLY EQUAL WITHIN INDIVIDUAL DIMENSION STRINGS.
2. TERMINATE ALL SOFFITS INTO SLAB ABOVE, UNO
3. LIGHT AND OUTLET LOCATIONS ARE FOR REFERENCE FOR ELECTRICAL DESIGN-BUILD CONTRACTOR TO SHOW DESIGN INTENT. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE ELECTRICAL EQUIPMENT WHERE SHOWN ON THESE DRAWINGS AS WELL AS ALL CODE REQUIRED DEVICES.
4. FURNITURE IS SHOWN FOR REFERENCE ONLY.
5. PROVIDE ONE SWITCHED AND ONE USB OUTLET AT ALL BED WALLS.
6. PROVIDE AN OUTLET AT ALL WORK DESKS IN UNITS
7. PROVIDE A WATERPROOF + GFCI RECEPTABLE BOLLARD AT ALL RESIDENTIAL TERRACES.
8. REFER TO 6/G004 FOR TYPICAL PERIMETER FLOOR OUTLET DETAIL.

CEILING FINISHES SYMBOLS

- (CLG-1) GYP. BOARD SOFFIT, PAINTED
- (CLG-2) EXTERIOR GYP. BOARD SOFFIT, PAINTED, INSULATED (R-30 MIN)
- (CLG-3) ACT CEILING - EXTERIOR GRADE, 2x4 GRID, INSULATED (R-30 MIN)
- (CLG-4) INSULATION (R30) APPLIED TO UNDERSIDE OF SLAB
- (CLG-5) HIGH IMPACT RUBBER TILE ADHERED TO SKIM COATED SLAB ABOVE



1 LEVEL 1 REFLECTED CEILING PLAN
1/16" = 1'-0"

0' 8' 16' 32'

CITY STAMP

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SIGNATURE/SEAL

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SHEET TITLE
LEVEL 1 REFLECTED CEILING PLAN

SCALE	SHEET NUMBER
As indicated	A-201
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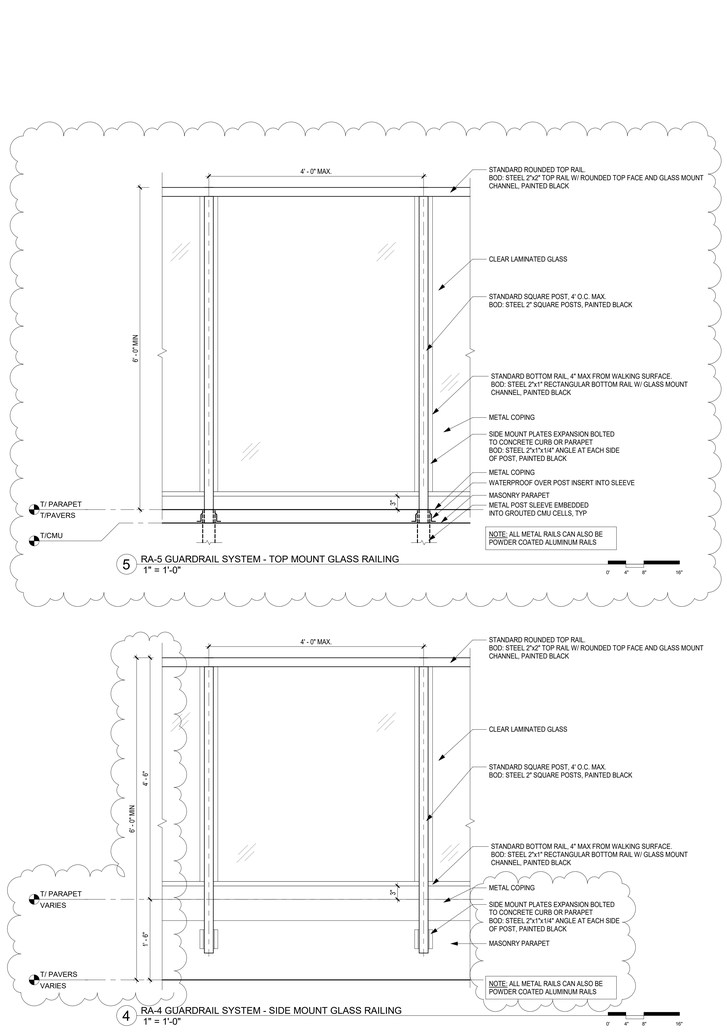

CITY STAMP

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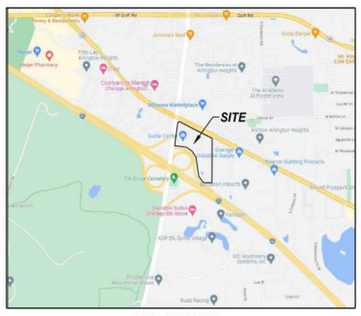
No.	Date	Description

ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY
OF
ARLINGTON HEIGHTS RESIDENTIAL
ARLINGTON HEIGHTS, ILLINOIS

PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PROPERTY ADDRESS:
1, 15 & 111 EAST ALGONQUIN ROAD, 2355 ARLINGTON HEIGHTS ROAD,
ARLINGTON HEIGHTS, IL 60005



VICINITY MAP
NOT TO SCALE

STATE PLANE MERIDIAN

FLOOD HAZARD NOTE

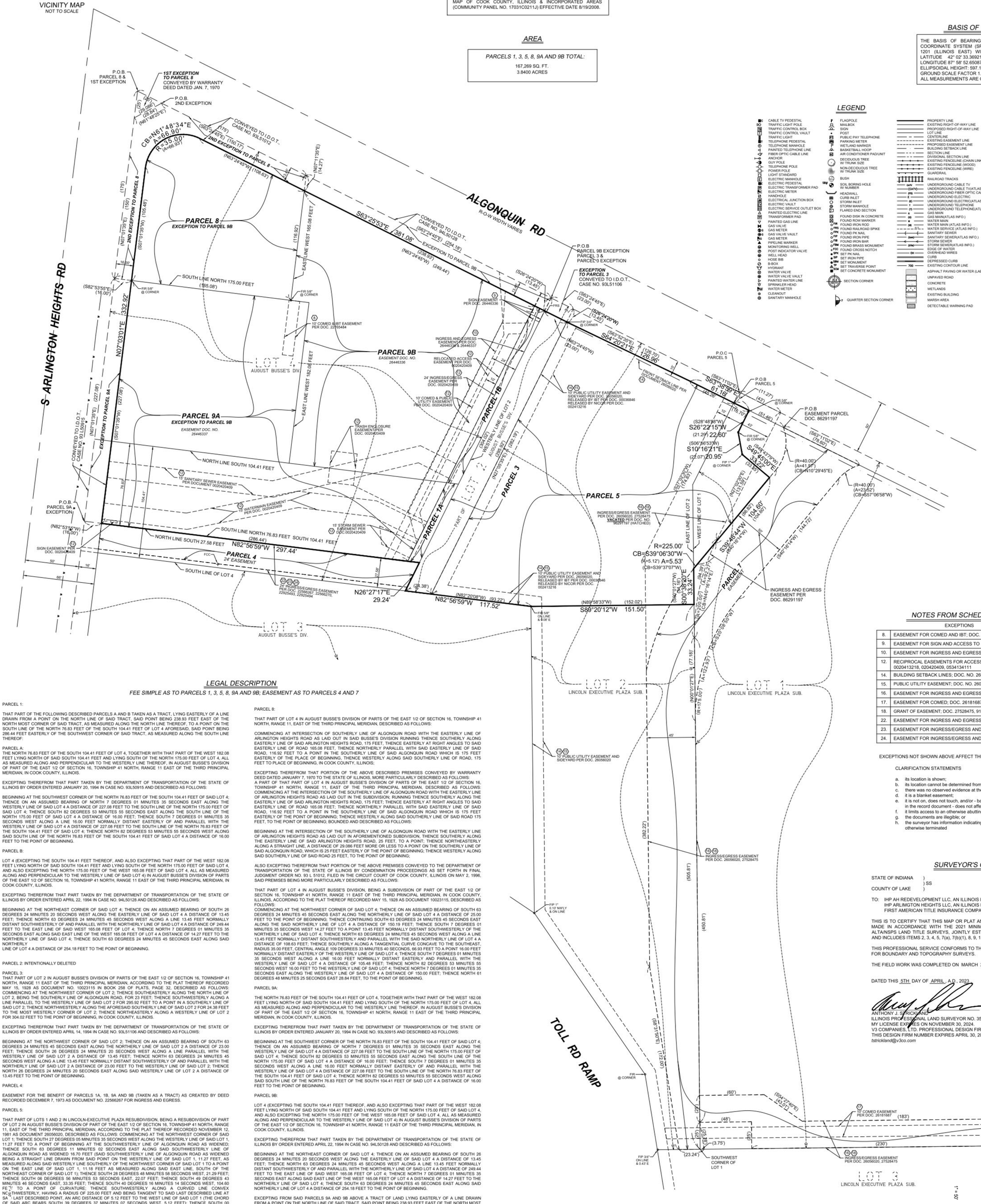
THIS PROPERTY IS DETERMINED TO BE IN AREA OF MINIMAL FLOOD HAZARD (ZONE X) AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY'S FLOOD INSURANCE RATE MAP OF COOK COUNTY, ILLINOIS & INCORPORATED AREAS (COMMUNITY PANEL NO. 17031C0211J) EFFECTIVE DATE 8/19/2008.

AREA

PARCELS 1, 3, 5, 8, 9A AND 9B TOTAL:
167,269 SQ. FT.
3.8400 ACRES

BASIS OF BEARINGS

THE BASIS OF BEARINGS IS THE STATE PLANE COORDINATE SYSTEM (SPCS) NAD 83 (2011) ZONE 1201 (ILLINOIS EAST) WITH PROJECT ORIGIN AT
LATITUDE 42° 02' 33.36921" N
LONGITUDE 87° 58' 52.65087" W
ELLIPSOIDAL HEIGHT: 597.165 SFT
GROUND SCALE FACTOR 1.0000430461
ALL MEASUREMENTS ARE ON THE GROUND.



LEGEND

- CABLE TV PEDESTAL
- TRAFFIC LIGHT POLE
- TRAFFIC CONTROL BOX
- TRAFFIC CONTROL VAULT
- TRAFFIC LIGHT
- TELEPHONE PEDESTAL
- TELEPHONE MANHOLE
- PAINTED TELEPHONE LINE
- FIBER OPTIC CABLE LINE
- ANCHOR
- GUY POLE
- TELEPHONE POLE
- POWER POLE
- LIGHT STANDARD
- ELECTRIC MANHOLE
- ELECTRIC PEDESTAL
- ELECTRIC TRANSFORMER PAD
- ELECTRIC METER
- HANDHOLE
- ELECTRICAL JUNCTION BOX
- ELECTRIC VAULT
- ELECTRIC SERVICE OUTLET BOX
- PAINTED ELECTRIC LINE
- TRANSFORMER PAD
- PAINTED GAS LINE
- GAS VALVE
- GAS METER
- GAS VALVE VAULT
- GAS METER
- PIPELINE MARKER
- MONITORING WELL
- POST INDICATOR VALVE
- WELL HEAD
- HOSE BIB
- B-BOX
- HYDRANT
- WATER VALVE
- WATER VALVE VAULT
- PAINTED WATER LINE
- SPRINKLER HEAD
- WATER METER
- CLEANOUT
- SANITARY MANHOLE
- FLAGPOLE
- MAILBOX
- SIGN
- POST
- PUBLIC PAY TELEPHONE
- PARKING METER
- WETLAND MARKER
- BASKETBALL HOOP
- AIR CONDITIONER PAD/UNIT
- DECIDUOUS TREE W/ TRUNK SIZE
- NON-DECIDUOUS TREE W/ TRUNK SIZE
- BUSH
- SOIL BORING HOLE W/ NUMBER
- HEADWALL
- CURB INLET
- STORM INLET
- STORM MANHOLE
- FLARED END SECTION
- FOUND DISK IN CONCRETE
- FOUND ROW MARKER
- FOUND IRON ROD
- FOUND RAILROAD SPIKE
- FOUND PK NAIL
- FOUND IRON PIPE
- FOUND IRON BAR
- FOUND BRASS MONUMENT
- FOUND CROSS NOTCH
- SET PK NAIL
- SET IRON PIPE
- SET MONUMENT
- SET TRAVERSE POINT
- SET CONCRETE MONUMENT
- SECTION CORNER
- QUARTER SECTION CORNER
- PROPERTY LINE
- EXISTING RIGHT-OF-WAY LINE
- PROPOSED RIGHT-OF-WAY LINE
- LOT LINE
- CENTERLINE
- EXISTING EASEMENT LINE
- PROPOSED EASEMENT LINE
- BUILDING SETBACK LINE
- SECTION LINE
- DIVISIONAL SECTION LINE
- EXISTING FENCELINE (CHAIN LINK)
- EXISTING FENCELINE (WOOD)
- EXISTING FENCELINE (WIRE)
- GUARDRAIL
- RAILROAD TRACKS
- UNDERGROUND CABLE TV
- UNDERGROUND CABLE TV(ATLAS INFO.)
- UNDERGROUND FIBER OPTIC CABLE(ATLAS)
- UNDERGROUND ELECTRIC
- UNDERGROUND ELECTRIC(ATLAS INFO.)
- UNDERGROUND TELEPHONE
- UNDERGROUND TELEPHONE(ATLAS INFO.)
- GAS MAIN
- GAS MAIN(ATLAS INFO.)
- WATER MAIN
- WATER MAIN (ATLAS INFO.)
- WATER SERVICE (ATLAS INFO.)
- SANITARY SEWER
- SANITARY SEWER(ATLAS INFO.)
- STORM SEWER
- STORM SEWER(ATLAS INFO.)
- EDGE OF WATER
- OVERHEAD WIRES
- CURB
- DEPRESSED CURB
- EXISTING CONTOUR LINE
- ASPHALT PAVING OR WATER (LABELED)
- UNPAVED ROAD
- CONCRETE
- WETLANDS
- EXISTING BUILDING
- MARSH AREA
- DETECTABLE WARNING PAD

ABBREVIATIONS

- 782.62 EXISTING TOP OF CURB ELEVATION
- 782.12 EXISTING FLOW LINE ELEVATION
- 782.62 EXISTING SPOT ELEVATION
- GFE GARAGE FINISHED FLOOR
- FFE FINISHED FLOOR
- TCF TOP OF FOUNDATION
- CMP CORRUGATED METAL PIPE
- RCP REINFORCED CONCRETE PIPE
- VCP VITRIFIED CLAY PIPE
- FRM. FRAME
- BRK. BRICK
- TC TOP OF CURB
- DEP DEPRESSED CURB
- GUT GUTTER
- TP TOP OF PAVEMENT
- F.L. FLOW LINE
- CONC. CONCRETE
- BIT. BITUMINOUS
- MH MANHOLE
- CW CONCRETE WALK
- TW TOP OF WALL
- BW BOTTOM OF WALL
- TP TOP OF PIPE
- BW BACK OF WALK
- FES FLARED END SECTION
- INV INVERT
- DIP DUCTILE IRON PIPE
- SD STORM DRAIN
- SAN SANITARY SEWER
- N NORTH
- S SOUTH
- E EAST
- W WEST
- CB CHORD BEARING
- A ARC LENGTH
- R RADIUS
- U.E. UTILITY EASEMENT
- P.U.E. PUBLIC UTILITY EASEMENT
- D.E. DRAINAGE EASEMENT
- M.U.E. MUNICIPAL UTILITY EASEMENT
- I.E. INGRESS & EGRESS EASEMENT
- PC POINT OF CURVATURE
- PCC POINT OF COMPOUND CURVATURE
- PRC POINT OF REVERSE CURVATURE
- PT POINT OF TANGENCY
- (REC) RECORD DATUM
- MEAS. MEASURED DATUM
- (CALC) CALCULATED DATUM
- <DEED> INFORMATION TAKEN FROM DEED
- ETBE EXCEPTION TO BLANKET EASEMENT
- (B) SCHEDULE B EXCEPTION

LEGAL DESCRIPTION

FEE SIMPLE AS TO PARCELS 1, 3, 5, 8, 9A AND 9B; EASEMENT AS TO PARCELS 4 AND 7

PARCEL 1:

THAT PART OF THE FOLLOWING DESCRIBED PARCELS A AND B TAKEN AS A TRACT, LYING EASTERLY OF A LINE DRAWN FROM A POINT ON THE NORTH LINE OF SAID TRACT, SAID POINT BEING 238.93 FEET EAST OF THE NORTH MOST CORNER OF SAID TRACT, AS MEASURED ALONG THE NORTH LINE THEREOF, TO A POINT ON THE SOUTH LINE OF THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF LOT 4 AFORESAID, SAID POINT BEING 286.44 FEET EASTERLY OF THE SOUTHWEST CORNER OF SAID TRACT, AS MEASURED ALONG THE SOUTH LINE THEREOF:

PARCEL A:
THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF LOT 4, TOGETHER WITH THAT PART OF THE WEST 182.08 FEET LYING NORTH OF SAID SOUTH 104.41 FEET AND LYING SOUTH OF THE NORTH 175.00 FEET OF LOT 4, ALL AS MEASURED ALONG AND PERPENDICULAR TO THE WESTERLY LINE THEREOF, IN AUGUST BUSSE'S DIVISION OF PART OF THE EAST 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

EXCEPTING THEREFROM THAT PART TAKEN BY THE DEPARTMENT OF TRANSPORTATION OF THE STATE OF ILLINOIS BY ORDER ENTERED JANUARY 20, 1994 IN CASE NO. 93L50915 AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF SAID LOT 4; THENCE ON AN ASSUMED BEARING OF NORTH 7 DEGREES 01 MINUTES 35 SECONDS EAST ALONG THE WESTERLY LINE OF SAID LOT 4 A DISTANCE OF 227.08 FEET TO THE SOUTH LINE OF THE NORTH 175.00 FEET OF SAID LOT 4; THENCE SOUTH 82 DEGREES 53 MINUTES 55 SECONDS EAST ALONG THE SOUTH LINE OF THE NORTH 175.00 FEET OF SAID LOT 4 A DISTANCE OF 16.00 FEET; THENCE SOUTH 7 DEGREES 01 MINUTES 35 SECONDS WEST ALONG A LINE 16.00 FEET NORMALLY DISTANT EASTERLY OF AND PARALLEL WITH THE WESTERLY LINE OF SAID LOT 4 A DISTANCE OF 227.08 FEET TO THE SOUTH LINE OF THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF SAID LOT 4; THENCE NORTH 82 DEGREES 53 MINUTES 55 SECONDS WEST ALONG SAID SOUTH LINE OF THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF SAID LOT 4 A DISTANCE OF 16.00 FEET TO THE POINT OF BEGINNING.

PARCEL B:

LOT 4 (EXCEPTING THE SOUTH 104.41 FEET THEREOF, AND ALSO EXCEPTING THAT PART OF THE WEST 182.08 FEET LYING NORTH OF SAID SOUTH 104.41 FEET AND LYING SOUTH OF THE NORTH 175.00 FEET OF SAID LOT 4, AND ALSO EXCEPTING THE NORTH 175.00 FEET OF THE WEST 165.08 FEET OF SAID LOT 4, ALL AS MEASURED ALONG AND PERPENDICULAR TO THE WESTERLY LINE OF SAID LOT 4) IN AUGUST BUSSE'S DIVISION OF PARTS OF THE EAST 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

EXCEPTING THEREFROM THAT PART TAKEN BY THE DEPARTMENT OF TRANSPORTATION OF THE STATE OF ILLINOIS BY ORDER ENTERED APRIL 22, 1994 IN CASE NO. 94L50128 AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 4; THENCE ON AN ASSUMED BEARING OF SOUTH 26 DEGREES 24 MINUTES 20 SECONDS WEST ALONG THE EASTERLY LINE OF SAID LOT 4 A DISTANCE OF 13.45 FEET; THENCE NORTH 63 DEGREES 24 MINUTES 45 SECONDS WEST ALONG A LINE 13.45 FEET NORMALLY DISTANT SOUTHWESTERLY OF AND PARALLEL WITH THE NORTHEASTERLY LINE OF SAID LOT 4 A DISTANCE OF 249.44 FEET TO THE EAST LINE OF SAID WEST 165.08 FEET OF LOT 4; THENCE NORTH 7 DEGREES 01 MINUTES 35 SECONDS EAST ALONG SAID EAST LINE OF THE WEST 165.08 FEET OF LOT 4 A DISTANCE OF 14.27 FEET TO THE NORTHERLY LINE OF SAID LOT 4; THENCE SOUTH 63 DEGREES 24 MINUTES 45 SECONDS EAST ALONG SAID NORTHERLY
LINE OF LOT 4 A DISTANCE OF 254.18 FEET TO THE POINT OF BEGINNING.

PARCEL 2: INTENTIONALLY DELETED

PARCEL 3:
THAT PART OF LOT 2 IN AUGUST BUSSE'S DIVISION OF PARTS OF THE EAST 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN; ACCORDING TO THE PLAT THEREOF RECORDED MAY 15, 1928 AS DOCUMENT NO. 10023115 IN BOOK 258 OF PLATS, PAGE 32, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF LOT 2; THENCE SOUTHEASTERLY ALONG THE NORTH LINE OF LOT 2, BEING THE SOUTHERLY LINE OF ALGONQUIN ROAD, FOR 23 FEET; THENCE SOUTHWESTERLY ALONG A LINE PARALLEL TO THE WESTERLY LINE OF SAID LOT 2 FOR 295.92 FEET TO A POINT IN A SOUTHERLY LINE OF SAID LOT 2; THENCE NORTHWESTERLY ALONG THE AFORESAID SOUTHERLY LINE OF SAID LOT 2 FOR 24.38 FEET TO THE MOST WESTERLY CORNER OF LOT 2; THENCE NORTHEASTERLY ALONG A WESTERLY LINE OF LOT 2 FOR 304.02 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

EXCEPTING THEREFROM THAT PART TAKEN BY THE DEPARTMENT OF TRANSPORTATION OF THE STATE OF ILLINOIS BY ORDER ENTERED APRIL 14, 1994 IN CASE NO. 93L51106 AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID LOT 2; THENCE ON AN ASSUMED BEARING OF SOUTH 63 DEGREES 24 MINUTES 45 SECONDS EAST ALONG THE NORTHERLY LINE OF SAID LOT 2 A DISTANCE OF 23.00 FEET; THENCE SOUTH 26 DEGREES 24 MINUTES 20 SECONDS WEST ALONG A LINE PARALLEL WITH THE WESTERLY LINE OF SAID LOT 2 A DISTANCE OF 13.45 FEET; THENCE NORTH 63 DEGREES 24 MINUTES 45 SECONDS WEST ALONG A LINE 13.45 FEET NORMALLY DISTANT SOUTHWESTERLY OF AND PARALLEL WITH THE NORTHERLY LINE OF SAID LOT 2 A DISTANCE OF 23.00 FEET TO THE WESTERLY LINE OF SAID LOT 2; THENCE NORTH 26 DEGREES 24 MINUTES 20 SECONDS EAST ALONG SAID WESTERLY LINE OF LOT 2 A DISTANCE OF 13.45 FEET TO THE POINT OF BEGINNING.

PARCEL 4:

EASEMENT FOR THE BENEFIT OF PARCELS 1A, 1B, 9A AND 9B (TAKEN AS A TRACT) AS CREATED BY DEED RECORDED DECEMBER 7, 1973 AS DOCUMENT NO. 22566267 FOR INGRESS AND EGRESS.

PARCEL 5:

THAT PART OF LOTS 1 AND 2 IN LINCOLN-EXECUTIVE PLAZA RESUBDIVISION, BEING A RESUBDIVISION OF PART OF LOT 2 IN AUGUST BUSSE'S DIVISION OF PART OF THE EAST 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 12, 1981 AS DOCUMENT 26056020, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID LOT 1; THENCE SOUTH 27 DEGREES 05 MINUTES 35 SECONDS WEST ALONG THE WESTERLY LINE OF SAID LOT 1, 11.27 FEET TO A POINT OF BEGINNING AT THE SOUTHWESTERLY LINE OF ALGONQUIN ROAD AS WIDENED; THENCE SOUTH 63 DEGREES 11 MINUTES 02 SECONDS EAST ALONG SAID SOUTHWESTERLY LINE OF ALGONQUIN ROAD AS WIDENED 16.70 FEET (SAID SOUTHWESTERLY LINE OF ALGONQUIN ROAD AS WIDENED BEING A STRAIGHT LINE DRAWN FROM SAID POINT ON THE WESTERLY LINE OF SAID LOT 1, 11.27 FEET, AS MEASURED ALONG SAID WESTERLY LINE SOUTHERLY OF THE NORTHWEST CORNER OF SAID LOT 1 TO A POINT ON THE EAST LINE OF SAID LOT 1, 11.18 FEET AS MEASURED ALONG SAID EAST LINE, SOUTH OF THE NORTHEAST CORNER OF SAID LOT 1); THENCE SOUTH 28 DEGREES 48 MINUTES 36 SECONDS WEST, 21.29 FEET; THENCE SOUTH 06 DEGREES 56 MINUTES 53 SECONDS EAST, 22.07 FEET; THENCE SOUTH 49 DEGREES 43 MINUTES 46 SECONDS EAST, 33.35 FEET; THENCE SOUTH 40 DEGREES 16 MINUTES 14 SECONDS WEST, 104.60 FEET TO A POINT OF CURVATURE; THENCE SOUTHWESTERLY ALONG A CURVED LINE CONVEX NORTHWESTERLY, HAVING A RADIUS OF 225.00 FEET AND BEING TANGENT TO SAID LAST DESCRIBED LINE AT SAID LAST DESCRIBED POINT, AN ARC DISTANCE OF 5.12 FEET TO THE WEST LINE OF SAID LOT 1 (THE CHORD OF SAID ARC BEARS SOUTH 39 DEGREES 37 MINUTES 07 SECONDS WEST, 5.12 FEET); THENCE SOUTH 00 DEGREES 01 MINUTES 27 SECONDS WEST ALONG THE WEST LINE OF SAID LOT, BEING ALSO THE EAST LINE OF SAID LOT 2, 34.16 FEET TO A POINT 505.81 FEET, AS MEASURED ALONG SAID EAST LINE OF LOT 2, NORTH OF THE SOUTHEAST CORNER OF SAID LOT 2; THENCE NORTH 89 DEGREES 58 MINUTES 33 SECONDS WEST, 152.02 FEET TO A CORNER OF SAID LOT 2; THENCE NORTH 82 DEGREES 20 MINUTES 08 SECONDS WEST ALONG A SOUTH LINE OF SAID LOT 2, 93.22 FEET TO A SOUTHWEST CORNER OF SAID LOT 2; THENCE NORTH 27 DEGREES 05 MINUTES 35 SECONDS EAST ALONG THE WESTERLY LINE OF SAID LOT 2, 282.19 FEET TO THE SOUTHWESTERLY LINE OF ALGONQUIN ROAD AS WIDENED; THENCE SOUTH 63 DEGREES 52 MINUTES 35 SECONDS EAST ALONG SAID SOUTHWESTERLY LINE OF ALGONQUIN ROAD AS WIDENED, 126.70 FEET TO AN ANGLE POINT IN SAID LINE; THENCE SOUTH 63 DEGREES 11 MINUTES 02 SECONDS EAST ALONG THE SOUTHWESTERLY LINE OF ALGONQUIN ROAD AS WIDENED, 45.36 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

PARCEL 6: INTENTIONALLY DELETED.

PARCEL 7:
NON-EXCLUSIVE EASEMENT FOR INGRESS AND EGRESS FOR THE BENEFIT OF PARCEL 5 CREATED PURSUANT TO GRANT RECORDED APRIL 28, 1965 AS DOCUMENT 27528475 AS AMENDED BY FIRST AMENDMENT RECORDED APRIL 22, 1991 AS DOCUMENT 91184438 AND SECOND AMENDMENT RECORDED APRIL 6, 1996 AS DOCUMENT 962911197 AND THIRD AMENDMENT RECORDED OCTOBER 16, 1998 AS DOCUMENT 98930307 IN COOK COUNTY, ILLINOIS.

PARCEL 8:

THAT PART OF LOT 4 IN AUGUST BUSSE'S DIVISION OF PARTS OF THE EAST 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT INTERSECTION OF SOUTHERLY LINE OF ALGONQUIN ROAD WITH THE EASTERLY LINE OF ARLINGTON HEIGHTS ROAD AS LAID OUT IN SAID BUSSE'S DIVISION RUNNING THENCE SOUTHERLY ALONG EASTERLY LINE OF SAID ARLINGTON HEIGHTS ROAD, 175 FEET, THENCE EASTERLY AT RIGHT ANGLES TO SAID EASTERLY LINE OF ROAD 165.08 FEET; THENCE NORTHERLY PARALLEL WITH SAID EASTERLY LINE OF SAID ROAD, 116.92 FEET TO A POINT IN THE SOUTHERLY LINE OF SAID ALGONQUIN ROAD WHICH IS 175 FEET EASTERLY OF THE PLACE OF BEGINNING, THENCE WESTERLY ALONG SAID SOUTHERLY LINE OF ROAD, 175 FEET TO PLACE OF BEGINNING, IN COOK COUNTY, ILLINOIS;

EXCEPTING THEREFROM THAT PORTION OF THE ABOVE DESCRIBED PREMISES CONVEYED BY WARRANTY DEED DATED JANUARY 7, 1970 TO THE STATE OF ILLINOIS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
A PART OF THAT PART OF LOT 4 IN AUGUST BUSSE'S DIVISION OF PARTS OF THE EAST 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE INTERSECTION OF THE SOUTHERLY LINE OF ALGONQUIN ROAD WITH THE EASTERLY LINE OF ARLINGTON HEIGHTS ROAD AS LAID OUT IN THE SUBDIVISION; RUNNING THENCE SOUTHERLY ALONG THE EASTERLY LINE OF SAID ARLINGTON HEIGHTS ROAD, 175 FEET; THENCE EASTERLY AT RIGHT ANGLES TO SAID EASTERLY LINE OF ROAD 165.08 FEET; THENCE NORTHERLY PARALLEL WITH SAID EASTERLY LINE OF SAID ROAD, 116.92 FEET TO A POINT IN THE SOUTHERLY LINE OF SAID ALGONQUIN ROAD WHICH IS 175 FEET EASTERLY OF THE POINT OF BEGINNING; THENCE WESTERLY ALONG SAID SOUTHERLY LINE OF SAID ROAD 175 FEET, TO THE POINT OF BEGINNING; BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE SOUTHERLY LINE OF ALGONQUIN ROAD WITH THE EASTERLY LINE OF ARLINGTON HEIGHTS ROAD AS LAID OUT IN AFOREMENTIONED SUBDIVISION, THENCE SOUTHERLY ALONG THE EASTERLY LINE OF SAID ARLINGTON HEIGHTS ROAD, 25 FEET, TO A POINT; THENCE NORTHEASTERLY ALONG A STRAIGHT LINE, A DISTANCE OF 29.086 FEET MORE OR LESS TO A POINT ON THE SOUTHERLY LINE OF SAID ALGONQUIN ROAD, WHICH IS 25 FEET EASTERLY OF THE POINT OF BEGINNING; THENCE WESTERLY ALONG SAID SOUTHERLY LINE OF SAID ROAD 25 FEET, TO THE POINT OF BEGINNING;

ALSO EXCEPTING THEREFROM THAT PORTION OF THE ABOVE PREMISES CONVEYED TO THE DEPARTMENT OF TRANSPORTATION OF THE STATE OF ILLINOIS BY CONDEMNATION PROCEEDINGS AS SET FORTH IN FINAL JUDGMENT ORDER NO. 93 L 51012, FILED IN THE CIRCUIT COURT OF COOK COUNTY, ILLINOIS ON MAY 2, 1996, SAID PREMISES BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THAT PART OF LOT 4 IN AUGUST BUSSE'S DIVISION, BEING A SUBDIVISION OF PART OF THE EAST 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, ACCORDING TO THE PLAT THEREOF RECORDED MAY 15, 1928 AS DOCUMENT 10023115, DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTHWEST CORNER OF SAID LOT 4; THENCE ON AN ASSUMED BEARING OF SOUTH 63 DEGREES 24 MINUTES 45 SECONDS EAST ALONG THE NORTHERLY LINE OF SAID LOT 4 A DISTANCE OF 25.00 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 63 DEGREES 24 MINUTES 45 SECONDS EAST ALONG THE SAID NORTHERLY LINE OF LOT 4 A DISTANCE OF 150.19 FEET; THENCE SOUTH 7 DEGREES 01 MINUTES 35 SECONDS WEST 14.27 FEET TO A POINT 13.45 FEET NORMALLY DISTANT SOUTHWESTERLY OF THE NORTHERLY LINE OF SAID LOT 4; THENCE NORTH 63 DEGREES 24 MINUTES 45 SECONDS WEST ALONG A LINE 13.45 FEET NORMALLY DISTANT SOUTHWESTERLY AND PARALLEL WITH THE SAID NORTHERLY LINE OF LOT 4 A DISTANCE OF 108.63 FEET; THENCE SOUTHERLY ALONG A TANGENTIAL CURVE CONCAVE TO THE SOUTHEAST, RADIUS 35.00 FEET, CENTRAL ANGLE 109 DEGREES 33 MINUTES 40 SECONDS, 66.93 FEET TO A POINT 16.00 FEET NORMALLY DISTANT EASTERLY OF THE WESTERLY LINE OF SAID LOT 4; THENCE SOUTH 7 DEGREES 01 MINUTES 35 SECONDS WEST ALONG A LINE 16.00 FEET NORMALLY DISTANT EASTERLY AND PARALLEL WITH THE WESTERLY LINE OF SAID LOT 4 A DISTANCE OF 105.48 FEET; THENCE NORTH 82 DEGREES 53 MINUTES 55 SECONDS WEST 16.00 FEET TO THE WESTERLY LINE OF SAID LOT 4; THENCE NORTH 7 DEGREES 01 MINUTES 35 SECONDS EAST ALONG THE WESTERLY LINE OF SAID LOT 4 A DISTANCE OF 150.00 FEET; THENCE NORTH 61 DEGREES 48 MINUTES 25 SECONDS EAST 28.84 FEET, TO THE POINT OF BEGINNING.

PARCEL 9A:

THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF LOT 4, TOGETHER WITH THAT PART OF THE WEST 182.08 FEET LYING NORTH OF SAID SOUTH 104.41 FEET AND LYING SOUTH OF THE NORTH 175.00 FEET OF LOT 4, ALL AS MEASURED ALONG AND PERPENDICULAR TO THE WESTERLY LINE THEREOF, IN AUGUST BUSSE'S DIVISION OF PART OF THE EAST 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

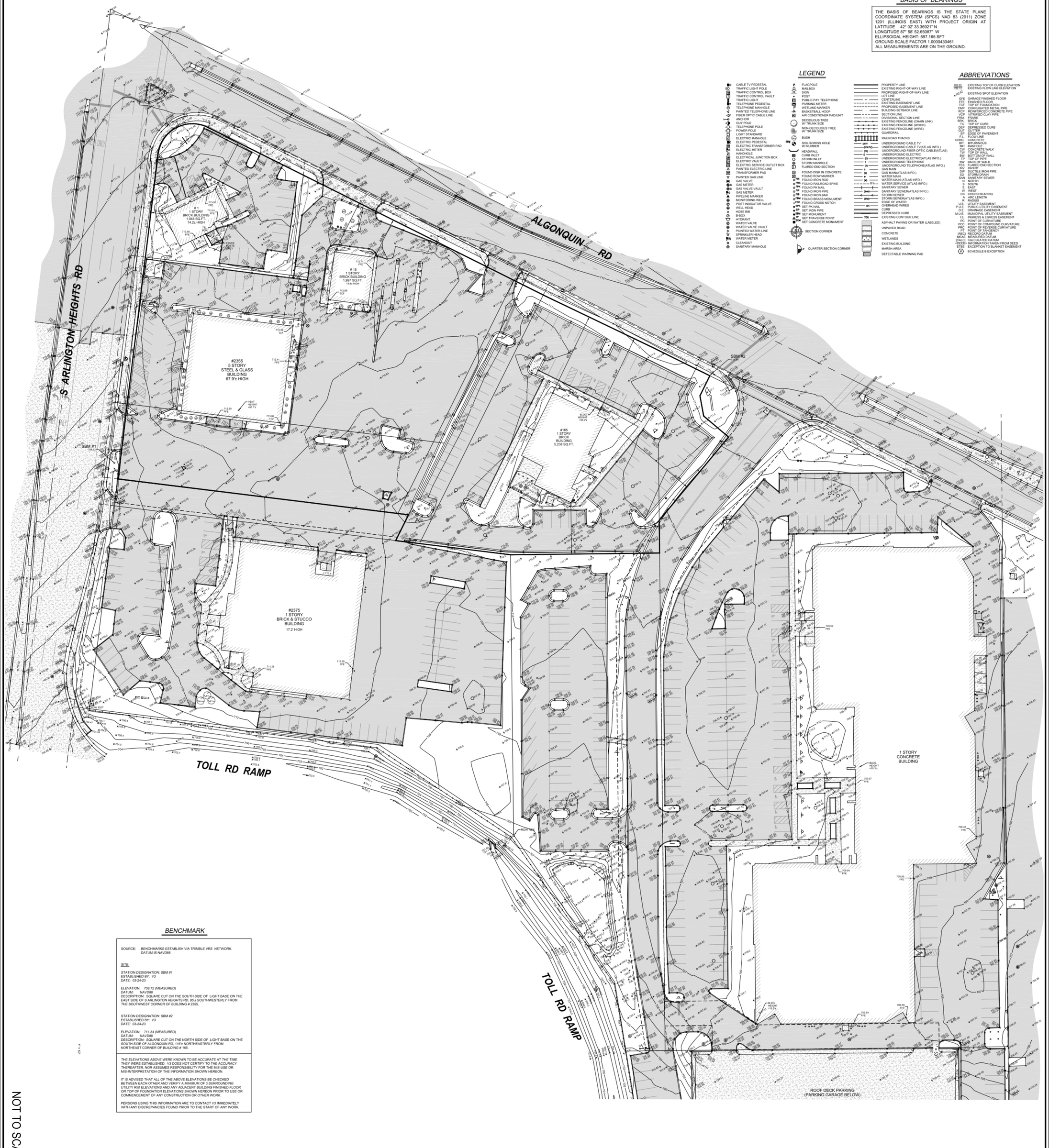
EXCEPTING THEREFROM THAT PART TAKEN BY THE DEPARTMENT OF TRANSPORTATION OF THE STATE OF ILLINOIS BY ORDER ENTERED JANUARY 20, 1994 IN CASE NO. 93L50915 AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF SAID LOT 4; THENCE ON AN ASSUMED BEARING OF NORTH 7 DEGREES 01 MINUTES 35 SECONDS EAST ALONG THE WESTERLY LINE OF SAID LOT 4 A DISTANCE OF 227.08 FEET TO THE SOUTH LINE OF THE NORTH 175.00 FEET OF SAID LOT 4; THENCE SOUTH 82 DEGREES 53 MINUTES 55 SECONDS EAST ALONG THE SOUTH LINE OF THE NORTH 175.00 FEET OF SAID LOT 4 A DISTANCE OF 16.00 FEET; THENCE SOUTH 7 DEGREES 01 MINUTES 35 SECONDS WEST ALONG A LINE 16.00 FEET NORMALLY DISTANT EASTERLY OF AND PARALLEL WITH THE WESTERLY LINE OF SAID LOT 4 A DISTANCE OF 227.08 FEET TO THE SOUTH LINE OF THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF SAID LOT 4; THENCE NORTH 82 DEGREES 53 MINUTES 55 SECONDS WEST ALONG SAID SOUTH LINE OF THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF SAID LOT 4 A DISTANCE OF 16.00 FEET

ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY
OF
ARLINGTON HEIGHTS RESIDENTIAL
ARLINGTON HEIGHTS, ILLINOIS

PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

STATE PLANE MERIDIAN



BASIS OF BEARINGS

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LONGITUDE 87° 58' 52.65087" W
ELLIPSOIDAL HEIGHT: 597.165 SFT
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- GAS VALVE VAULT
- GAS METER
- PIPELINE MARKER
- MONITORING WELL
- POST INDICATOR VALVE
- WELL HEAD
- HOSE BIB
- B-BOX
- HYDRANT
- WATER VALVE
- WATER VALVE VAULT
- PAINTED WATER LINE
- SPRINKLER HEAD
- WATER METER
- CLEANOUT
- SANITARY MANHOLE
- FLAGPOLE
- MAILBOX
- SIGN
- POST
- PUBLIC PAY TELEPHONE
- PARKING METER
- WETLAND MARKER
- BASKETBALL HOOP
- AIR CONDITIONER PAD/UNIT
- DECIDUOUS TREE W/ TRUNK SIZE
- NON-DECIDUOUS TREE W/ TRUNK SIZE
- BUSH
- SOIL BORING HOLE W/ NUMBER
- HEADWALL
- CURB INLET
- STORM INLET
- STORM MANHOLE
- FLARED END SECTION
- FOUND DISK IN CONCRETE
- FOUND ROW MARKER
- FOUND IRON ROD
- FOUND RAILROAD SPIKE
- FOUND PK NAIL
- FOUND IRON PIPE
- FOUND IRON BAR
- FOUND BRASS MONUMENT
- FOUND CROSS NOTCH
- SET PK NAIL
- SET IRON PIPE
- SET MONUMENT
- SET TRAVERSE POINT
- SET CONCRETE MONUMENT
- SECTION CORNER
- QUARTER SECTION CORNER
- PROPERTY LINE
- EXISTING RIGHT-OF-WAY LINE
- PROPOSED RIGHT-OF-WAY LINE
- LOT LINE
- CENTERLINE
- EXISTING EASEMENT LINE
- PROPOSED EASEMENT LINE
- BUILDING SETBACK LINE
- SECTION LINE
- DIVISIONAL SECTION LINE
- EXISTING FENCELINE (CHAIN LINK)
- EXISTING FENCELINE (WOOD)
- EXISTING FENCELINE (WIRE)
- GUARDRAIL
- RAILROAD TRACKS
- UNDERGROUND CABLE TV
- UNDERGROUND CABLE TV(ATLAS INFO.)
- UNDERGROUND FIBER OPTIC CABLE(ATLAS)
- UNDERGROUND ELECTRIC
- UNDERGROUND ELECTRIC(ATLAS INFO.)
- UNDERGROUND TELEPHONE
- UNDERGROUND TELEPHONE(ATLAS INFO.)
- GAS MAIN
- GAS MAIN(ATLAS INFO.)
- WATER MAIN
- WATER MAIN (ATLAS INFO.)
- WATER SERVICE (ATLAS INFO.)
- SANITARY SEWER
- SANITARY SEWER(ATLAS INFO.)
- STORM SEWER
- STORM SEWER(ATLAS INFO.)
- EDGE OF WATER
- OVERHEAD WIRES
- CURB
- DEPRESSED CURB
- EXISTING CONTOUR LINE
- ASPHALT PAVING OR WATER (LABELED)
- UNPAVED ROAD
- CONCRETE
- WETLANDS
- EXISTING BUILDING
- MARSH AREA
- DETECTABLE WARNING PAD

ABBREVIATIONS

782.62	EXISTING TOP OF CURB ELEVATION
782.12	EXISTING FLOW LINE ELEVATION
x 782.62	EXISTING SPOT ELEVATION
GFE	GARAGE FINISHED FLOOR
FFE	FINISHED FLOOR
TOF	TOP OF FOUNDATION
CMP	CORRUGATED METAL PIPE
RCP	REINFORCED CONCRETE PIPE
VCP	VITRIFIED CLAY PIPE
STN	STONE
BRK	BRICK
TC	TOP OF CURB
DEP	DEPRESSED CURB
GUT	GUTTER
EP	EDGE OF PAVEMENT
F.L.	FLOW LINE
CONC	CONCRETE
BIT	BITUMINOUS
MH	MANHOLE
CW	CONCRETE WALK
TW	TOP OF WALL
BW	BOTTOM OF WALL
TP	TOP OF PIPE
BW	BACK OF WALK
FES	FLARED END SECTION
INV	INVERT
DIP	DUCTILE IRON PIPE
SD	STORM DRAIN
SAN	SANITARY SEWER
N	NORTH
S	SOUTH
E	EAST
W	WEST
CB	CHORD BEARING
A	ARC LENGTH
R	RADIUS
U.E.	UTILITY EASEMENT
P.U.E.	PUBLIC UTILITY EASEMENT
D.E.	DRAINAGE EASEMENT
M.U.E.	MUNICIPAL UTILITY EASEMENT
I.E.	INGRESS & EGRESS EASEMENT
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVATURE
PRC	POINT OF REVERSE CURVATURE
PT	POINT OF TANGENCY
(REC)	RECORD DATUM
MEAS.	MEASURED DATUM
[CALC]	CALCULATED DATUM
<DEED>	INFORMATION TAKEN FROM DEED
ETBE	EXCEPTION TO BLANKET EASEMENT
(B)	SCHEDULE B EXCEPTION

BENCHMARK

SOURCE: BENCHMARKS ESTABLISH VIA TRIMBLE VRS NETWORK.
DATUM IS NAVD88

SITE:

STATION DESIGNATION: SBM #1
ESTABLISHED BY: V3
DATE: 03-24-23

ELEVATION: 708.72 (MEASURED)
DATUM: NAVD88
DESCRIPTION: SQUARE CUT ON THE SOUTH SIDE OF LIGHT BASE ON THE EAST SIDE OF S ARLINGTON HEIGHTS RD, 85'± SOUTHWESTERLY FROM THE SOUTHWEST CORNER OF BUILDING # 2355.

STATION DESIGNATION: SBM #2
ESTABLISHED BY: V3
DATE: 03-24-23

ELEVATION: 711.84 (MEASURED)
DATUM: NAVD88
DESCRIPTION: SQUARE CUT ON THE NORTH SIDE OF LIGHT BASE ON THE SOUTH SIDE OF ALGONQUIN RD, 116'± NORTHEASTERLY FROM NORTHEAST CORNER OF BUILDING # 165.

THE ELEVATIONS ABOVE WERE KNOWN TO BE ACCURATE AT THE TIME THEY WERE ESTABLISHED. V3 DOES NOT CERTIFY TO THE ACCURACY THEREAFTER, NOR ASSUMES RESPONSIBILITY FOR THE MIS-USE OR MIS-INTERPRETATION OF THE INFORMATION SHOWN HEREON.

IT IS ADVISED THAT ALL OF THE ABOVE ELEVATIONS BE CHECKED BETWEEN EACH OTHER AND VERIFY A MINIMUM OF 3 SURROUNDING UTILITY RIM ELEVATIONS AND ANY ADJACENT BUILDING FINISHED FLOOR OR TOP OF FOUNDATION ELEVATIONS SHOWN HEREON PRIOR TO USE OR COMMENCEMENT OF ANY CONSTRUCTION OR OTHER WORK.

PERSONS USING THIS INFORMATION ARE TO CONTACT V3 IMMEDIATELY WITH ANY DISCREPANCIES FOUND PRIOR TO THE START OF ANY WORK.

1" = 50'

NOT TO SCALE

Engineers
Scientists
Surveyors

7325 Janes Avenue, Suite 100
Woodridge, IL 60517
630.724.9200 voice
630.724.0384 fax
v3co.com

PREPARED FOR:
THOMAS ROSZAK ARCHITECTURE
14 S. WELLS ST, SUITE 700
CHICAGO, IL 60606
773-516-3501

REVISIONS

NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION

ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY
ARLINGTON HEIGHTS RESIDENTIAL, ARLINGTON HEIGHTS, IL

Project No: 23084
Group No: VP01.1

DRAFTING COMPLETED: 04-05-23
FIELD WORK COMPLETED: 03-29-23
DRAWN BY: MLP
CHECKED BY: AJS
PROJECT MANAGER: AJS
SCALE: 1" = 30'
SHEET NO. 3 of 4

CITY STAMP

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SIGNATURE/SEAL

ILLINOIS
REGISTERED ARCHITECT
THOMAS A. ROSZAK
#001.019175
EXPIRATION DATE:
NOVEMBER 30, 2024

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ARLINGTON HEIGHTS PHASE I

2355 S. Arlington Heights Rd.,
Arlington Heights, IL 60005

No.	Date	Description
4	9/15/2023	90% CD's
2	7/25/2023	80% CD's
1	6/30/2023	50% CD's

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PLUMBING DESIGN/BUILD CONTRACTOR

ELECTRICAL DESIGN/BUILD CONTRACTOR

FIRE PROTECTION DESIGN/BUILD CONTRACTOR

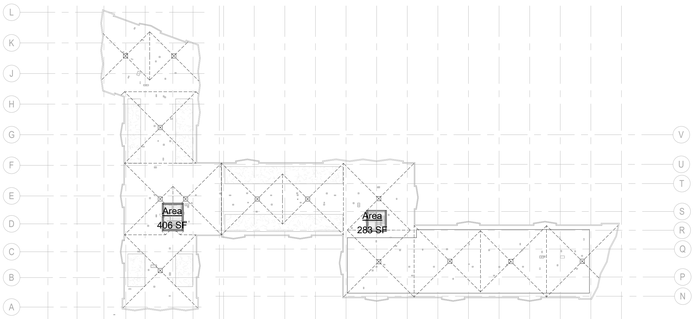
SHEET TITLE
SURVEY - PLAT OF TOPOGRAPHY

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

DATE
09/07/2023

SHEET NUMBER
G-008

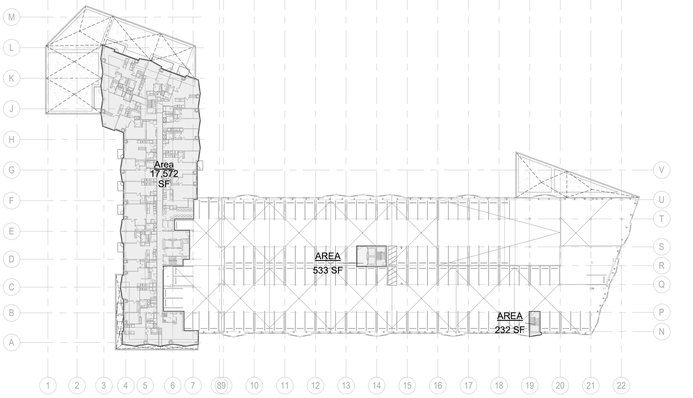
FAR CALCULATION	
Level	Area
LEVEL 1	40,478 SF
LEVEL 1.5	730 SF
LEVEL 2	18,337 SF
LEVEL 3	18,337 SF
LEVEL 4	50,188 SF
LEVEL 5	50,293 SF
LEVEL 6	50,293 SF
LEVEL 7	50,293 SF
LEVEL 8	50,293 SF
ROOF	689 SF
TOTAL AREA :	329,930 SF
(329,930) / (167,266) = 1.97 FAR	



10 ROOF - FAR
1" = 50'-0"

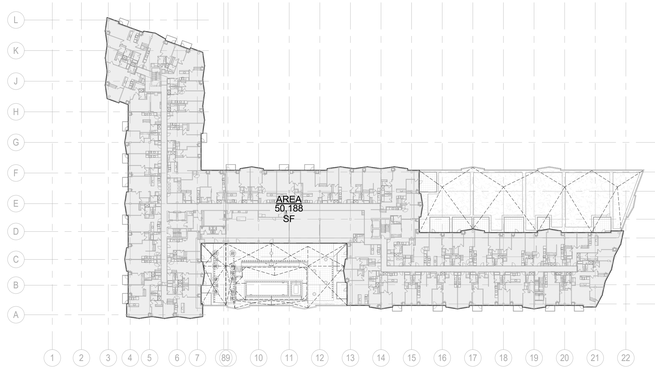
9 LEVEL 8 - FAR
1" = 50'-0"

6 LEVEL 5 - FAR
1" = 50'-0"

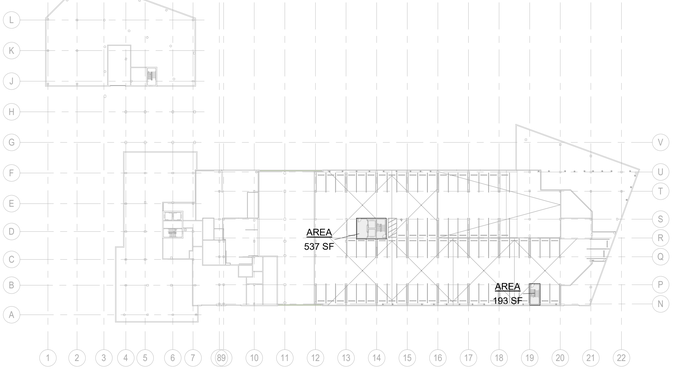


3 LEVEL 2 - FAR
1" = 50'-0"

8 LEVEL 7 - FAR
1" = 50'-0"



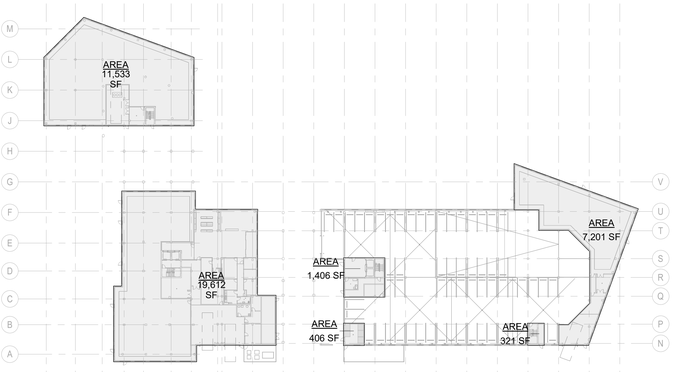
5 LEVEL 4 - FAR
1" = 50'-0"



2 LEVEL 1.5 - FAR
1" = 50'-0"

7 LEVEL 6 - FAR
1" = 50'-0"

4 LEVEL 3 - FAR
1" = 50'-0"



1 LEVEL 1 - FAR
1" = 50'-0"

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ILLINOIS
THOMAS A. ROSZAK
REGISTERED ARCHITECT
#001 019175
EXPIRATION DATE:
NOVEMBER 30, 2024

I CERTIFY THAT THESE DRAWINGS WERE PREPARED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY PERSONAL KNOWLEDGE THEY CONFORM TO THE VILLAGE OF ARLINGTON HEIGHTS BUILDING CODE

No.	Date	Description
4	9/15/2023	90% CD's
2	7/25/2023	80% CD's
1	6/30/2023	50% CD's

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PLUMBING DESIGN/BUILD CONTRACTOR

ELECTRICAL DESIGN/BUILD CONTRACTOR

FIRE PROTECTION DESIGN/BUILD CONTRACTOR

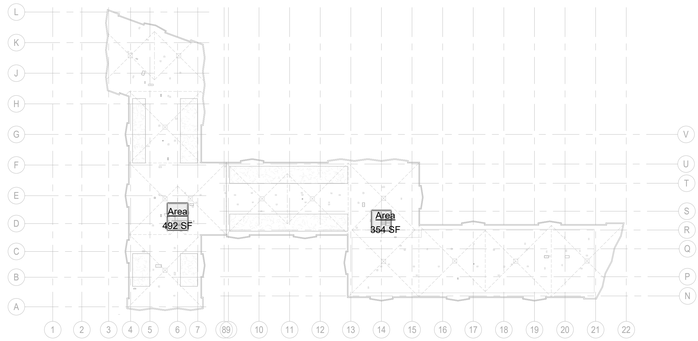
SHEET TITLE
FAR CALCULATION DIAGRAMS

SCALE	SHEET NUMBER
1" = 50'-0"	A-001
DATE	
09/07/2023	

UNIT MIX SUMMARY

FLOOR	STUDIO	1 Bed	1 Bed + Den	2 Bed	3 Bed	Total Units per Floor
LEVEL 2	2	8	2	5	0	17
LEVEL 3	2	8	2	5	0	17
LEVEL 4	9	23	2	13	2	49
LEVEL 5	9	25	3	15	2	54
LEVEL 6	9	25	3	15	2	54
LEVEL 7	9	25	3	15	2	54
LEVEL 8	9	25	3	15	2	54
TOTALS	49	139	18	83	10	299

GSF CALCULATION	
LEVEL	AREA
LEVEL LL	13,735 SF
LEVEL 1	78,754 SF
LEVEL 1.5	31,021 SF
LEVEL 2	69,745 SF
LEVEL 3	69,800 SF
LEVEL 4	50,293 SF
LEVEL 5	50,293 SF
LEVEL 6	50,293 SF
LEVEL 7	50,293 SF
LEVEL 8	50,293 SF
ROOF	846 SF
	515,364 SF



10 ROOF
1" = 50'-0"

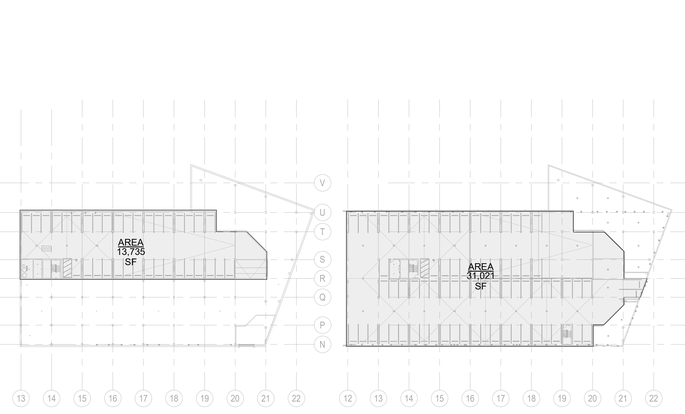
20 LEVEL 8 - GROSS BUILDING AREA
1" = 50'-0"

7 LEVEL 5 - GROSS BUILDING AREA
1" = 50'-0"

4 LEVEL 2 - GROSS BUILDING AREA
1" = 50'-0"

9 LEVEL 7 - GROSS BUILDING AREA
1" = 50'-0"

6 LEVEL 4 - GROSS BUILDING AREA
1" = 50'-0"

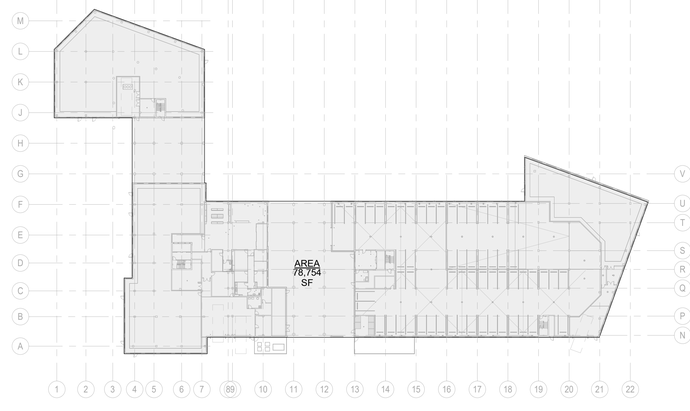


3 LEVEL LL - GROSS BUILDING AREA
1" = 50'-0"

2 LEVEL 1.5 - GROSS BUILDING AREA
1" = 50'-0"

8 LEVEL 6 - GROSS BUILDING AREA
1" = 50'-0"

5 LEVEL 3 - GROSS BUILDING AREA
1" = 50'-0"



1 LEVEL 1 - GROSS BUILDING AREA
1" = 50'-0"

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FIRE PROTECTION DESIGN/BUILD CONTRACTOR

SHEET TITLE
GSF CALCULATION DIAGRAMS

SCALE	SHEET NUMBER
1" = 50'-0"	A-002
DATE	
09/07/2023	

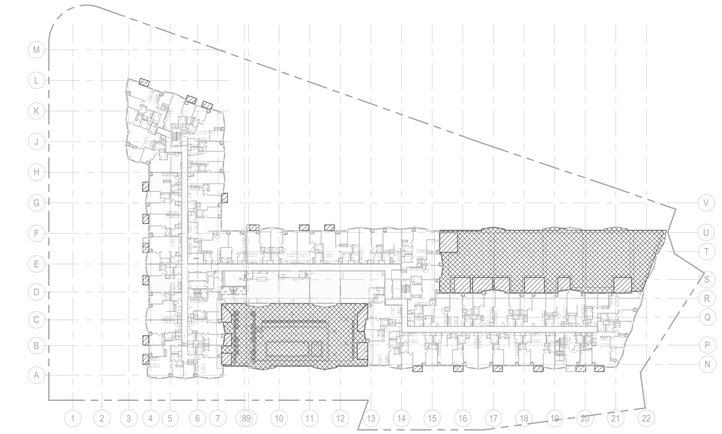
EXTERIOR AREAS LEGEND

GENERAL EXTERIOR AREA

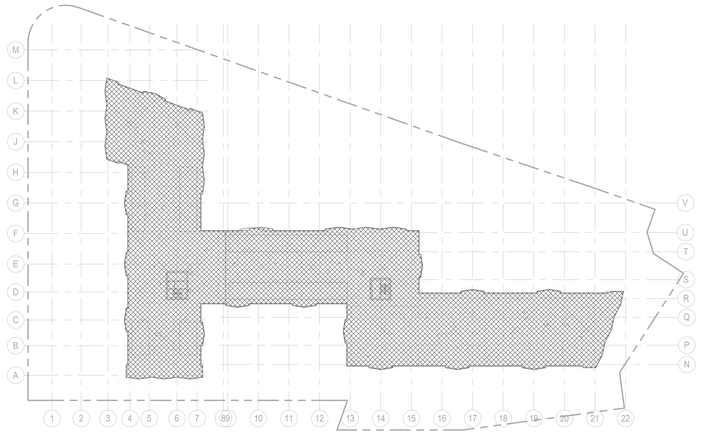
PRIVATE EXTERIOR AREA

EXTERIOR AREAS TAKEOFF

LEVEL	AREA
GENERAL	
LEVEL 2	9,740 SF
LEVEL 4	17,211 SF
ROOF	50,392 SF
	77,343 SF
PRIVATE	
LEVEL 2	1,019 SF
LEVEL 3	474 SF
LEVEL 4	3,127 SF
LEVEL 5 - 8	5,366 SF
	9,987 SF
TOTAL EXTERIOR AREA:	87,330 SF

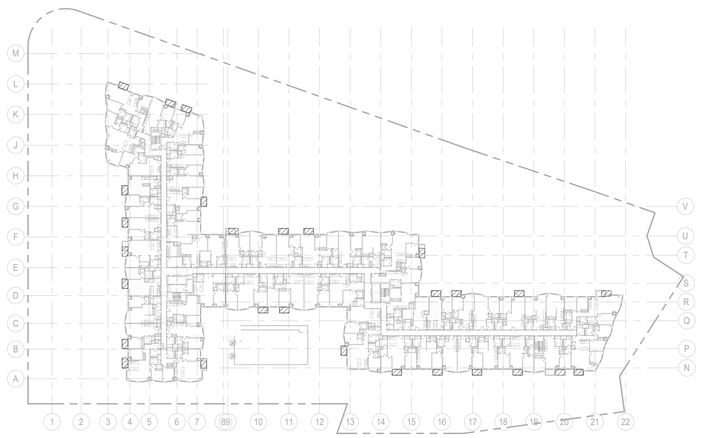


2 LEVEL 4 - EXTERIOR AREA TAKEOFF
1" = 50'-0"

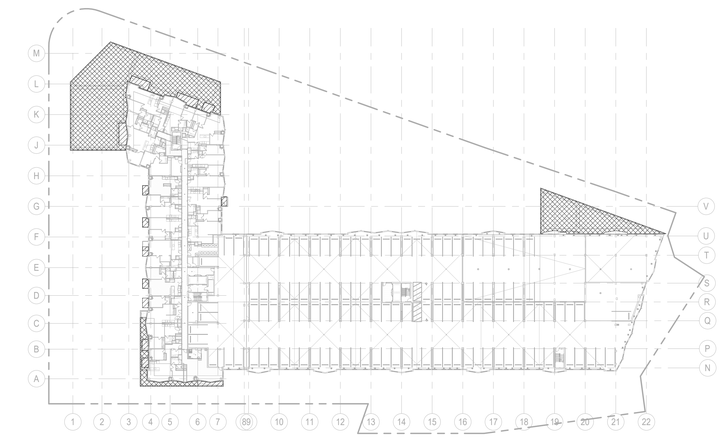


3 ROOF - EXTERIOR AREA TAKEOFF
1" = 50'-0"

5 LEVEL 3 - EXTERIOR AREA TAKEOFF
1" = 50'-0"



4 LEVEL 5-8 - EXTERIOR AREA TAKEOFF
1" = 50'-0"



1 LEVEL 2 - EXTERIOR AREA TAKEOFF
1" = 50'-0"

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Chicago, IL 60661
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MECHANICAL DESIGN/BUILD CONTRACTOR

PLUMBING DESIGN/BUILD CONTRACTOR

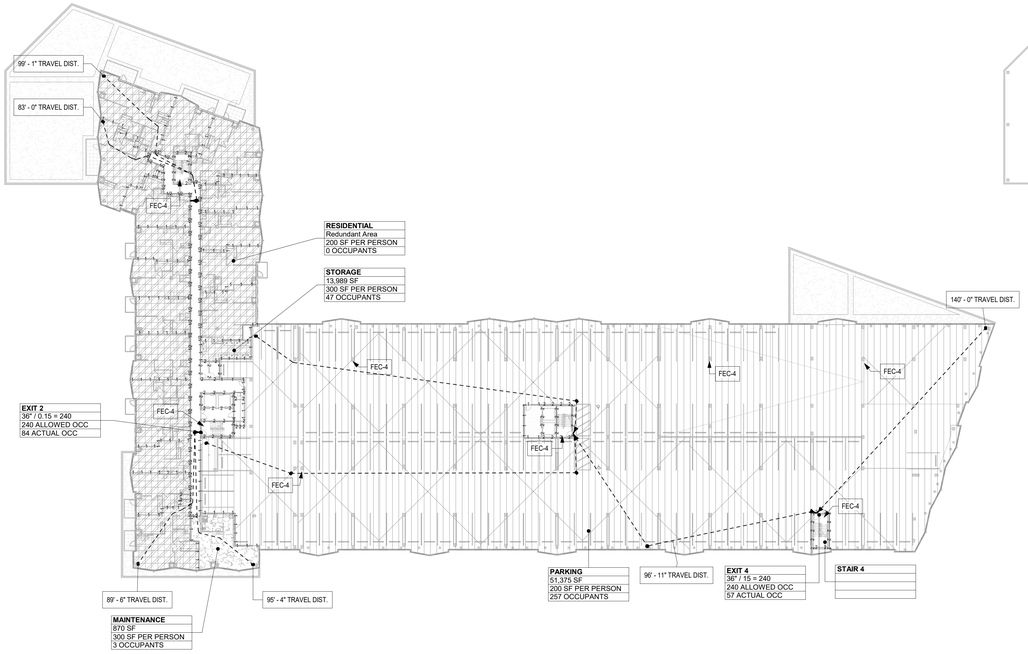
ELECTRICAL DESIGN/BUILD CONTRACTOR

FIRE PROTECTION DESIGN/BUILD CONTRACTOR

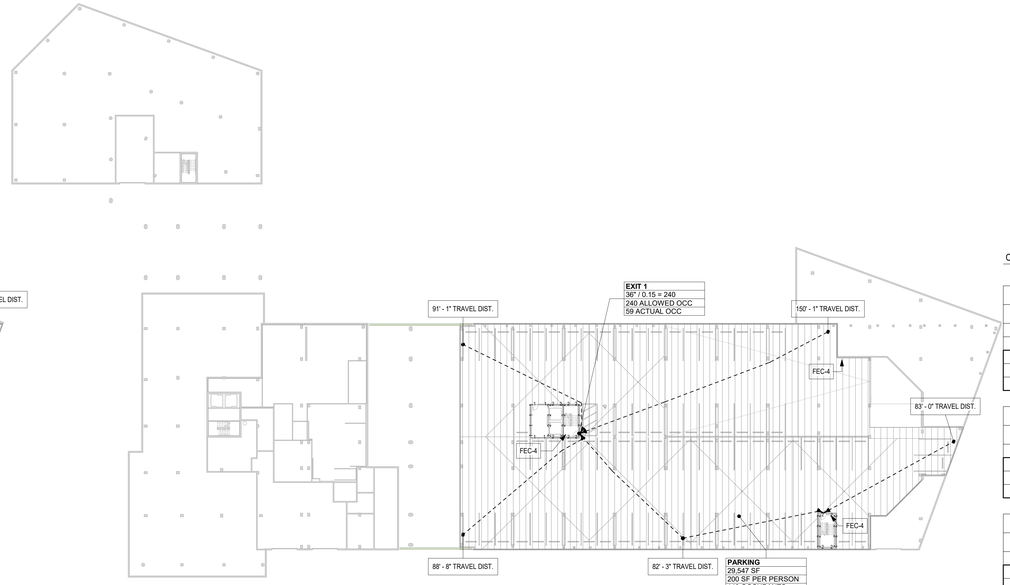
SHEET TITLE

EXTERIOR AREAS DIAGRAMS

SCALE	SHEET NUMBER
As indicated	A-003
DATE	
09/07/2023	



4 LEVELS 2 AND 3 - LIFE SAFETY
1" = 30'-0"



3 LEVEL 1.5 - LIFE SAFETY
1" = 30'-0"

LIFE SAFETY - LEVELS 2 AND 3			
NAME	AREA	FLOOR AREA PER PERSON	OCCUPANCY
PARKING	51,375 SF	200	257
STORAGE	13,989 SF	300	47
RESIDENTIAL	Redundant Area	200	
MAINTENANCE	870 SF	300	3
			307

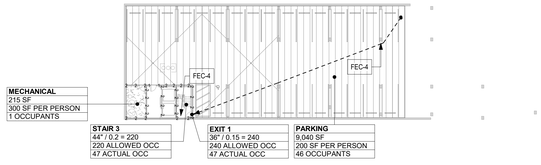
LIFE SAFETY - STAIR LEVELS 2 AND 3			
STAIR NAME	STAIR EGRESS FACTOR	ALLOWED OCC	STAIR WIDTH OCCUPANCY ACTUAL
STAIR 4			

LIFE SAFETY - DOOR LEVELS 2 AND 3			
DOOR EXIT #	DOOR EGRESS FACTOR	ALLOWED OCCUPANCY	DOOR WIDTH OCCUPANCY ACTUAL
EXIT 1	0.15	240	84
EXIT 2	0.15	240	84
EXIT 4	15	240	57

LIFE SAFETY - LEVEL 1.5			
NAME	AREA	FLOOR AREA PER PERSON	OCCUPANCY
PARKING	29,547 SF	200	148
			148

LIFE SAFETY - STAIR LEVEL 1.5			
STAIR NAME	STAIR EGRESS FACTOR	ALLOWED OCCUPANCY	STAIR WIDTH OCCUPANCY ACTUAL

LIFE SAFETY - DOOR LEVEL 1.5			
DOOR EXIT #	DOOR EGRESS FACTOR	ALLOWED OCCUPANCY	DOOR WIDTH OCCUPANCY ACTUAL
EXIT 1	0.15	240	59

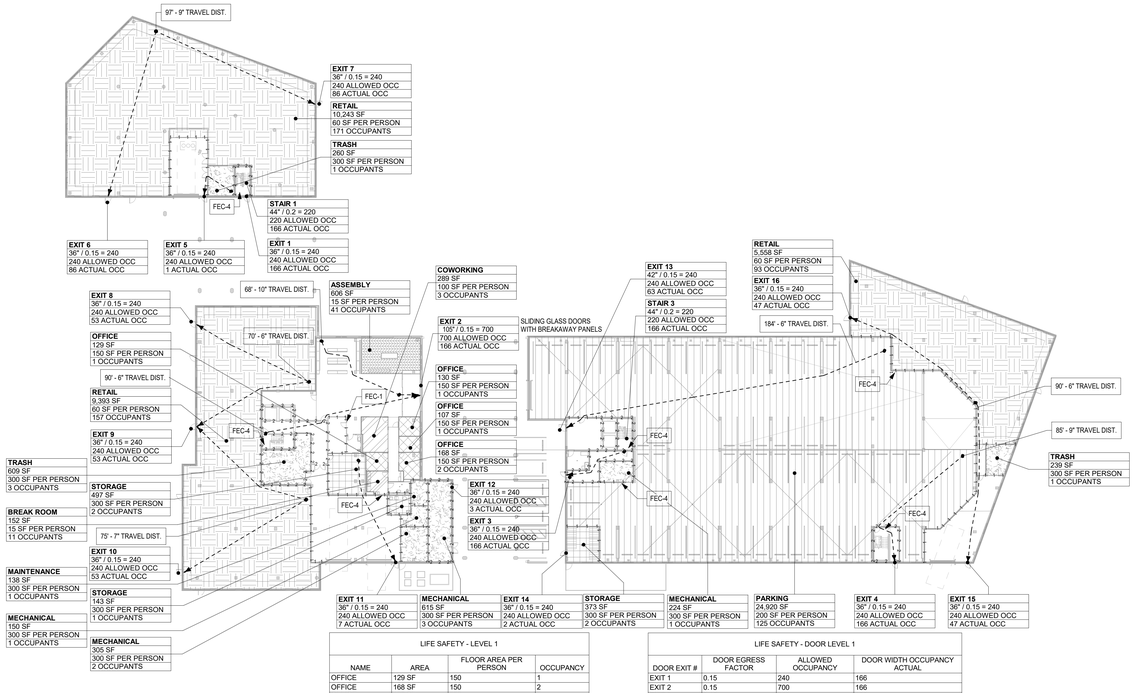


2 LEVEL LL - LIFE SAFETY
1" = 30'-0"

LIFE SAFETY - LEVEL LL			
NAME	AREA	FLOOR AREA PER PERSON	OCCUPANCY
PARKING	9,040 SF	200	46
MECHANICAL	215 SF	300	1
			47

LIFE SAFETY - STAIR LEVEL LL			
STAIR NAME	STAIR EGRESS FACTOR	ALLOWED OCCUPANCY	STAIR WIDTH OCCUPANCY ACTUAL
STAIR 3	0.2	220	47

LIFE SAFETY - DOOR LEVEL LL			
DOOR EXIT #	DOOR EGRESS FACTOR	ALLOWED OCCUPANCY	DOOR WIDTH OCCUPANCY ACTUAL
EXIT 1	0.15	240	47



1 LEVEL 1 - LIFE SAFETY
1" = 30'-0"

LIFE SAFETY - LEVEL 1			
NAME	AREA	FLOOR AREA PER PERSON	OCCUPANCY
OFFICE	129 SF	150	1
OFFICE	168 SF	150	2
OFFICE	107 SF	150	1
OFFICE	130 SF	150	1
COWORKING	289 SF	100	3
RETAIL	9,393 SF	60	157
MAINTENANCE	138 SF	300	1
MECHANICAL	615 SF	300	3
MECHANICAL	150 SF	300	1
STORAGE	143 SF	300	1
BREAK ROOM	152 SF	15	11
RETAIL	5,558 SF	60	93
PARKING	24,920 SF	200	125
RETAIL	10,243 SF	60	171
TRASH	609 SF	300	3
STORAGE	497 SF	300	2
ASSEMBLY	606 SF	15	41
MECHANICAL	305 SF	300	2
MECHANICAL	224 SF	300	1
STORAGE	373 SF	300	2
TRASH	260 SF	300	1
TRASH	239 SF	300	1
			624

LIFE SAFETY - DOOR LEVEL 1			
DOOR EXIT #	DOOR EGRESS FACTOR	ALLOWED OCCUPANCY	DOOR WIDTH OCCUPANCY ACTUAL
EXIT 1	0.15	240	166
EXIT 2	0.15	700	166
EXIT 3	0.15	240	166
EXIT 3	0.15	240	57
EXIT 4	0.15	240	166
EXIT 5	0.15	240	1
EXIT 6	0.15	240	86
EXIT 7	0.15	240	86
EXIT 8	0.15	240	53
EXIT 9	0.15	240	53
EXIT 10	0.15	240	53
EXIT 11	0.15	240	7
EXIT 12	0.15	240	3
EXIT 13	0.15	240	63
EXIT 14	0.15	240	2
EXIT 15	0.15	240	47
EXIT 16	0.15	240	47

FIRE LIFE SAFETY GENERAL NOTES

1. PROVIDE FIRE EXTINGUISHERS IN BUILDING AS REQUIRED BY CODE
2. PROVIDE FEC-4 IN ALL STAIRWELLS
3. PROVIDE FEC-1 IN ALL APARTMENT CORRIDORS
4. PROVIDE FIRE EXTINGUISHERS ON EVERY FLOOR AS REQUIRED BY MUNICIPAL CODE OF VILLAGE OF ARLINGTON HEIGHTS AND IN ACCORDANCE WITH NFPA 10

FIRE LIFE SAFETY SYMBOLS

PATH OF EGRESS
1 HOUR RATED WALL
2 HOUR RATED WALL
3 HOUR RATED WALL
4 HOUR RATED WALL
DEAD-END MARKER

FEC-1 FIRE-RATED CABINET (RATING TO MATCH WALL WHICH LOCATED) SEMI-RECESSED (ADA COMPLIANT)
FEC-2 NON-RATED CABINET SEMI-RECESSED (ADA COMPLIANT)
FEC-3 NON-RATED CABINET SURFACE MOUNT CABINET
FEC-4 NO CABINET BRACKET MOUNT

CONCRETE CONSTRUCTION - FIRE RATINGS REQUIREMENTS

CODE REFERENCE: ACI 216.1-19 / TMS 0216.1-97

TABLE 2.1 - Fire resistance of singular layer concrete walls, floor and roofs

Aggregate Type	Minimum equivalent thickness for fire resistance rating, in.				
	1 hr	1 1/2 hr	2 hr	3 hr	4 hr
Siliceous	3.5	4.3	5.0	6.2	7.0
Carbonate	3.2	4.0	4.6	5.7	6.6
Semi-lightweight	2.7	3.3	3.8	4.6	5.4
Lightweight	2.5	3.1	3.6	4.4	5.1

TABLE 2.7 - Minimum concrete column size

Aggregate Type	Minimum column dimension for fire resistance, in.				
	1 hr	1 1/2 hr	2 hr	3 hr	4 hr
Carbonate	8.0	9.0	10.0	11.0	12.0
Siliceous	8.0	9.0	10.0	12.0	14.0
Semi-lightweight	8.0	8.5	9.0	10.5	12.0

TABLE 2.8 - Minimum concrete column size with fire exposure conditions on two parallel sides

Aggregate Type	Minimum column dimension for fire resistance, in.				
	1 hr	1 1/2 hr	2 hr	3 hr	4 hr
Carbonate	8.0	8.0	8.0	8.0	10.0
Siliceous	8.0	8.0	8.0	8.0	10.0
Semi-lightweight	8.0	8.0	8.0	8.0	10.0

NOTES:
1. Refer to architectural and structural drawings for concrete thicknesses.
2. Project minimum slab thickness = 7.5".
3. Project minimum wall thickness = 12".
4. Project minimum column dimension = 24" dia. & 12" in any dim.

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ILLINOIS
THOMAS A. ROSZAK
REGISTERED ARCHITECT
#001 019175
EXPIRATION DATE:
NOVEMBER 30, 2024

I CERTIFY THAT THESE DRAWINGS WERE PREPARED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY PERSONAL KNOWLEDGE THEY CONFORM TO THE VILLAGE OF ARLINGTON HEIGHTS BUILDING CODE

No.	Date	Description
4	9/15/2023	90% CD's
2	7/25/2023	80% CD's

ARLINGTON HEIGHTS PHASE I

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Arlington Heights, IL 60005

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FIRE PROTECTION DESIGN/BUILD CONTRACTOR

SHEET TITLE
LIFE SAFETY DIAGRAMS

SCALE
As indicated

DATE
09/07/2023

SHEET NUMBER
A-004A

FIRE LIFE SAFETY GENERAL NOTES

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3. PROVIDE FEC-1 IN ALL APARTMENT CORRIDORS
4. PROVIDE FIRE EXTINGUISHERS ON EVERY FLOOR AS REQUIRED BY MUNICIPAL CODE OF VILLAGE OF ARLINGTON HEIGHTS AND IN ACCORDANCE WITH NFPA 10

FIRE LIFE SAFETY SYMBOLS

- PATH OF EGRESS
- 1 HOUR RATED WALL
- 2 HOUR RATED WALL
- 3 HOUR RATED WALL
- 4 HOUR RATED WALL
- (X) DEAD-END MARKER

FEC-1 FIRE-RATED CABINET (RATING TO MATCH WALL WHICH LOCATED) SEMI-RECESSED (ADA COMPLIANT)
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Semi-lightweight	8.0	8.5	9.0	10.5	12.0

TABLE 2.8 - Minimum concrete column size with fire exposure conditions on two parallel sides

Aggregate Type	Minimum column dimension for fire resistance, in.				
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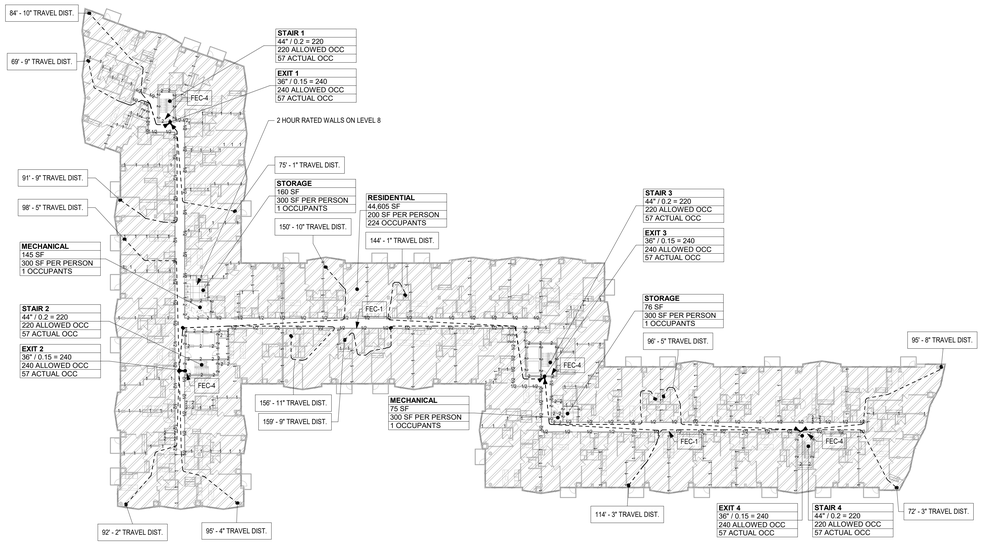
Siliceous	8.0	8.0	8.0	8.0	10.0
Semi-lightweight	8.0	8.0	8.0	8.0	10.0

NOTES:
1. Refer to architectural and structural drawings for concrete thicknesses.
2. Project minimum slab thickness = 7.5".
3. Project minimum wall thickness = 12".
4. Project minimum column dimension = 24" dia. & 12" in any dim.



3 LEVEL 5-8 - LIFE SAFETY
1" = 30'-0"

0' 15' 30' 60'

LIFE SAFETY - LEVEL 5-8

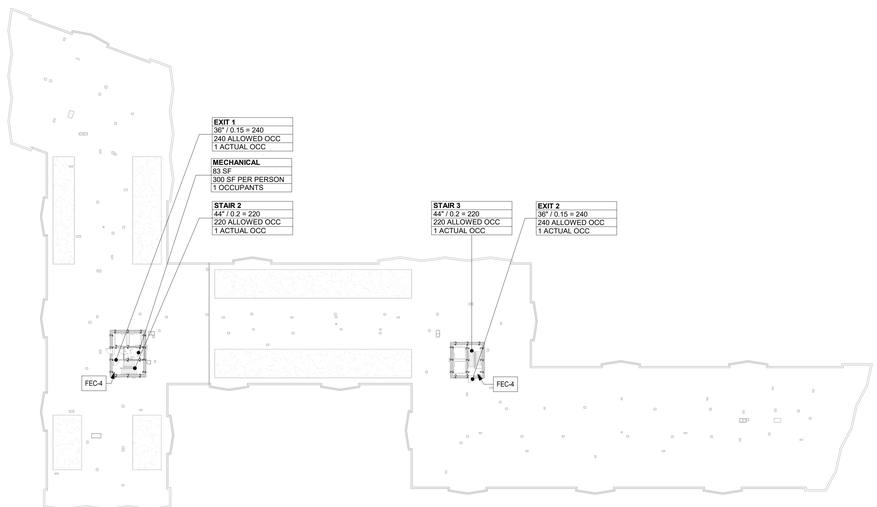
NAME	AREA	FLOOR AREA PER PERSON	OCCUPANCY
RESIDENTIAL	44,605 SF	200	224
STORAGE	76 SF	300	1
MECHANICAL	75 SF	300	1
MECHANICAL	145 SF	300	1
STORAGE	160 SF	300	1
			228

LIFE SAFETY - STAIR LEVEL 5-8

STAIR NAME	STAIR EGRESS FACTOR	ALLOWED OCCUPANCY	STAIR WIDTH OCCUPANCY ACTUAL
STAIR 1	0.2	220	57
STAIR 2	0.2	220	57
STAIR 3	0.2	220	57
STAIR 4	0.2	220	57

LIFE SAFETY - DOOR LEVEL 5-8

DOOR EXIT #	DOOR EGRESS FACTOR	ALLOWED OCCUPANCY	DOOR WIDTH OCCUPANCY ACTUAL
EXIT 1	0.15	240	57
EXIT 2	0.15	240	57
EXIT 3	0.15	240	57
EXIT 4	0.15	240	57



4 ROOF - LIFE SAFETY
1" = 30'-0"

0' 15' 30' 60'

LIFE SAFETY - ROOF LEVEL

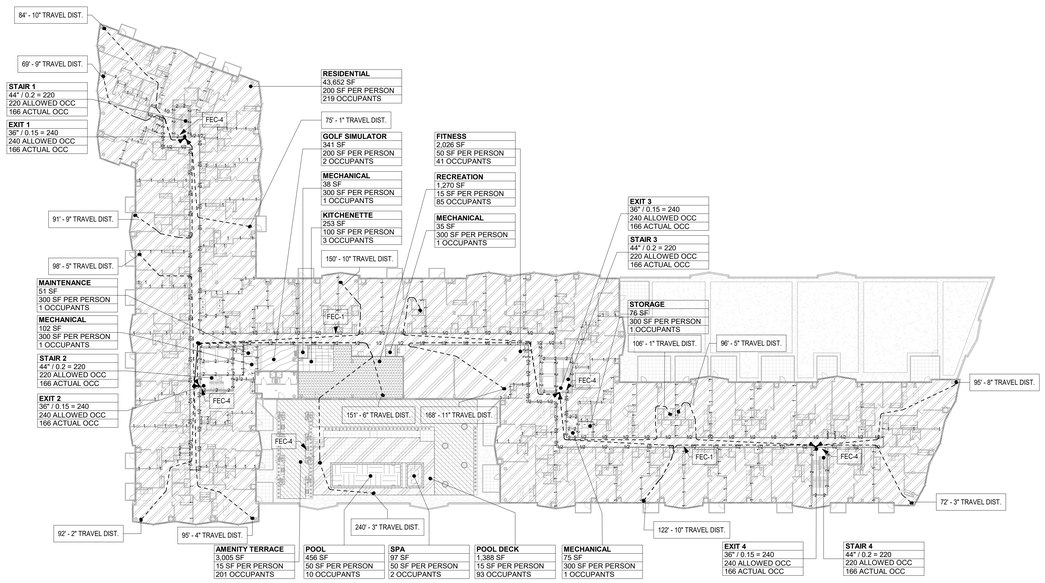
NAME	AREA	FLOOR AREA PER PERSON	OCCUPANCY
MECHANICAL	83 SF	300	1
			1

LIFE SAFETY - STAIR ROOF LEVEL

STAIR NAME	STAIR EGRESS FACTOR	ALLOWED OCCUPANCY	STAIR WIDTH OCCUPANCY ACTUAL
STAIR 2	0.2	220	1
STAIR 3	0.2	220	1

LIFE SAFETY - DOOR ROOF LEVEL

DOOR EXIT #	DOOR EGRESS FACTOR	ALLOWED OCCUPANCY	DOOR WIDTH OCCUPANCY ACTUAL
EXIT 1	0.15	240	1
EXIT 2	0.15	240	1



2 LEVEL 4 - LIFE SAFETY
1" = 30'-0"

0' 15' 30' 60'

LIFE SAFETY - LEVEL 4

NAME	AREA	FLOOR AREA PER PERSON	OCCUPANCY
AMENITY TERRACE	3,005 SF	15	201
FITNESS	2,026 SF	50	41
GOLF SIMULATOR	341 SF	200	2
KITCHENETTE	253 SF	100	3
MAINTENANCE	51 SF	300	1
MECHANICAL	102 SF	300	1
MECHANICAL	38 SF	300	1
MECHANICAL	35 SF	300	1
MECHANICAL	75 SF	300	1
POOL	456 SF	50	10
POOL DECK	1,388 SF	15	93
RECREATION	1,270 SF	15	85
RESIDENTIAL	43,652 SF	200	219
SPA	97 SF	50	2
STORAGE	76 SF	300	1
			662

LIFE SAFETY - STAIR LEVEL 4

STAIR NAME	STAIR EGRESS FACTOR	ALLOWED OCCUPANCY	STAIR WIDTH OCCUPANCY ACTUAL
STAIR 1	0.2	220	166
STAIR 2	0.2	220	166
STAIR 3	0.2	220	166
STAIR 4	0.2	220	166

LIFE SAFETY - DOOR LEVEL 4

DOOR EXIT #	DOOR EGRESS FACTOR	ALLOWED OCCUPANCY	DOOR WIDTH OCCUPANCY ACTUAL
EXIT 1	0.15	240	166
EXIT 2	0.15	240	166
EXIT 3	0.15	240	166
EXIT 4	0.15	240	166

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ILLINOIS
THOMAS A. ROSZAK
REGISTERED ARCHITECT
#001 019175
EXPIRATION DATE:
NOVEMBER 30, 2024

I CERTIFY THAT THESE DRAWINGS WERE PREPARED UNDER MY DIRECTION AND SUPERVISION AND TO THE BEST OF MY PERSONAL KNOWLEDGE THEY CONFORM TO THE VILLAGE OF ARLINGTON HEIGHTS BUILDING CODE

No.	Date	Description
4.	9/15/2023	90% CD's

ARLINGTON HEIGHTS PHASE I

2355 S. Arlington Heights Rd.,
Arlington Heights, IL 60005

OWNER
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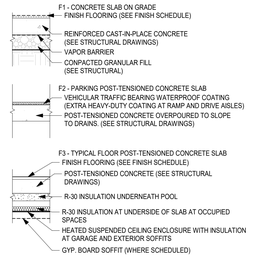
SHEET TITLE
LIFE SAFETY DIAGRAMS

SCALE
As indicated

DATE
09/07/2023

SHEET NUMBER
A-004B

FLOOR TYPES



ROOF TYPES

REFER TO ROOF PLANS FOR LOCATIONS OF PAVERS, GREEN ROOF, AND PLANTERS OVER ROOF TYPES LISTED BELOW

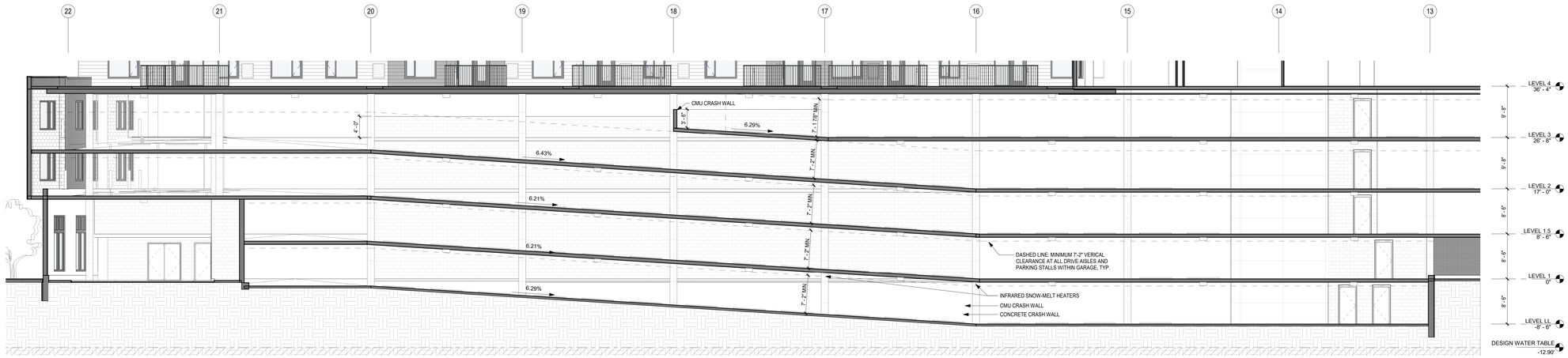
R1 ROOF TYPE 1
- OVERBURDEN (SEE PLANS)
- INSULATION (6") R-30
- HOT RUBBERIZED ASPHALT
- BONDING PRIMER
- SLOPED CONCRETE SLAB

R2 ROOF TYPE 2
- OVERBURDEN (SEE PLANS)
- HOT RUBBERIZED ASPHALT
- BONDING PRIMER
- SLOPED CONCRETE SLAB

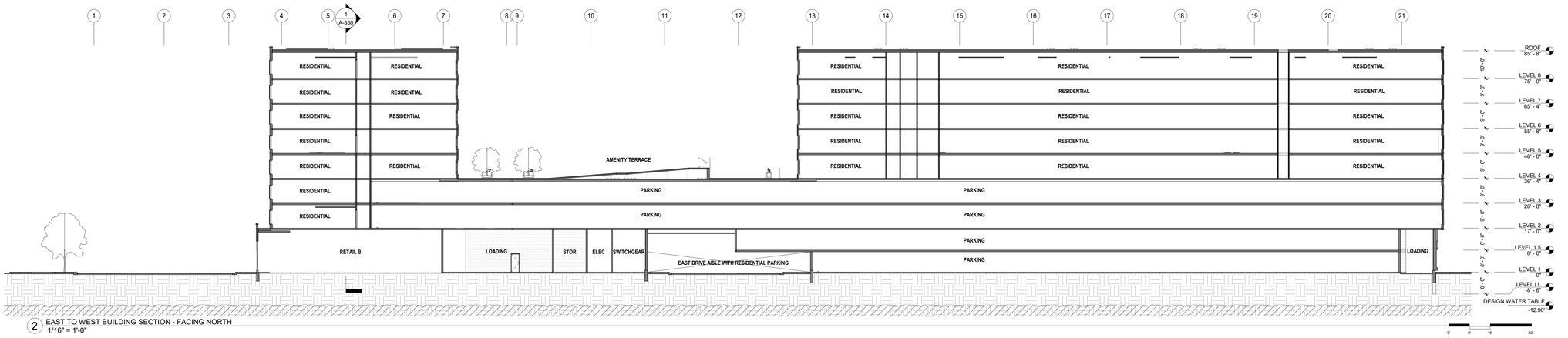
R3 ROOF TYPE 3
- OVERBURDEN (SEE PLANS)
- TPO ROOFING MEMBRANE
- COVER BOARD
- TAPERED INSULATION
- VAPOR BARRIER

BUILDING SECTION CONSTRUCTION NOTES

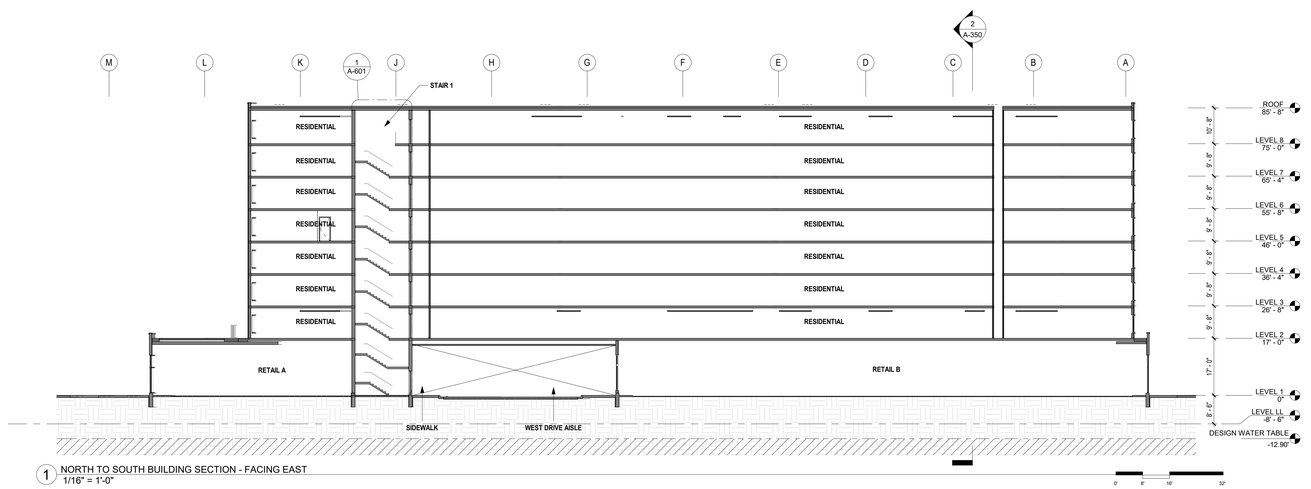
1. PROJECT LEVELS REPRESENT THE TOP OF STRUCTURAL FLOORS OR SUBFLOORS.
2. REFER TO A-440 FOR ROOF DETAILS
3. REFER TO PLANS AND DETAILS FOR PAVER AND LANDSCAPING CONDITIONS
4. REFER TO SHEET A-003A FOR FIRE RESISTANCE RATINGS OF CONCRETE ASSEMBLIES



3 SECTION AT PARKING LOOKING SOUTH
1/8" = 1'-0"



2 EAST TO WEST BUILDING SECTION - FACING NORTH
1/16" = 1'-0"



1 NORTH TO SOUTH BUILDING SECTION - FACING EAST
1/16" = 1'-0"

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1	6/30/2023	50% CD's

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Tel: 312-865-0364

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Tel: 312-474-5500

MECHANICAL DESIGN/BUILD CONTRACTOR

PLUMBING DESIGN/BUILD CONTRACTOR

ELECTRICAL DESIGN/BUILD CONTRACTOR

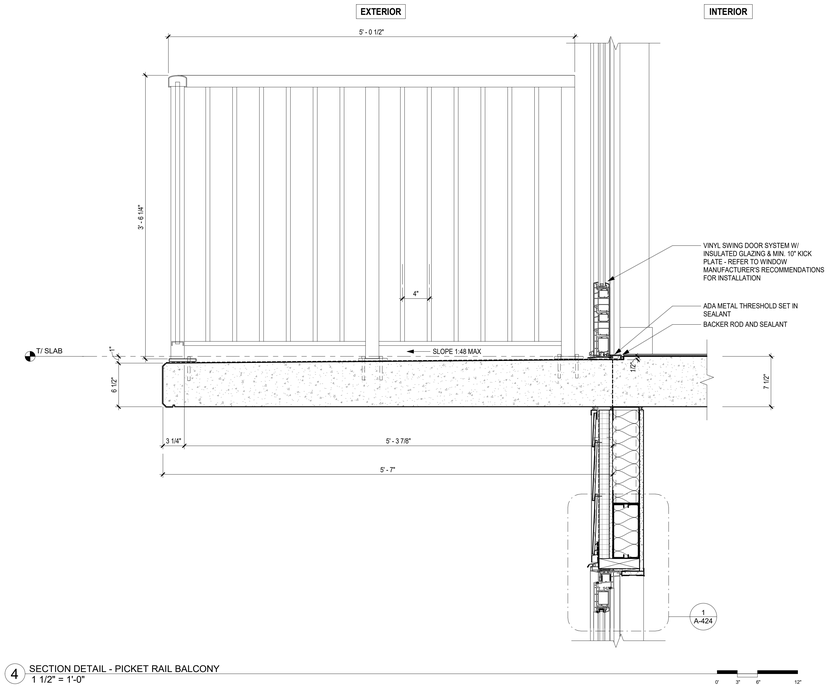
FIRE PROTECTION DESIGN/BUILD CONTRACTOR

SHEET TITLE
BUILDING SECTIONS

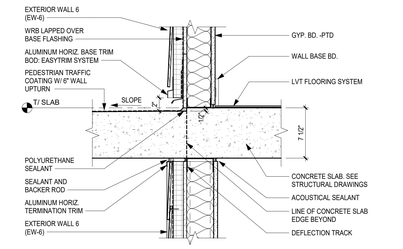
SCALE
As indicated

DATE
09/07/2023

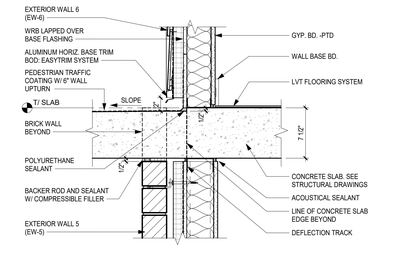
SHEET NUMBER
A-350



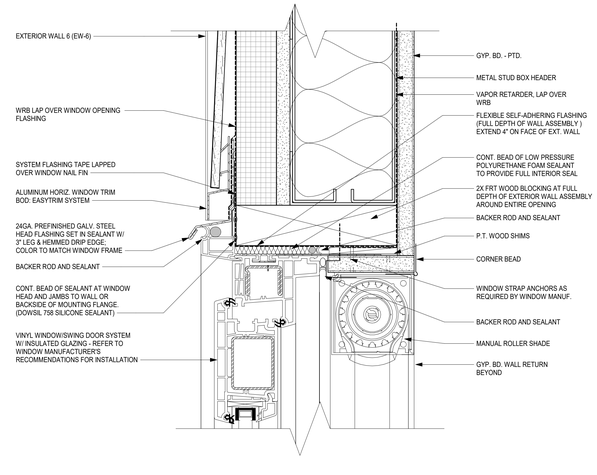
4 SECTION DETAIL - PICKET RAIL BALCONY
1 1/2" = 1'-0"



3 SECTION DETAIL - BALCONY WALL
1 1/2" = 1'-0"



2 SECTION DETAIL - BALCONY WALL
1 1/2" = 1'-0"



1 SECTION DETAIL - BALCONY DOOR HEAD
6" = 1'-0"

CITY STAMP

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SIGNATURE/SEAL

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ILLINOIS
THOMAS A. ROSZAK
REGISTERED ARCHITECT
#001.019175
EXPIRATION DATE:
NOVEMBER 30, 2024

I CERTIFY THAT THESE DRAWINGS WERE PREPARED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY PERSONAL KNOWLEDGE THEY COMPLY WITH THE VILLAGE OF ARLINGTON HEIGHTS BUILDING CODE

No.	Date	Description
4	9/15/2023	90% CD's
2	7/25/2023	80% CD's
1	6/30/2023	50% CD's

ARLINGTON HEIGHTS PHASE I

2355 S. Arlington Heights Rd.,
Arlington Heights, IL 60005

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MECHANICAL DESIGN/BUILD CONTRACTOR

PLUMBING DESIGN/BUILD CONTRACTOR

ELECTRICAL DESIGN/BUILD CONTRACTOR

FIRE PROTECTION DESIGN/BUILD CONTRACTOR

SHEET TITLE

EXTERIOR BALCONY DOOR DETAILS

SCALE	SHEET NUMBER
As indicated	A-424
DATE	
09/07/2023	

9 SOUTH DRIVE AISLE EAST ELEVATION
1/16" = 1'-0"

8 SOUTH DRIVE AISLE WEST ELEVATION
1/16" = 1'-0"

ELEVATION NOTES

1. LEADER NOTES ON THIS DRAWING ARE TYPICAL FOR ALL SIMILAR CONDITIONS/ITEMS ON THIS AND OTHER BUILDING ELEVATION SHEETS IF ANY.
2. REFER TO BUILDING SECTION SHEET(S) FOR INFORMATION ON WALL/FLOOR ROOF CONSTRUCTION ASSEMBLIES
3. BRICK VENEER FLASHING: PROVIDE CONTINUOUS MEMBRANE FLASHING AT ALL DOOR AND WINDOW HEADERS AND SILLS WITH CELL VENTS AT 24" O.C. FLASHING SHALL BE LAPPED AND SEALED WITH DRIP EDGES AND END DAMS WITH POSITIVE PITCH TOWARD THE EXTERIOR AND FOR WATER-TIGHT CONSTRUCTION.
4. PROVIDE CONTINUOUS 3/8" THICK VERTICAL CONTROL JOINT (CJ) WITH BACKER ROD AND SPECIFIED SEALANT WHERE INDICATED TO PRODUCE RESTRAINT AND PERMIT LONGITUDINAL MOVEMENT AND IN ACCORDANCE WITH INDUSTRY STANDARD SPACING NOT EXCEEDING 24' O.C. FOR EXTERIOR WALL MATERIAL UTILIZED. AS RECOMMENDED BY NCMA TEK 10-2C AND 10-4.
5. ALL GLAZED DOORS AND ALL GLAZED PANELS MORE THAN 18" IN WIDTH IMMEDIATELY ADJACENT TO ANY DOOR WHERE THE SILL OF THE GLAZED PANEL IS LESS THAN 24" ABOVE THE FLOOR, AND ALL GLAZED GUARDRAILS SHALL BE GLAZED WITH SAFETY GLAZING MATERIALS. ADDITIONALLY, GLAZING WITHIN 24" OF A DOOR AND WITH SILL LESS THAN 60" IS CONSIDERED TO BE HAZARDOUS. SAFETY GLASS SHALL MEET THE TEST REQUIREMENTS FOR SAFETY
   A. GLAZING IN ACCORDANCE WITH ANSI-Z-97.
6. PROVIDE ALUMINUM TRIM AT ALL FIBER CEMENT SIDING CHANGES IN PLANE AND OPENINGS, BOD: EasyTrim Systems
7. VTAC EXTERIOR GRILLES TO BE PAINTED THE SAME COLOR AS SURROUNDING SIDING TYPE, TYP.
8. PROVIDE PREFINISHED METAL AT TOPS OF EXTERIOR WALL PARAPETS. STANDARD WHITE, LIGHT GRAY, MEDIUM GRAY, AND DARK GRAY COLORS TO MATCH ADJACENT SIDING AND MASONRY COLORS
9. REFER TO A-426 FOR GUARDRAIL SYSTEM TYPES.

MATERIALS LEGEND

ARCHITECTURAL CMU - (BR-1)
- USAGE: FULL DEPTH (8" NOMINAL) WALLS
- BOD: COUNTY MATERIALS: HERITAGE COLLECTION
- COLOR: SLATE
- TEXTURE: SMOOTH (SM)
- SIZE: "MONARCH" 4"H x 8"D x 16"W
- BOND: RUNNING

ARCHITECTURAL CMU - (BR-2)
- USAGE: VENEER (4" NOMINAL)
- BOD: COUNTY MATERIALS: HERITAGE COLLECTION
- COLOR: SLATE
- TEXTURE: SMOOTH (SM)
- SIZE: "8" THRU-WALL MONARCH" 4"H x 4"D x 16"W
- BOND: RUNNING

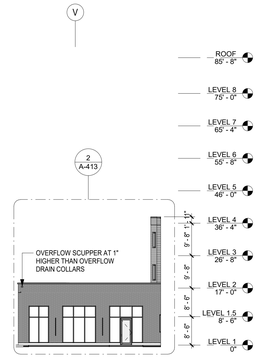
FIBER CEMENT SIDING - (SD-1)
- BOD: HARDIE BOARD LAP SIDING
- COLOR: ARCTIC WHITE
- TEXTURED FINISH
- 7" BETWEEN GROOVES
- TRIM BOD: EasyTrim System

FIBER CEMENT SIDING - (SD-2)
- BOD: HARDIE BOARD LAP SIDING
- COLOR: GRAY SLATE
- TEXTURED FINISH
- 7" BETWEEN GROOVES
- TRIM BOD: EasyTrim System

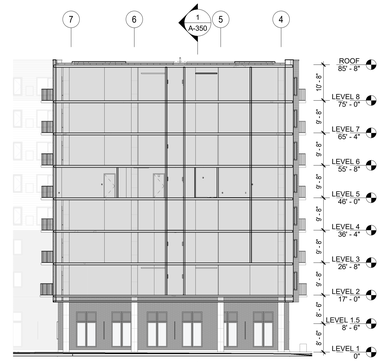
FIBER CEMENT SIDING - (SD-3)
- BOD: HARDIE BOARD LAP SIDING
- COLOR: NIGHT GRAY
- TEXTURED FINISH
- 7" BETWEEN GROOVES
- TRIM BOD: EasyTrim System

PAINTED ALUMINUM
- COLOR: GREEN

7 RETAIL C NORTH ELEVATION
1/16" = 1'-0"



6 RETAIL C WEST ELEVATION
1/16" = 1'-0"



5 WEST DRIVE THROUGH SOUTH ELEVATION
1/16" = 1'-0"

4 NORTH ELEVATION - OVERALL
1/16" = 1'-0"

3 NORTH RETAIL A ELEVATION
1/16" = 1'-0"

2 NORTH WEST CORNER ELEVATION
1/16" = 1'-0"

1 WEST ELEVATION - OVERALL BUILDING
1/16" = 1'-0"

CITY STAMP

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ILLINOIS
THOMAS A. ROSZAK
REGISTERED ARCHITECT
#001 019175
EXPIRATION DATE:
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No.	Date	Description
12	10/25/2023	95% CD's
11	10/20/2023	VILLAGE COMMENTS
4	8/15/2023	90% CD's
2	7/25/2023	80% CD's
1	6/30/2023	50% CD's

ARLINGTON HEIGHTS PHASE I

2355 S. Arlington Heights Rd.,
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Tel: 312-994-5700

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PLUMBING DESIGN/BUILD CONTRACTOR

ELECTRICAL DESIGN/BUILD CONTRACTOR

FIRE PROTECTION DESIGN/BUILD CONTRACTOR

SHEET TITLE
WEST AND NORTH ELEVATIONS

SCALE	SHEET NUMBER
As indicated	A-300
DATE	
10/16/2023	

MATERIALS LEGEND

- ARCHITECTURAL CMU - (BR-1)
  - USAGE: FULL DEPTH (8" NOMINAL) WALLS
  - BOD: COUNTY MATERIALS: HERITAGE COLLECTION
  - COLOR: SLATE
  - TEXTURE: SMOOTH (SM)
  - SIZE: "MONARCH" 4"H x 8"D x 16"W
  - BOND: RUNNING
- ARCHITECTURAL CMU - (BR-2)
  - USAGE: VENEER (4" NOMINAL)
  - BOD: COUNTY MATERIALS: HERITAGE COLLECTION
  - COLOR: SLATE
  - TEXTURE: SMOOTH (SM)
  - SIZE: "8" THRU-WALL MONARCH" 4"H x 4"D x 16"W
  - BOND: RUNNING
- FIBER CEMENT SIDING - (SD-1)
  - BOD: HARDIE BOARD LAP SIDING
  - COLOR: ARCTIC WHITE
  - TEXTURED FINISH
  - 7" BETWEEN GROOVES
  - TRIM BOD: EasyTrim System
- FIBER CEMENT SIDING - (SD-2)
  - BOD: HARDIE BOARD LAP SIDING
  - COLOR: GRAY SLATE
  - TEXTURED FINISH
  - 7" BETWEEN GROOVES
  - TRIM BOD: EasyTrim System
- FIBER CEMENT SIDING - (SD-3)
  - BOD: HARDIE BOARD LAP SIDING
  - COLOR: NIGHT GRAY
  - TEXTURED FINISH
  - 7" BETWEEN GROOVES
  - TRIM BOD: EasyTrim System
- PAINTED ALUMINUM
  - COLOR: GREEN

ELEVATION NOTES

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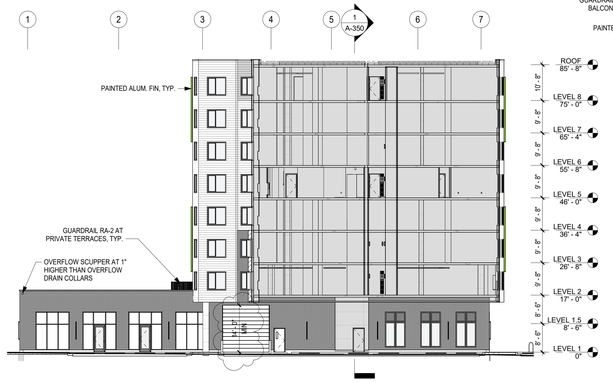
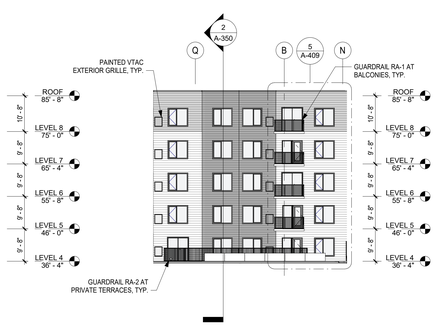


7 WEST DRIVE THROUGH NORTH ELEVATION
1/16" = 1'-0"

6 LEVEL 4 POOL AMENITY WEST ELEVATION
1/16" = 1'-0"

5 LEVEL 4 POOL AMENITY NORTH ELEVATION
1/16" = 1'-0"



4 LEVEL 4 POOL AMENITY EAST ELEVATION
1/16" = 1'-0"

3 SOUTH ELEVATION - OVERALL BUILDING
1/16" = 1'-0"

2 RETAIL C EAST ELEVATION
1/16" = 1'-0"

1 EAST ELEVATION - OVERALL BUILDING
1/16" = 1'-0"

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FIRE PROTECTION DESIGN/BUILD CONTRACTOR

SHEET TITLE

EAST AND SOUTH ELEVATIONS

SCALE	SHEET NUMBER
As indicated	A-301
DATE	
10/16/2023	

FINAL ENGINEERING PLANS

FOR

ARLINGTON HEIGHTS - PHASE 1

2355 S. ARLINGTON HEIGHTS ROAD

ARLINGTON HEIGHTS, ILLINOIS

PROJECT TEAM

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Chicago, Illinois 60606
312 994 5700

DEVELOPER

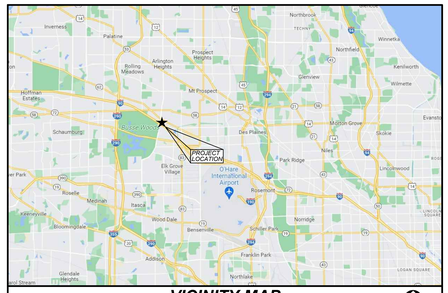
Moceri + Roszak
145 S. Wells Street, Suite 700
Chicago, Illinois 60606
312 423 7989

ENGINEER

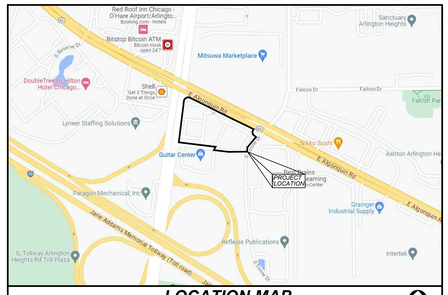
V3 Companies, Ltd.
7325 Janes Avenue
Woodridge, Illinois 60517
630 724 9200
Project Manager: Steven Kranenborg, P.E.
skranenborg@v3co.com
Project Engineer: Tom Kunschke
tkunschke@v3co.com

ARCHITECT

Thomas Roszak Architecture, LLC
145 S. Wells Street, Suite 700
Chicago, Illinois 60606
773 516 3501
Contact: Paul Baulier



VICINITY MAP
NO SCALE



LOCATION MAP
NO SCALE

INDEX

CIVIL ENGINEERING PLANS

C0.0	*TITLE SHEET*
C1.0	*GENERAL NOTES , LEGEND, AND ABBREVIATIONS*
C1.1	*MWRD GENERAL NOTES AND ROUTING MAP*
C2.0	*EXISTING CONDITIONS PLAN*
C2.1	*DEMOLITION PLAN*
C3.0	*LAYOUT AND PAVING PLAN*
C4.0	*GRADING PLAN*
C4.1	*ENLARGEMENT PLANS*
C4.2	*EROSION CONTROL PLAN*
C5.0	*UTILITY PLAN*
C5.1	*SANITARY SEWER PROFILES*
C6.0	*CONSTRUCTION DETAILS*
C6.1	*CONSTRUCTION DETAILS*
C6.2	*CONSTRUCTION DETAILS - EAST VAULT*
C6.3	*CONSTRUCTION DETAILS - WEST VAULT*
EX 1.0	*PHOTOMETRIC PLAN*

SUPPORTING DOCUMENTS

1 of 4	*ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY*
2 of 4	*ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY*
3 of 4	*ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY*
4 of 4	*ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY*

DRAINAGE STATEMENT:

TO THE BEST OF MY KNOWLEDGE AND BELIEF, THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE PROPOSED DEVELOPMENT. IF ANY DRAINAGE PATTERNS WILL BE CHANGED, REASONABLE PROVISIONS HAVE BEEN MADE FOR THE COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO THE PUBLIC AREA, OR DRAINS APPROVED FOR THE USE BY THE MUNICIPAL ENGINEER, AND THAT SUCH SURFACE WATERS ARE PLANNED FOR IN ACCORDANCE WITH THE GENERALLY ACCEPTED ENGINEERING PRACTICES TO REDUCE THE LIKELIHOOD OF DAMAGES TO ADJOINING PROPERTIES.

BENCHMARKS

SOURCE: BENCHMARKS ESTABLISH *VIA* TRIMBLE *VRS* NETWORK. DATUM IS NAVD88

SITE:

STATION DESIGNATION: SBM #1
ESTABLISHED BY: V3 DATE: 03-24-23
ELEVATION: 708.72 (MEASURED) DATUM: NAVD88
DESCRIPTION: SQUARE CUT ON THE SOUTH SIDE OF LIGHT BASE ON THE EAST SIDE OF S ARLINGTON HEIGHTS RD, 85± SOUTHWESTERLY FROM THE SOUTHWEST CORNER OF BUILDING # 2355.

STATION DESIGNATION: SBM #2
ESTABLISHED BY: V3 DATE: 03-24-23
ELEVATION: 711.84 (MEASURED) DATUM: NAVD88
DESCRIPTION: SQUARE CUT ON THE NORTH SIDE OF LIGHT BASE ON THE SOUTH SIDE OF ALGONQUIN RD, 116± NORTHEASTERLY FROM NORTHEAST CORNER OF BUILDING # 165.

Contact the Metropolitan Water Reclamation District of Greater Chicago 2 days before starting work.

P (708) 588-4055
E WMOJobStart@mwrd.org

Call Before You Dig — JULIE 800.892.0123 Call 48 hours before you dig

Joint Utility Locating Information for Excavators

PROFESSIONAL ENGINEER'S CERTIFICATION

I, STEVEN A. KRANENBORG, A LICENSED PROFESSIONAL ENGINEER OF ILLINOIS, HEREBY CERTIFY THAT THE CIVIL ENGINEERING PLANS WERE PREPARED ON BEHALF OF THOMAS ROSZAK ARCHITECTURE, LLC BY V3 COMPANIES, LTD. UNDER MY PERSONAL DIRECTION. THIS TECHNICAL SUBMISSION IS INTENDED TO BE USED AS AN INTEGRAL PART OF AND IN CONJUNCTION WITH THE PROJECT SPECIFICATIONS AND CONTRACT DOCUMENTS.

DATED THIS _____DAY OF_____, A.D., 2023.

ILLINOIS LICENSED PROFESSIONAL ENGINEER
MY LICENSE EXPIRES ON NOVEMBER 30, 2023

ILLINOIS LICENSED DESIGN FIRM NO. 184-000902

CITY STAMP

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SIGNATURE/SEAL

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ILLINOIS
STEVEN KRANENBORG
REGISTERED CIVIL ENGINEER
#062 068598
EXPIRATION DATE:
NOVEMBER 30, 2023

I CERTIFY THAT THESE DRAWINGS WERE PREPARED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY PROFESSIONAL KNOWLEDGE THEY CONFORM TO THE VILLAGE OF ARLINGTON HEIGHTS BUILDING CODE

No.	Date	Description
4	10/20/2023	Village Comments
3	09/15/2023	90% CD's
2	07/25/2023	80% CD's
1	06/30/2023	50% CD's

ARLINGTON HEIGHTS PHASE 1

2355 S. Arlington Heights Rd.,
Arlington Heights, IL 60005

OWNER
Bradford Allen
300 S. Wacker Dr. 35th Floor
Chicago, IL 60606
Tel: 312-994-5700

DEVELOPER
Moceri + Roszak
145 S. Wells St. Suite 700
Chicago, IL 60606
Tel: 312-423-7989

ARCHITECT
Thomas Roszak Architecture, LLC
145 S. Wells St. Suite 700
Chicago, IL 60606
Tel: 312-423-7989

CONSTRUCTION MANAGER
SteelGrass, LLC
145 S. Wells St. Suite 700
Chicago, IL 60606
Tel: 312-423-7989

DEVELOPMENT CONSULTANT
TR Management + Consulting
145 S. Wells St. Suite 700
Chicago, IL 60606
Tel: 312-423-7989

LANDSCAPE ARCHITECT
Thomas Roszak Architecture, LLC
145 S. Wells St. Suite 700
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CIVIL ENGINEER
V3 Companies
7325 Janes Avenue
Woodridge, IL 60517
Tel: 630-724-9200

STRUCTURAL ENGINEER
Thornton Tomasetti
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Chicago, IL 60611
Tel: 312-596-2000

MEPFP DESIGN CONSULTANT
Cosentini Associates
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Chicago, IL 60606
Tel: 312-201-7401

GEOTECHNICAL ENGINEER
GEI
8615 W. Bryn Mawr Avenue, Suite 406
Chicago, IL 60631
Tel: 312-865-0364

GENERAL CONTRACTOR
Clark Construction Group
216 S. Jefferson Street, Suite 502
Chicago, IL 60661
Tel: 312-474-5500

MECHANICAL DESIGN/BUILD CONTRACTOR

PLUMBING DESIGN/BUILD CONTRACTOR

ELECTRICAL DESIGN/BUILD CONTRACTOR

FIRE PROTECTION DESIGN/BUILD CONTRACTOR

SHEET TITLE

TITLE SHEET

SCALE	SHEET NUMBER
AS NOTED	C0.0
DATE	
Project Issue Date	

N:\2023\230084\Drawings\ACAD\LD\S04\Sheet Drawings\C0.0 Tsht230084.dwg10/20/2023

GENERAL NOTES

1. EXISTING SITE TOPOGRAPHY, UTILITIES, RIGHT-OF-WAY AND HORIZONTAL CONTROL SHOWN ON THE DRAWINGS WERE OBTAINED FROM A SURVEY PREPARED BY:

   V3 COMPANIES, LTD.
   7325 JANES AVENUE
   WOODRIDGE, IL 60517

   COPIES OF THE SURVEY ARE AVAILABLE FROM THE SURVEYOR. SITE CONDITIONS MAY HAVE CHANGED SINCE THE SURVEY WAS PREPARED. CONTRACTORS TO VISIT SITE TO FAMILIARIZE THEMSELVES WITH THE CURRENT CONDITIONS.

2. ALL EXISTING TOPOGRAPHY, UNDERGROUND UTILITIES, STRUCTURES AND ASSOCIATED FACILITIES SHOWN ON THESE DRAWINGS HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS AND RECORDS. THEREFORE, THEIR LOCATIONS AND ELEVATIONS MUST BE CONSIDERED APPROXIMATE ONLY. THERE MAY BE OTHER FACILITIES, THE EXISTENCE OF WHICH ARE NOT PRESENTLY KNOWN.

3. CONTRACTOR IS TO VERIFY ALL EXISTING STRUCTURES AND FACILITIES AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO ORDERING MATERIAL AND STARTING WORK.

4. ALL APPLICABLE PROVISIONS OF THE CURRENT OCCUPATIONAL SAFETY AND HEALTH ACT ARE HEREIN INCORPORATED BY REFERENCE.

5. THE CONTRACTOR SHALL SUBSCRIBE TO ALL GOVERNING REGULATIONS AND SHALL OBTAIN ALL NECESSARY PUBLIC AGENCY PERMITS PRIOR TO STARTING WORK. THE CONTRACTOR, BY USING THESE PLANS FOR THEIR WORK, AGREE TO HOLD HARMLESS V3 COMPANIES LTD., THE MUNICIPALITY, THEIR EMPLOYEES AND AGENTS AND THE OWNER WHILE ACTING WITHIN THE SCOPE OF THEIR DUTIES FROM AND AGAINST ANY AND ALL LIABILITY, CLAIMS, DAMAGES, AND THE COST OF DEFENSE ARISING OUT OF CONTRACTOR(S) PERFORMANCE OF THE WORK DESCRIBED HEREIN, BUT NOT INCLUDING THE SOLE NEGLIGENCE OF THE OWNER, HIS AGENTS, THE ENGINEER, HIS EMPLOYEES AND AGENTS.

6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL REQUIRED PERMITS FOR CONSTRUCTION ALONG OR ACROSS EXISTING STREETS OR HIGHWAYS. CONTRACTOR SHALL MAKE ARRANGEMENTS FOR THE PROPER BRACING, SHORING AND OTHER REQUIRED PROTECTION OF ALL ROADWAYS BEFORE CONSTRUCTION BEGINS. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THE STREETS OR ROADWAYS AND ASSOCIATED STRUCTURES AND SHALL MAKE REPAIRS AS NECESSARY TO THE SATISFACTION OF THE OWNER OF THE ROADWAY.

7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ADEQUATE SIGNS, TRAFFIC CONTROL DEVICES AND WARNING DEVICES TO INFORM AND PROTECT THE PUBLIC DURING ALL PHASES OF CONSTRUCTION. BARRICADES AND WARNING SIGNS SHALL BE PROVIDED IN ACCORDANCE WITH THE IDOT STANDARD SPECIFICATIONS. ALL TRAFFIC CONTROL WORK SHALL BE DONE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."

8. EXCEPT WHERE MODIFIED BY THE CONTRACT DOCUMENTS, ALL WORK PROPOSED HEREON SHALL BE IN ACCORDANCE WITH THE FOLLOWING SPECIFICATIONS WHICH ARE HEREBY MADE A PART HEREOF:

   a. "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" AS PREPARED BY IDOT, LATEST EDITION.

   b. "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS," LATEST EDITION.

   c. ILLINOIS RECOMMENDED STANDARDS FOR SEWAGE WORKS," AS PUBLISHED BY THE IEPA. LATEST EDITION.

   d. THE LATEST EDITIONS OF THE MUNICIPAL CODE AND STANDARDS OF THE VILLAGE OF ARLINGTON HEIGHTS.

   e. THE NATIONAL ELECTRIC CODE.

   f. THE ILLINOIS ACCESSIBILITY CODE.

   g. CLEAN CONSTRUCTION OR DEMOLITION DEBRIS (CCDD) REQUIREMENTS AS PUBLISHED BY THE IEPA. TESTING OF SOILS BEING EXPORTED FROM THE SITE AND APPROPRIATE DISPOSAL SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

   IN THE EVENT OF CONFLICTING SPECIFICATIONS WITH REGARD TO SITE WORK ISSUES DESIGNED BY THE ENGINEER, THE MORE STRINGENT REQUIREMENT SHALL GOVERN.

9. THE CONTRACTOR SHALL NOTIFY THE AUTHORITY HAVING JURISDICTION AT LEAST 48 HOURS PRIOR TO COMMENCING ANY WORK AND FOR ANY NEW CONSTRUCTION REQUIRING INSPECTION.

10. ALL TREES TO BE SAVED SHALL BE IDENTIFIED PRIOR TO CONSTRUCTION AND SHALL BE PROTECTED PER IDOT STANDARDS. THE RIGHT-OF-WAY LINE AND LIMITS OF THE CONTRACTOR'S OPERATIONS SHALL BE CLEARLY DEFINED THROUGHOUT THE CONSTRUCTION PERIOD. ALL TREES IDENTIFIED TO REMAIN SHALL BE PROTECTED FROM DAMAGE INCLUDING TRUNKS, BRANCHES AND ROOTS. NO EXCAVATING, FILLING OR GRADING IS TO BE DONE INSIDE THE DRIP LINE OF TREES UNLESS OTHERWISE INDICATED. SEE LANDSCAPE PLANS FOR INFORMATION ON LANDSCAPE AND TREE PROTECTION, PRESERVATION, AND REMOVAL.

11. CONSTRUCTION ACCESS POINTS TO THE SITE SHALL BE PROTECTED IN SUCH A WAY AS TO PREVENT ACCUMULATION OF MUD OR SOIL ON PUBLIC THOROUGHFARES. AT THE END OF EACH DAY AND AS OFTEN AS OTHERWISE NECESSARY THE CONTRACTOR SHALL CLEAN UP ALL MUD OR SOIL WHICH HAS BEEN TRACKED ONTO PUBLIC STREETS AS REQUIRED BY THE AUTHORITIES HAVING JURISDICTION AND AS DETAILED IN THE STORM WATER POLLUTION PREVENTION PLAN.

12. THE CONTRACTOR SHALL PROVIDE FOR THE SAFE AND ORDERLY PASSAGE OF TRAFFIC AND PEDESTRIANS WHERE HIS/HER OPERATIONS ABUT PUBLIC THOROUGHFARES AND ADJACENT PROPERTY IN ACCORDANCE WITH THE VILLAGE OF ARLINGTON HEIGHTS MUNICIPAL CODE AND IDOT REQUIREMENTS.

13. NO HOLES ARE TO BE LEFT OPEN IN THE PAVEMENT OR PARKWAY OVER A HOLIDAY, WEEKEND OR AFTER 3:00 P.M. ON THE DAY PRECEDING A HOLIDAY OR A WEEKEND.

14. ALL EXISTING PAVEMENT OR CONCRETE TO BE REMOVED SHALL BE SAWCUT ALONG LIMITS OF PROPOSED REMOVAL BEFORE COMMENCEMENT OF PAVEMENT REMOVAL.

15. REMOVED PAVEMENT, SIDEWALK, CURB AND GUTTER, ETC. SHALL BE LEGALLY DISPOSED OF BY THE CONTRACTOR AS PART OF THE BASE CONTRACT.

16. NO BURNING OR INCINERATION OF RUBBISH WILL BE PERMITTED ON SITE.

17. FOR REGULATED UTILITY LOCATIONS, THE CONTRACTOR SHALL CONTACT THE JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS, "J.U.L.I.E." AT 1-800-892-0123. LOCAL GOVERNMENT AGENCIES SHOULD BE CONTACTED BY THE CONTRACTOR FOR LOCATION OF ALL NONREGULATED UTILITY LOCATIONS. CALL FOR LOCATES AT LEAST 48 HOURS IN ADVANCE OF CONSTRUCTION.

18. BEFORE EXCAVATING OVER OR ADJACENT TO ANY EXISTING UTILITIES, CONTRACTOR SHALL NOTIFY THE OWNER OF SUCH UTILITIES TO ENSURE THAT PROTECTIVE WORK WILL BE COORDINATED AND PERFORMED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE OWNER OF THE UTILITY INVOLVED. IF ANY EXISTING SERVICE LINES, UTILITIES AND UTILITY STRUCTURES WHICH ARE TO REMAIN IN SERVICE ARE UNCOVERED OR ENCOUNTERED DURING THIS OPERATION, THEY SHALL BE SAFEGUARDED, PROTECTED FROM DAMAGE AND SUPPORTED IF NECESSARY.

19. THE CONTRACTOR IS RESPONSIBLE FOR HAVING A SET OF "APPROVED" ENGINEERING PLANS WITH THE LATEST REVISION DATE ON THE JOB SITE PRIOR TO THE START OF CONSTRUCTION.

20. THE CONTRACTOR SHALL BE RESPONSIBLE FOR EROSION AND SEDIMENTATION CONTROL AS DETAILED IN THE STORM WATER POLLUTION PREVENTION PLAN.

21. ALL CURB RADII REFER TO BACK OF CURB.

22. ANY AREAS THAT ARE DISTURBED DURING CONSTRUCTION SHALL BE RESTORED IN CONFORMANCE WITH THE REQUIREMENTS OF THE AUTHORITY HAVING JURISDICTION AND SHALL BE INCIDENTAL TO THE CONTRACT.

23. STREET PAVING AND CURBS TO REMAIN SHALL BE PROTECTED FROM DAMAGE AND IF DAMAGED, SHALL BE REPLACED PROMPTLY IN CONFORMANCE WITH THE MUNICIPALITY OR IDOT STANDARD SPECIFICATIONS IN MATERIALS AND WORKMANSHIP.

24. PROPOSED ELEVATIONS INDICATE FINISHED CONDITIONS. FOR ROUGH GRADING ELEVATIONS ALLOW FOR THICKNESS OF PROPOSED PAVING (ROADS, WALKS, DRIVES, ETC.) OR TOPSOIL AS INDICATED ON DRAWINGS.

25. CAD FILES ARE AVAILABLE FOR CONSTRUCTION LAYOUT UPON REQUEST.

26. BACKFILL SHALL BE PLACED NEXT TO THE CURB AS SOON AS PERMISSIBLE AFTER CONSTRUCTION TO PREVENT SCOURING AND UNDERCUTTING BY STORM WATER RUNOFF.

27. BUTT JOINTS SHALL BE PROVIDED WHEREVER NEW PAVEMENT ABUTS EXISTING PAVEMENT. ALL BUTT JOINTS SHALL BE CONSTRUCTED BY MILLING AND SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE BITUMINOUS SURFACE COURSE.

28. WHEN AN EXISTING DRAINAGE ROUTE, EITHER A STORM SEWER OR WATERWAY, IS INTERRUPTED DUE TO CONSTRUCTION, THE DRAINAGE ROUTE SHALL BE REESTABLISHED TO ORIGINAL CONDITIONS BY THE END OF THE SAME WORK DAY. POSITIVE DRAINAGE MUST BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION.

29. PROVIDE SMOOTH VERTICAL CURVES THROUGH HIGH AND LOW POINTS INDICATED BY SPOT ELEVATIONS. PROVIDE UNIFORM SLOPES BETWEEN NEW AND EXISTING GRADES. AVOID RIDGES AND DEPRESSIONS.

30. FINAL ADJUSTMENT OF FIRE HYDRANTS, VALVE VAULTS AND MANHOLES TO FINISHED GRADE ARE INCIDENTAL TO THEIR COST.

31. ANY EXISTING UTILITY STRUCTURES REQUIRING ADJUSTMENT ARE TO BE ADJUSTED OR RECONSTRUCTED BY THE CONTRACTOR TO THE UTILITY OWNER'S SATISFACTION. ADJUSTMENTS OR RECONSTRUCTIONS NOT CALLED FOR ON THE PLANS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

32. ALL UTILITY CONNECTIONS TO EXISTING LINES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE REGULATIONS AND TO THE SATISFACTION OF THE UTILITY OWNER.

33. PROVIDE TRENCH BACKFILL IN ACCORDANCE WITH THE DETAILS OF THE PLANS FOR ALL UTILITY LINES (OR AS OTHERWISE NOTED ON PLANS). BACKFILL SHALL BE PLACED AND COMPACTED PER THE MUNICIPALITY AND IDOT SPECIFICATIONS. COST OF BACKFILL IS TO BE CONSIDERED INCIDENTAL TO THE UTILITY WORK.

34. ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

35. PRIOR TO DEMOBILIZATION, ALL WORK SHALL BE CLEANED AND INSPECTED TO THE SATISFACTION OF THE AUTHORITY HAVING JURISDICTION. THE COST OF THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

36. THE GENERAL CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES TO PROVIDE CABLE TV, PHONE, ELECTRIC, GAS AND IRRIGATION SERVICES. GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING SITE LAYOUTS FOR THESE UTILITIES AND SHALL COORDINATE AND PROVIDE CONDUIT CROSSINGS AS REQUIRED. THIS COORDINATION SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. ANY CONFLICTS IN UTILITIES SHALL BE CORRECTED BY THE GENERAL CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.

37. BAND-SEAL CONNECTORS OR EQUIVALENT SHALL BE USED TO JOIN PIPES OF DISSIMILAR MATERIAL.

38. CONTRACTOR SHALL MAINTAIN ACCURATE RECORDS OF ALL CONSTRUCTION IN CONFORMANCE WITH ALL MUNICIPAL AND CLIENT REQUIREMENTS FOR USE IN PREPARING RECORD DRAWINGS.

39. THE SUBCONTRACTOR SHALL INSTALL A 2"x4"x6' POST ADJACENT TO THE TERMINUS OF UTILITY MAINS AND SERVICE LINES. POSTS SHALL BE MARKED IN ACCORDANCE WITH THE VILLAGE STANDARDS.

40. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DEWATERING ANY EXCAVATION. ANY DEWATERING REQUIRED SHALL BE INCIDENTAL TO THE CONTRACT.

41. COPIES OF SOILS INVESTIGATION REPORTS MAY BE OBTAINED FROM THE OWNER. ANY BRACING, SHEETING OR SPECIAL CONSTRUCTION METHODS REQUIRED IN ORDER TO INSTALL THE PROPOSED IMPROVEMENTS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE PROJECT. ANY ADDITIONAL SOILS DATA NEEDED TO CONFIRM THE CONTRACTOR'S OPINIONS OF THE SUBSOIL CONDITIONS SHALL BE DONE AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL OBTAIN THE OWNER'S WRITTEN AUTHORIZATION TO ACCESS THE SITE TO CONDUCT A SUPPLEMENTAL SOILS INVESTIGATION.

42. ALL FIELD TILE ENCOUNTERED DURING CONSTRUCTION OPERATIONS SHALL BE CONNECTED TO THE PROPOSED STORM SEWER OR EXTENDED TO OUTLET INTO A PROPOSED DRAINAGE WAY AS DETERMINED BY THE ENGINEER. IF THIS CANNOT BE ACCOMPLISHED, THEN IT SHALL BE REPAIRED WITH NEW PIPE OF SIMILAR SIZE AND MATERIAL TO THE ORIGINAL LINE AND PUT IN ACCEPTABLE OPERATIONAL CONDITION. A RECORD OF THE LOCATION OF ALL FIELD TILE FOR ON-SITE DRAIN PIPE ENCOUNTERED SHALL BE KEPT BY THE SUBCONTRACTOR AND SUBMITTED TO THE ENGINEER UPON COMPLETION OF THE PROJECT. ALL FIELD TILE REPAIRS SHALL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE PROVIDED.

43. THE ENGINEER AND OWNER ARE NOT RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, TIME OF PERFORMANCE, PROGRAMS OR FOR ANY SAFETY PRECAUTIONS USED BY THE CONTRACTOR. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR EXECUTION OF HIS/HER WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND SPECIFICATIONS.

SPECIFICATIONS

EARTHWORK

1. THE GRADING OPERATIONS ARE TO BE INSPECTED BY A THIRD PARTY SOILS ENGINEER. THE CONTRACTOR'S REPRESENTATIVE MUST BE NOTIFIED PRIOR TO ANY UNSUITABLE SOIL REMOVAL AND MUST APPROVE, IN WRITING, ANY REMEDIATION. BOTH THE CONTRACTOR AND SOILS ENGINEER MUST BE PRESENT DURING REMEDIATION.

2. THE PROPOSED GRADING ELEVATIONS SHOWN ON THE PLANS ARE FINISH GRADE. A MINIMUM OF 6 INCHES OF TOPSOIL IS TO BE PLACED BEFORE FINISH GRADE ELEVATIONS ARE ACHIEVED, UNLESS OTHERWISE NOTED. AREAS IN DETENTION FACILITIES NOTED TO BE ESTABLISHED WITH NATIVE VEGETATION SHALL REQUIRE A MINIMUM OF 12 INCHES OF TOPSOIL. REFER TO PLANTING PLANS TO VERIFY TOPSOIL THICKNESS REQUIREMENTS.

3. THE SURFACE VEGETATION, TOPSOIL, TRANSITIONAL MATERIAL, AND ANY OBVIOUSLY SOFT UNDERLYING SOIL SHALL BE STRIPPED FROM ALL AREAS TO RECEIVE STRUCTURAL FILL. IF THE UNDERLYING SUBGRADE IS FOUND TO BE UNSUITABLE FOR PROPER COMPACTION, CONTRACTOR TO CONSULT WITH SOILS ENGINEER PRIOR TO REMEDIATION.

4. EMBANKMENT MATERIAL WITHIN ROADWAY, DRIVEWAY, BUILDING AND OTHER STRUCTURAL CLAY FILL AREAS SHALL BE COMPACTED TO A MINIMUM OF 95% OF MAXIMUM DENSITY IN ACCORDANCE WITH ASTM SPECIFICATION D1557 (MODIFIED PROCTOR METHOD), OR TO SUCH OTHER DENSITY AS MAY BE DETERMINED APPROPRIATE BY THE SOILS ENGINEER, THE AUTHORITY HAVING JURISDICTION, AND THE CONTRACTOR.

5. ALL PAVEMENT SUBGRADE SHALL MEET THE REQUIREMENTS DETERMINED BY THE SOILS ENGINEER AND DOCUMENTED IN THE GEOTECHNICAL REPORT. IF AREAS OF PAVEMENT SUBGRADE ARE ENCOUNTERED WHICH DO NOT MEET THESE REQUIREMENTS, SUBGRADE REPLACEMENT OR PAVEMENT DESIGN REVISIONS SHALL BE PROVIDED WHICH ARE ADEQUATE TO OBTAIN EQUIVALENT PAVEMENT STRENGTH AS DETERMINED BY THE ENGINEER, SOILS ENGINEER, AND THE AUTHORITY HAVING JURISDICTION.

6. COMPLETED GRADING (FINISHED FINE GRADE) FOR PROPOSED PAVEMENT SUBGRADE AREAS, BUILDING PADS, AND OPEN SPACE AREAS SHALL BE WITHIN A 0.1' TOLERANCE OF DESIGN SUBGRADE.

7. THE SUBGRADE FOR PROPOSED STREET AND PAVEMENT AREAS SHALL BE PROOF-ROLLED BY THE SUBCONTRACTOR IN THE PRESENCE OF THE JURISDICTIONAL INSPECTOR, CONTRACTOR, AND SOILS ENGINEER.

8. BORROW PIT LOCATION(S) SHALL BE APPROVED BY THE OWNER, ENGINEER, AND GEOTECHNICAL ENGINEER.

SANITARY SEWER

1. SANITARY SEWERS SHALL BE CONSTRUCTED OF THE FOLLOWING MATERIALS AS SPECIFIED ON THE PLANS:

   A. POLYVINYL CHLORIDE PLASTIC SEWER PIPE (PVC) CONFORMING TO ASTM D2241 WITH AN SDR OF 26 WITH ELASTOMETRIC GASKET JOINTS CONFORMING TO ASTM D3139.

   B. DUCTILE IRON PIPE, CLASS 52, CONFORMING TO ANSI A21.51 (AWWA C151) WITH JOINTS CONFORMING TO ANSI 21-11 (AWWA C-111).

2. MANHOLES SHALL BE PRECAST CONCRETE STRUCTURES, WITH APPROPRIATE FRAME AND LIDS (SEE CONSTRUCTION DETAIL SHEETS). LIDS SHALL BE IMPRINTED "SEWER".

3. ALL SANITARY SEWER SHALL BE TESTED FOR LEAKAGE AND DEFLECTION IN ACCORDANCE WITH SECTION 31-1.12 AND 31-1.13 OF THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS.

4. ALL SANITARY MANHOLES SHALL BE TESTED FOR WATER TIGHTNESS IN ACCORDANCE WITH ASTM C969 OR ATSM C1244.

5. CONTRACTOR SHALL VERIFY THAT THE TESTING METHODS DESIGNATED HEREIN ARE ACCEPTABLE TO LOCAL AUTHORITIES HAVING JURISDICTION OVER THIS PROJECT. IF THE LOCAL JURISDICTION HAS MORE STRINGENT TESTING REQUIREMENTS THE CONTRACTOR SHALL ADHERE TO THE MORE STRINGENT REQUIREMENTS. THE COST SHALL BE INCIDENTAL TO THE CONTRACT.

WATERMAIN DISTRIBUTION SYSTEM

1. WATER MAIN SHALL BE CONSTRUCTED OF THE FOLLOWING MATERIAL AS SPECIFIED ON THE PLANS:

   A. DUCTILE IRON PIPE, CLASS 52 CONFORMING TO ANSI A21.51, AWWA C-151 WITH CEMENT LINING CONFORMING TO ANSI A21.4, AWWA C-104 AND PUSH-ON JOINTS CONFORMING TO ANSI A21.11, AWWA C-111. FITTINGS SHALL COMPLY WITH ANSI A21.10, AWWA C110. ALL DUCTILE IRON PIPE SHALL BE WRAPPED IN POLYETHYLENE IN ACCORDANCE WITH AWWA C105.

   B. POLYVINYL CHLORIDE PIPE, PVC CONFORMING TO ASTM C-900, WITH ELASTOMETRIC GASKET JOINTS CONFORMING TO ASTM D3139.

   C. WATER SERVICE LINES SHALL BE CONSTRUCTED OF CLASS K COPPER.

2. MINIMUM COVER OVER WATER MAIN SHALL BE 5' - 6" FROM FINISHED GRADE TO TOP OF PIPE.

3. VALVE VAULTS SHALL BE USED AT ALL VALVE LOCATIONS WHERE WATER MAIN IS 8" DIAMETER OR LARGER. VAULTS SHALL BE PRECAST CONCRETE STRUCTURES, WITH APPROPRIATE FRAME AND LIDS (SEE CONSTRUCTION DETAIL SHEETS). LIDS SHALL BE IMPRINTED "WATER".

4. THRUST BLOCKING OR RESTRAINED JOINTS SHALL BE INSTALLED ON WATER MAINS AT ALL BENDS, TEES, ELBOWS, ETC. AS REQUIRED BY THE AUTHORITY HAVING JURISDICTION. COST OF SAME SHALL BE INCIDENTAL TO THE UNIT PRICE FOR PIPE INSTALLED.

5. WATER MAIN FITTINGS (BENDS, ELBOWS, TEES, INCREASES, REDUCERS, ETC.) MAY OR MAY NOT BE SPECIFICALLY REFERENCED ON THE CONSTRUCTION PLANS. THEY ARE TO BE CONSIDERED AS INCIDENTAL AND INCLUDED IN THE LINEAL FOOTAGE COST OF THE WATER MAIN.

6. ALL WATER LINES ARE TO BE PRESSURE TESTED AND CHLORINATED PER THE REQUIREMENTS OF THE MUNICIPALITY AND THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY.

STORM SEWER

1. STORM SEWERS SHALL BE CONSTRUCTED OF THE FOLLOWING MATERIALS AS SPECIFIED ON THE PLANS:

   A. REINFORCED CONCRETE PIPE (RCP) IN CONFORMANCE WITH IDOT STANDARD SPECIFICATIONS DETERMINATION FOR PIPE CLASS, AND CONFORMING TO ASTM C76. ALL STORM SEWER SHALL HAVE GASKETED JOINTS CONFORMING TO ASTM C-361, UNLESS OTHERWISE NOTED.

   B. POLYVINYL CHLORIDE PLASTIC SEWER PIPE (PVC) CONFORMING TO ASTM D3034 WITH ELASTOMERIC GASKETED JOINTS CONFORMING TO ASTM D3212.

   C. HIGH DENSITY POLYETHYLENE PIPE, HDPE, CONFORMING TO ASTM D3350 WITH ELASTOMERIC JOINTS CONFORMING TO ASTM D3212.

   D. DUCTILE IRON PIPE, CLASS 52, CONFORMING TO ANSI A21.51 (AWWA C151) WITH JOINTS CONFORMING TO ANSI 21-11 (AWWA C-111).

2. STORM SEWER STRUCTURES SHALL BE PRECAST OF THE TYPE AND DIAMETER AS SPECIFIED IN THE PLANS WITH APPROPRIATE FRAME AND LIDS (SEE CONSTRUCTION DETAIL). LIDS SHALL BE IMPRINTED "STORM".

IEPA CROSSING REQUIREMENTS

1. HORIZONTAL SEPARATION:

   A. WATERMAINS SHALL BE LAID AT LEAST TEN FEET HORIZONTALLY FROM ANY EXISTING OR PROPOSED DRAIN, STORM SEWER, SANITARY SEWER OR SEWER SERVICE CONNECTION.

   B. WATERMAINS MAY BE LAID CLOSER THAN TEN FEET TO A SEWER LINE WHEN:
      I. LOCAL CONDITIONS PREVENT A LATERAL SEPARATION OF TEN FEET;
      II. THE WATERMAIN IS AT LEAST 18 INCHES ABOVE THE CROWN OF THE SEWER; AND
      III. THE WATERMAIN IS EITHER IN A SEPARATE TRENCH OR IN THE SAME TRENCH ON AN UNDISTURBED EARTH SHELF LOCATED TO ONE SIDE OF THE SEWER.

   I. BOTH THE WATERMAIN AND DRAIN OR SEWER SHALL BE CONSTRUCTED OF SLIP-ON OR MECHANICAL JOINT CAST OR DUCTILE IRON PIPE, PRESTRESSED CONCRETE PIPE, OR PVC PIPE MEETING THE REQUIREMENTS OF SECTION 653.111 WHEN IT IS IMPOSSIBLE TO MEET (A) OR (B) ABOVE. THE DRAIN OR SEWER SHALL BE PRESSURE TESTED TO THE MAXIMUM EXPECTED SURCHARGE HEAD BEFORE BACKFILLING.

2. VERTICAL SEPARATION:

   A. A WATERMAIN SHALL BE LAID SO THAT ITS INVERT IS 18 INCHES ABOVE THE CROWN OF THE DRAIN OR SEWER WHENEVER WATERMAINS CROSS STORM SEWERS, SANITARY SEWERS OR SEWER SERVICE CONNECTIONS. THE VERTICAL SEPARATION SHALL BE MAINTAINED FOR THAT PORTION OF THE WATERMAIN LOCATED WITHIN TEN FEET HORIZONTALLY OR ANY SEWER OR DRAIN CROSSED. A LENGTH OF WATERMAIN PIPE SHALL BE CENTERED OVER THE SEWER TO BE CROSSED WITH JOINTS EQUIDISTANT FROM THE SEWER OR DRAIN.

   B. BOTH THE WATERMAIN AND SEWER SHALL BE CONSTRUCTED OF SLIP-ON OR MECHANICAL JOINT CAST OR DUCTILE IRON PIPE, PRESTRESSED CONCRETE PIPE, OR PVC PIPE MEETING REQUIREMENTS OF SECTION 653.111 WHEN:

      I. IT IS IMPOSSIBLE TO OBTAIN THE PROPER VERTICAL SEPARATION AS DESCRIBED IN 9A) ABOVE; OR
      II. THE WATERMAIN PASSES UNDER A SEWER DRAIN.

   C. A VERTICAL SEPARATION OF 18 INCHES BETWEEN THE INVERT OF THE SEWER OR DRAIN AND THE CROWN OF THE WATERMAIN SHALL BE MAINTAINED WHERE A WATERMAIN CROSSES UNDER A SEWER. SUPPORT THE SEWER OR DRAIN LINES TO PREVENT SETTLING AND BREAKING THE WATERMAIN.

   D. CONSTRUCTION SHALL EXTEND ON EACH SIDE OF THE CROSSING UNTIL THE NORMAL DISTANCE FROM THE WATERMAIN TO THE SEWER OR DRAIN LINE IS AT LEAST TEN FEET.

PAVING

1. BASE COURSE SHALL BE AGGREGATE BASE COURSE, CONFORMING TO IDOT STANDARD SPECIFICATIONS (SEE PLANS FOR THICKNESS).

2. SURFACE COURSE AND BINDER COURSE SHALL BE HOT-MIX ASPHALT (HMA) CONFORMING TO IDOT STANDARD SPECIFICATIONS (SEE PLANS FOR THICKNESS).

3. CURB & GUTTER AND SIDEWALK SHALL BE CLASS SI PORTLAND CEMENT CONCRETE CONFORMING TO IDOT STANDARD SPECIFICATIONS.

4. SUBGRADE SHALL BE FINISHED TO BE WITHIN 0.1 FEET OF DESIGN SUBGRADE ELEVATIONS BY THE EARTHWORK CONTRACTOR. FINE GRADING FOR PAVEMENTS AND SIDEWALKS SHALL BE THE RESPONSIBILITY OF THE PAVING CONTRACTOR.

5. AGGREGATE BASE COURSES SHALL BE PRIMED AT THE RATE OF 0.25 TO 0.50 GALLONS PER SQUARE YARD AND BRICK, CONCRETE, OR HMA BASES SHALL BE PRIMED AT THE RATE OF 0.05 TO 0.10 GALLONS PER SQUARE YARD WITH LIQUID ASPHALT CONFORMING TO THE IDOT STANDARD SPECIFICATIONS AND APPROPRIATE FOR PREVAILING WEATHER AND SITE CONDITIONS. PRIME COAT AND CLEANING THE EXISTING SURFACE SHALL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT.

6. PAVEMENT SHALL BE CONSTRUCTED ON A THOROUGHLY COMPACTED SUBGRADE MEETING THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND RECOMMENDATIONS OF THE GEOTECHNICAL CONSULTANT. PRIOR TO PLACEMENT OF THE NEW PAVEMENT, THE SUBGRADE SHALL BE PROOF ROLLED WITH A FULLY LOADED TANDEM AXLE DUMP TRUCK (MINIMUM 20 TONS). PROOF ROLLING SHALL BE WITNESSED BY THE GEOTECHNICAL CONSULTANT.

7. SIDEWALKS SHALL BE OF THE THICKNESS AND DIMENSIONS AS SHOWN IN THE CONSTRUCTION PLANS. CONTRACTION JOINTS SHALL BE SET AT 5' CENTERS AND ½ INCH PREMOLDED FIBER EXPANSION JOINTS SHALL BE SET AT 50' CENTERS AND WHERE THE SIDEWALK MEETS THE CURB, A BUILDING, OR AT THE END OF EACH POUR. ALL SIDEWALKS CONSIDERED TO BE ACCESSIBLE ROUTES AS DEFINED BY THE AMERICANS WITH DISABILITIES ACT (ADA) SHALL BE SUBJECT TO ILLINOIS ACCESSIBILITY CODE (IAC) REQUIREMENTS, UNLESS OTHERWISE NOTED.

8. TESTING OF THE SUBBASE, BASE COURSE, BINDER COURSE, SURFACE COURSE, AND CONCRETE WORK SHALL BE REQUIRED IN ACCORDANCE WITH IDOT STANDARD SPECIFICATIONS AND IN ACCORDANCE WITH THE SPECIFIC REQUIREMENTS OF THE AUTHORITY HAVING JURISDICTION. A QUALIFIED TESTING FIRM SHALL BE EMPLOYED TO PERFORM THE REQUIRED TESTS.

9. ASPHALT JOINTS FOR BINDER AND SURFACE COURSES ARE TO BE STAGGERED.

LEGEND

EXISTING	PROPOSED	DESCRIPTION
		RIGHT-OF-WAY LINE
G	G	PROPERTY LINE (EXTERIOR)
		LOT LINE (INTERIOR)
		EASEMENT LINE
x x	x x	FENCE LINE
		CENTERLINE
		PROPERTY CORNER
710	710	CONTOUR
		CURB & GUTTER
		DEPRESSED CURB & GUTTER
		REVERSE PITCHED CURB
× 706.00	× 706.0	SPOT ELEVATION
782.62	782.62	*TOP OF CURB ELEVATION*
782.12	782.12	*EDGE OF PAVEMENT ELEVATION*
		UTILITY STUB
		SANITARY SEWER
		SANITARY FORCE MAIN
		STORM SEWER
W	W	WATER MAIN
G	G	GAS MAIN
T/E	T/E	UNDERGROUND TELEPHONE & ELECTRIC DUCT BANK
E	E	BURIED CABLE-ELECTRIC
T	T	BURIED CABLE-TELEPHONE
( )	( )	ATLAS LOCATED UTILITY
		UTILITY STRUCTURE WITH CLOSED LID
		CURB INLET
		DRAINAGE STRUCTURE WITH OPEN LID
		FIRE HYDRANT
		VALVE IN VALVE BOX
		GATE VALVE IN VALVE VAULT
		POST INDICATOR VALVE
12" 11		THRUST BLOCK
		TREE
		TREE LINE
		CONCRETE HEADWALL
		SUBMERGED HEADWALL
		FLARED END SECTION (F.E.S.)
		GUY WIRES
		FLOOD LIGHT
		UTILITY POLE
		LIGHT STANDARD
		TRAFFIC SIGNAL POLE
		HAND HOLE
		SOIL BORING
		IRRIGATION HEADS
		SIGN
		TELEPHONE MANHOLE
		MONITORING WELL
		TELEPHONE PEDESTAL
		TRANSFORMER PAD
		UTILITY TO BE ABANDONED
	12"	FEATURE TO BE REMOVED
		STORMWATER FLOW DIRECTION
		STORMWATER OVERFLOW ROUTE
		DITCH CHECK
		INLET FILTER BASKET
		RIP RAP
		BOLLARD
SF	SF	SILT FENCE
		WATER MAIN PROTECTION
	C01	UTILITY CROSSING LABEL
		GUARDRAIL
		RAILROAD TRACKS
		RETAINING WALL
	CLL	REVISION DELINEATION
		CONSTRUCTION LIMIT LINE
		TREE PROTECTION FENCE

ABBREVIATIONS

A	ARC LENGTH
B-B	BACK TO BACK OF CURB
B/C	BACK OF CURB
BLDG	BUILDING
BM	BENCHMARK
B/P	BOTTOM OF PIPE
BV/VV	BUTTERFLY VALVE IN VALVE VAULT
C & G	CURB AND GUTTER
CB	CATCH BASIN

MWRD GENERAL NOTES

A. REFERENCED SPECIFICATIONS

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE FOLLOWING, EXCEPT AS MODIFIED HEREIN OR ON THE PLANS:
   - STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION), BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT SS) FOR ALL IMPROVEMENTS EXCEPT SANITARY SEWER AND WATER MAIN CONSTRUCTION;
   - STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION (SSWS) FOR SANITARY SEWER AND WATER MAIN CONSTRUCTION;
   - VILLAGE OF ARLINGTON HEIGHTS MUNICIPAL CODE;
   - THE METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO (MWRD) WATERSHED MANAGEMENT ORDINANCE AND TECHNICAL GUIDANCE MANUAL;
   - IN CASE OF CONFLICT BETWEEN THE APPLICABLE ORDINANCES NOTED, THE MORE STRINGENT SHALL TAKE PRECEDENCE AND SHALL CONTROL ALL CONSTRUCTION.

B. NOTIFICATIONS

1. THE MWRD LOCAL SEWER SYSTEMS SECTION FIELD OFFICE MUST BE NOTIFIED AT LEAST TWO (2) WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY WORK (CALL 708-588-4055).

2. THE VILLAGE OF ARLINGTON HEIGHTS ENGINEERING DEPARTMENT AND PUBLIC MUST BE NOTIFIED AT LEAST 24 HOURS PRIOR TO THE START OF CONSTRUCTION AND PRIOR TO EACH PHASE OF WORK. CONTRACTOR SHALL DETERMINE ITEMS REQUIRING INSPECTION PRIOR TO START OF CONSTRUCTION OR EACH WORK PHASE.

3. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES PRIOR TO BEGINNING CONSTRUCTION FOR THE EXACT LOCATIONS OF UTILITIES AND FOR THEIR PROTECTION DURING CONSTRUCTION. IF EXISTING UTILITIES ARE ENCOUNTERED THAT CONFLICT IN LOCATION WITH NEW CONSTRUCTION, IMMEDIATELY NOTIFY THE ENGINEER SO THAT THE CONFLICT CAN BE RESOLVED. CALL J.U.L.I.E. AT 1-800-892-0123.

C. GENERAL NOTES

1. ALL ELEVATIONS SHOWN ON PLANS REFERENCE THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). CONVERSION FACTOR IS 0 FT.

2. MWRD, THE MUNICIPALITY AND THE OWNER OR OWNER'S REPRESENTATIVE SHALL HAVE THE AUTHORITY TO INSPECT, APPROVE, AND REJECT THE CONSTRUCTION IMPROVEMENTS.

3. THE CONTRACTOR(S) SHALL INDEMNIFY THE OWNER, ENGINEER, MUNICIPALITY, MWRD, AND THEIR AGENTS, ETC., FROM ALL LIABILITY INVOLVED WITH THE CONSTRUCTION, INSTALLATION, OR TESTING OF THIS WORK ON THE PROJECT.

4. THE PROPOSED IMPROVEMENTS MUST BE CONSTRUCTED IN ACCORDANCE WITH THE ENGINEERING PLANS AS APPROVED BY MWRD AND THE MUNICIPALITY UNLESS CHANGES ARE APPROVED BY MWRD, THE MUNICIPALITY, OR AUTHORIZED AGENT. THE CONSTRUCTION DETAILS, AS PRESENTED ON THE PLANS, MUST BE FOLLOWED. PROPER CONSTRUCTION TECHNIQUES MUST BE FOLLOWED ON THE IMPROVEMENTS INDICATED ON THE PLANS.

5. THE LOCATION OF VARIOUS UNDERGROUND UTILITIES WHICH ARE SHOWN ON THE PLANS ARE FOR INFORMATION ONLY AND REPRESENT THE BEST KNOWLEDGE OF THE ENGINEER. VERIFY LOCATIONS AND ELEVATIONS PRIOR TO BEGINNING THE CONSTRUCTION OPERATIONS.

6. ANY EXISTING PAVEMENT, SIDEWALK, DRIVEWAY, ETC., DAMAGED DURING CONSTRUCTION OPERATIONS AND NOT CALLED FOR TO BE REMOVED SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR.

7. MATERIAL AND COMPACTION TESTING SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE MUNICIPALITY, MWRD, AND OWNER.

8. THE UNDERGROUND CONTRACTOR SHALL MAKE ALL NECESSARY ARRANGEMENTS TO NOTIFY ALL INSPECTION AGENCIES.

9. ALL NEW AND EXISTING UTILITY STRUCTURES ON SITE AND IN AREAS DISTURBED DURING CONSTRUCTION SHALL BE ADJUSTED TO FINISH GRADE PRIOR TO FINAL INSPECTION.

10. RECORD DRAWINGS SHALL BE KEPT BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER AS SOON AS UNDERGROUND IMPROVEMENTS ARE COMPLETED. FINAL PAYMENTS TO THE CONTRACTOR SHALL BE HELD UNTIL THEY ARE RECEIVED. ANY CHANGES IN LENGTH, LOCATION OR ALIGNMENT SHALL BE SHOWN IN RED. ALL WYES OR BENDS SHALL BE LOCATED FROM THE DOWNSTREAM MANHOLE. ALL VALVES, B-BOXES, TEES OR BENDS SHALL BE TIED TO A FIRE HYDRANT.

D. SANITARY SEWER

1. THE CONTRACTOR SHALL TAKE MEASURES TO PREVENT ANY POLLUTED WATER, SUCH AS GROUND AND SURFACE WATER, FROM ENTERING THE EXISTING SANITARY SEWERS.

2. A WATER-TIGHT PLUG SHALL BE INSTALLED IN THE DOWNSTREAM SEWER PIPE AT THE POINT OF SEWER CONNECTION PRIOR TO COMMENCING ANY SEWER CONSTRUCTION. THE PLUG SHALL REMAIN IN PLACE UNTIL REMOVAL IS AUTHORIZED BY THE MUNICIPALITY AND/OR MWRD AFTER THE SEWERS HAVE BEEN TESTED AND ACCEPTED.

3. DISCHARGING ANY UNPOLLUTED WATER INTO THE SANITARY SEWER SYSTEM FOR THE PURPOSE OF SEWER FLUSHING OF LINES FOR THE DEFLECTION TEST SHALL BE PROHIBITED WITHOUT PRIOR APPROVAL FROM THE MUNICIPALITY OR MWRD.

4. ALL SANITARY SEWER CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS (LATEST EDITION).

5. ALL FLOOR DRAINS SHALL DISCHARGE TO THE SANITARY SEWER SYSTEM.

6. ALL DOWNSPOUTS AND FOOTING DRAINS SHALL DISCHARGE TO THE STORM SEWER SYSTEM.

7. ALL SANITARY SEWER PIPE MATERIALS AND JOINTS (AND STORM SEWER PIPE MATERIALS AND JOINTS IN A COMBINED SEWER AREA) SHALL CONFORM TO THE FOLLOWING:

PIPE MATERIAL	PIPE SPECIFICATIONS	JOINT SPECIFICATIONS
VERIFIED CLAY PIPE	ASTM C-700	ASTM C-425
REINFORCED CONCRETE SEWER PIPE	ASTM C-76	ASTM C-443
CAST IRON SOIL PIPE	ASTM A-74	ASTM C-564
DUCTILE IRON PIPE	ANSI A21.51	ANSI A21.11
POLYVINYL CHLORIDE (PVC) PIPE		
6-INCH TO 15-INCH DIAMETER SDR 26	ASTM D-3034	ASTM D-3212
18-INCH TO 27-INCH DIAMETER F/DY=46	ASTM F-679	ASTM D-3212
HIGH DENSITY POLYETHYLENE (HDPE)	ASTM D-3350 ASTM D-3035	ASTM D-3261,F-2620 (HEAT FUSION) ASTM D-3212,F-477 (GASKETED)
WATER MAIN QUALITY PVC		
4-INCH TO 36-INCH	ASTM D-2241	ASTM D-2672 OR ASTM D-3139
4-INCH TO 12-INCH	AWWA C900	ASTM D-3212
14-INCH TO 48-INCH	AWWA C905	ASTM D-3212

8. ALL SANITARY SEWER CONSTRUCTION (AND STORM SEWER CONSTRUCTION IN COMBINED SEWER AREAS),REQUIRES STONE BEDDING WITH STONE ¼ " TO 1" IN SIZE, WITH MINIMUM BEDDING THICKNESS EQUAL TO ½ THE OUTSIDE DIAMETER OF THE SEWER PIPE, BUT NOT LESS THAN FOUR (4) INCHES NOR MORE THAN EIGHT (8) INCHES. MATERIAL SHALL BE CA-11 OR CA-13 AND SHALL BE EXTENDED AT LEAST 12" ABOVE THE TOP OF THE PIPE WHEN USING PVC.

9. "BAND SEAL" OR SIMILAR NON-SHEAR FLEXIBLE-TYPE COUPLINGS SHALL BE USED IN THE CONNECTION OF SEWER PIPES OF DISSIMILAR MATERIALS.

10. BELOW THE FLOOD PROTECTION ELEVATION (FPE = BFE + 2 FEET), ALL SANITARY SEWER MANHOLES AND STRUCTURES SHALL BE PROVIDED WITH BOLTED, WATERTIGHT COVERS. SANITARY LIDS SHALL BE CONSTRUCTED WITH A CONCEALED PICKHOLE AND WATERTIGHT GASKET WITH THE WORD "SANITARY" CAST INTO THE LID.

11. WHEN CONNECTING TO AN EXISTING SEWER MAIN BY MEANS OTHER THAN AN EXISTING WYE, TEE, OR AN EXISTING MANHOLE, ONE OF THE FOLLOWING METHODS SHALL BE USED:
    a) A CIRCULAR SAW-CUT OF SEWER MAIN BY PROPER TOOLS ("SHEWER-TAP" MACHINE OR SIMILAR) AND PROPER INSTALLATION OF HUBWYE SADDLE OR HUB-TEE SADDLE.
    b) REMOVE AN ENTIRE SECTION OF PIPE (BREAKING ONLY THE TOP OF ONE BELL) AND REPLACE WITH A WYE OR TEE BRANCH SECTION.
    c) WITH PIPE CUTTER, NEATLY AND ACCURATELY CUT OUT DESIRED LENGTH OF PIPE FOR INSERTION OF PROPER FITTING, USING "BAND SEAL" OR SIMILAR COUPLINGS TO HOLD IT FIRMLY IN PLACE.

12. WHENEVER A SANITARY/COMBINED SEWER CROSSES UNDER A WATER MAIN, THE MINIMUM VERTICAL DISTANCE FROM THE TOP OF THE SEWER TO THE BOTTOM OF THE WATER MAIN SHALL BE 18 INCHES. FURTHERMORE, A MINIMUM HORIZONTAL DISTANCE OF 10 FEET BETWEEN SANITARY/COMBINED SEWERS AND WATER MAINS SHALL BE MAINTAINED UNLESS: THE SEWER IS LAID IN A SEPARATE TRENCH, KEEPING A MINIMUM 18" VERTICAL SEPARATION; OR THE SEWER IS LAID IN THE SAME TRENCH WITH THE WATER MAIN LOCATED AT THE OPPOSITE SIDE ON A BENCH OF UNDISTURBED EARTH, KEEPING A MINIMUM 18" VERTICAL SEPARATION. IF EITHER THE VERTICAL OR HORIZONTAL DISTANCES DESCRIBED ABOVE CANNOT BE MAINTAINED, OR THE SEWER CROSSES ABOVE THE WATER MAIN, THE SEWER SHALL BE CONSTRUCTED TO WATER MAIN STANDARDS.

13. ALL EXISTING SEPTIC SYSTEMS SHALL BE ABANDONED. ABANDONED TANKS SHALL BE FILLED WITH GRANULAR MATERIAL OR REMOVED.

14. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE A MINIMUM INSIDE DIAMETER OF 48 INCHES, AND SHALL BE CAST IN PLACE OR PRE-CAST REINFORCED CONCRETE.

15. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE PRECAST "RUBBER BOOTS" THAT CONFORM TO ASTM C-923 FOR ALL PIPE CONNECTIONS. PRECAST SECTIONS SHALL CONSIST OF MODIFIED GROOVE TONGUE AND RUBBER GASKET TYPE JOINTS.

16. ALL ABANDONED SANITARY SEWERS SHALL BE PLUGGED AT BOTH ENDS WITH AT LEAST 2 FEET LONG NON-SHRINK CONCRETE OR MORTAR PLUG.

17. EXCEPT FOR FOUNDATION/FOOTING DRAINS PROVIDED TO PROTECT BUILDINGS, OR PERFORATED PIPES ASSOCIATED WITH VOLUME CONTROL FACILITIES, DRAIN TILES/FIELD TILES/UNDERDRAINS/PERFORATED PIPES ARE NOT ALLOWED TO BE CONNECTED TO OR TRIBUTARY TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS IN COMBINED SEWER AREAS. CONSTRUCTION OF NEW FACILITIES OF THIS TYPE IS PROHIBITED, AND ALL EXISTING DRAIN TILES AND PERFORATED PIPES ENCOUNTERED WITHIN THE PROJECT AREA SHALL BE PLUGGED OR REMOVED, AND SHALL NOT BE CONNECTED TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS.

18. A BACKFLOW PREVENTER IS REQUIRED FOR ALL DETENTION BASINS TRIBUTARY TO COMBINED SEWERS. REQUIRED BACKFLOW PREVENTERS SHALL BE INSPECTED AND EXERCISED ANNUALLY BY THE PROPERTY OWNER TO ENSURE PROPER OPERATION, AND ANY NECESSARY MAINTENANCES SHALL BE PERFORMED TO ENSURE FUNCTIONALITY. IN THE EVENT OF A SEWER SURCHARGE INTO AN OPEN DETENTION BASIN TRIBUTARY TO COMBINED SEWERS, THE PERMITTEE SHALL ENSURE THAT CLEAN UP AND WASH OUT OF SEWAGE TAKES PLACE WITHIN 48 HOURS OF THE STORM EVENT.

E. EROSION AND SEDIMENT CONTROL

1. THE CONTRACTOR SHALL INSTALL THE EROSION AND SEDIMENT CONTROL DEVICES AS SHOWN ON THE APPROVED EROSION AND SEDIMENT CONTROL PLAN.

2. EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE FUNCTIONAL PRIOR TO HYDROLOGIC DISTURBANCE OF THE SITE.

3. ALL DESIGN CRITERIA, SPECIFICATIONS, AND INSTALLATION OF EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL.

4. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.

5. INSPECTIONS AND DOCUMENTATION SHALL BE PERFORMED, AT A MINIMUM:
    a) UPON COMPLETION OF INITIAL EROSION AND SEDIMENT CONTROL MEASURES, PRIOR TO ANY SOIL DISTURBANCE.
    b) ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM EVENT WITH GREATER THAN 0.5 INCH OF RAINFALL OR LIQUID EQUIVALENT PRECIPITATION.

6. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. IF STRIPPING, CLEARING, GRADING, OR LANDSCAPING ARE TO BE DONE IN PHASES, THE CO-PERMITTEE SHALL PLAN FOR APPROPRIATE SOIL EROSION AND SEDIMENT CONTROL MEASURES.

7. A STABILIZED MAT OF CRUSHED STONE MEETING THE STANDARDS OF THE ILLINOIS URBAN MANUAL SHALL BE INSTALLED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE. SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT?OF?WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.

8. CONCRETE WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL AND SHALL BE INSTALLED PRIOR TO ANY ON SITE CONSTRUCTION ACTIVITIES INVOLVING CONCRETE.

9. TEMPORARY DIVERSIONS SHALL BE CONSTRUCTED AS NECESSARY TO DIRECT ALL RUNOFF FROM HYDROLOGICALLY DISTURBED AREAS TO AN APPROPRIATE SEDIMENT TRAP OR BASIN. VOLUME CONTROL FACILITIES SHALL NOT BE USED AS TEMPORARY SEDIMENT BASINS.

10. DISTURBED AREAS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN SEVEN (7) DAYS.

11. ALL FLOOD PROTECTION AREAS AND VOLUME CONTROL FACILITIES SHALL, AT A MINIMUM, BE PROTECTED WITH A DOUBLE-ROW OF SILT FENCE (OR EQUIVALENT).

12. VOLUME CONTROL FACILITIES SHALL NOT BE CONSTRUCTED UNTIL ALL OF THE CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED.

13. SOIL STOCKPILES SHALL, AT A MINIMUM, BE PROTECTED WITH PERIMETER SEDIMENT CONTROLS SOIL STOCKPILES SHALL NOT BE PLACED IN FLOOD PROTECTION AREAS OR THEIR BUFFERS.

14. EARTHEN EMBANKMENT SIDE SLOPES SHALL BE STABILIZED WITH APPROPRIATE EROSION CONTROL BLANKET.

15. STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY APPROPRIATE SEDIMENT CONTROL MEASURES.

16. THE CONTRACTOR SHALL EITHER REMOVE OR REPLACE ANY EXISTING DRAIN TILES AND INCORPORATE THEM INTO THE DRAINAGE PLAN FOR THE DEVELOPMENT. DRAIN TILES CANNOT BE TRIBUTARY TO A SANITARY OR COMBINED SEWER.

17. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. DEWATERING SYSTEMS SHOULD BE INSPECTED DAILY DURING OPERATIONAL PERIODS. THE SITE INSPECTOR MUST BE PRESENT AT THE COMMENCEMENT OF DEWATERING ACTIVITIES.

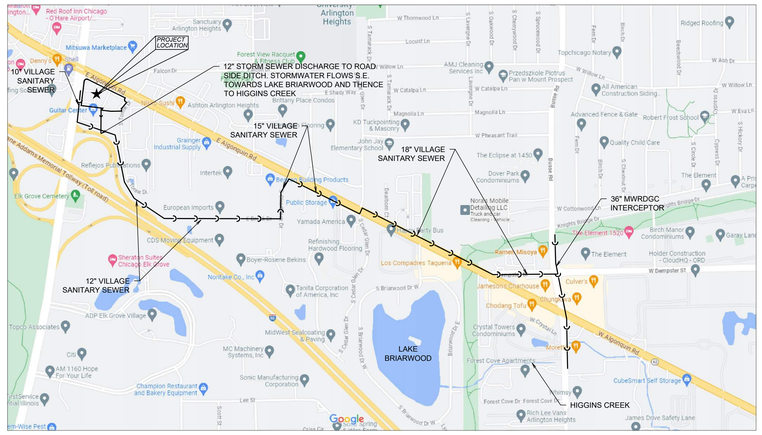
18. THE CONTRCTOR SHALL BE RESPONSIBLE FOR TRENCH DEWATERING AND EXCAVATION FOR THE INSTALLATION OF SANITARY SEWERS, STORM SEWERS, WATER MAINS AS WELL AS THEIR SERVICES AND OTHER APPURTENANCES. ANY TRENCH DEWATERING WHICH CONTAINS SEDIMENT SHALL PASS THROUGH A SEDIMENT SETTLING POND OR EQUALLY EFFECTIVE SEDIMENT CONTROL DEVICE. ALTERNATIVES MAY INCLUDE DEWATERING INTO A SUMP PIT, FILTER BAG OR EXISTING VEGETATED UPSLOPE AREA. SEDIMENT LADEN WATERS SHALL NOT BE DISCHARGE TO WATERWAYS, FLOOD PROTECTION AREAS OR THE COMBINED SEWER SYSTEM.

19. ALL PERMANENT EROSION CONTROL PRACTICES SHALL BE INITIATED WITHIN SEVEN (7) DAYS FOLLOWING THE COMPLETION OF SOIL DISTURBING ACTIVITIES.

20. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED AND REPAIRED AS NEEDED ON A YEAR-ROUND BASIS DURING CONSTRUCTION AND ANY PERIODS OF CONSTRUCTION SHUTDOWN UNTIL PERMANENT STABILIZATION IS ACHIEVED.

21. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER PERMANENT SITE STABILIZATION.

22. THE EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER SITE INSPECTOR, OR MWRD.



MWRD ROUTING MAP

CITY STAMP

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SIGNATURE/SEAL

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ILLINOIS
STEVEN KRANENBORG
REGISTERED CIVIL ENGINEER
#062 068598
EXPIRATION DATE:
NOVEMBER 30, 2023

I CERTIFY THAT THESE DRAWINGS WERE PREPARED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY PROFESSIONAL KNOWLEDGE THEY CONFORM TO THE VILLAGE OF ARLINGTON HEIGHTS BUILDING CODE

No.	Date	Description
4	10/20/2023	Village Comments
3	09/15/2023	90% CD's
2	07/25/2023	80% CD's
1	06/30/2023	50% CD's

ARLINGTON HEIGHTS PHASE 1

2355 S. Arlington Heights Rd.,
Arlington Heights, IL 60005

OWNER
Bradford Allen
300 S. Wacker Dr. 35th Floor
Chicago, IL 60606
Tel: 312-994-5700

DEVELOPER
Moceri + Roszak
145 S. Wells St. Suite 700
Chicago, IL 60606
Tel: 312-423-7989

ARCHITECT
Thomas Roszak Architecture, LLC
145 S. Wells St. Suite 700
Chicago, IL 60606
Tel: 312-423-7989

CONSTRUCTION MANAGER
SteelGrass, LLC
145 S. Wells St. Suite 700
Chicago, IL 60606
Tel: 312-423-7989

DEVELOPMENT CONSULTANT
TR Management + Consulting
145 S. Wells St. Suite 700
Chicago, IL 60606
Tel: 312-423-7989

LANDSCAPE ARCHITECT
Thomas Roszak Architecture, LLC
145 S. Wells St. Suite 700
Chicago, IL 60606
Tel: 312-423-7989

CIVIL ENGINEER
V3 Companies
7325 Janes Avenue
Woodridge, IL 60517
Tel: 630-724-9200

STRUCTURAL ENGINEER
Thornton Tomasetti
330 N. Wabash Avenue, Suite 1500
Chicago, IL 60611
Tel: 312-596-2000

MEPP DESIGN CONSULTANT
Cosentini Associates
1 S. Wacker Drive, Suite 3700
Chicago, IL 60606
Tel: 312-201-7401

GEOTECHNICAL ENGINEER
GEI
8615 W. Bryn Mawr Avenue, Suite 406
Chicago, IL 60631
Tel: 312-985-0364

GENERAL CONTRACTOR
Clark Construction Group
216 S. Jefferson Street, Suite 502
Chicago, IL 60661
Tel: 312-474-5500

MECHANICAL DESIGN/BUILD CONTRACTOR

PLUMBING DESIGN/BUILD CONTRACTOR

ELECTRICAL DESIGN/BUILD CONTRACTOR

FIRE PROTECTION DESIGN/BUILD CONTRACTOR

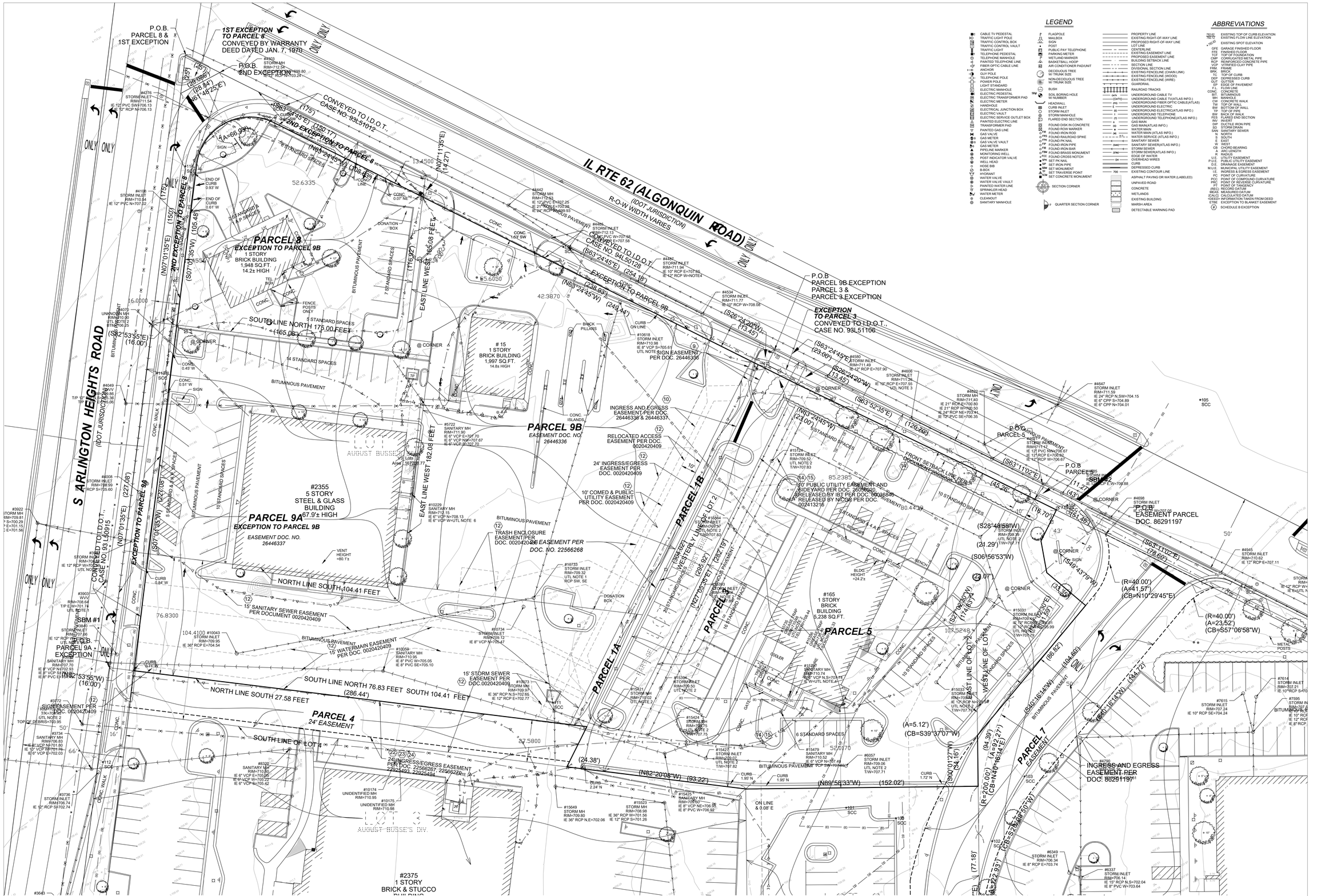
SHEET TITLE
MWRD GENERAL NOTES AND ROUTING MAP

SCALE
AS NOTED

DATE
Project Issue Date

SHEET NUMBER
C1.1

N:\2023\230084\Drawings\ACAD\LD\S04\Sheet Drawings\C1.0 Gal230084.dwg10/20/2023


P.O.B.
PARCEL 8 &
1ST EXCEPTION
1ST EXCEPTION TO PARCEL 8
CONVEYED TO I.D.O.T.
WARRANTY DEED DATED JAN. 7, 1970
P.O.B.
2ND EXCEPTION
CONVEYED TO I.D.O.T.,
CASE NO. 93L51012
2ND EXCEPTION TO PARCEL 8
CONVEYED TO I.D.O.T.,
CASE NO. 93L50915
EXCEPTION TO PARCEL 9A
CONVEYED TO I.D.O.T.,
CASE NO. 94L50128
EXCEPTION TO PARCEL 9B
IL RTE 62 (ALGONQUIN ROAD)
(IDOT JURISDICTION)
R-O-W WIDTH VARIES
ONLY ONLY
S ARLINGTON HEIGHTS ROAD
(IDOT JURISDICTION)
R-O-W WIDTH VARIES
PARCEL 8
EXCEPTION TO PARCEL 9B
1 STORY
BRICK BUILDING
1,948 SQ.FT.
14.2± HIGH
PARCEL 9B
EASEMENT DOC. NO.
26446336
PARCEL 9A
67.9± HIGH
EXCEPTION TO PARCEL 9B
EASEMENT DOC. NO.
26446337
PARCEL 1A
PARCEL 1B
PARCEL 4
24' EASEMENT
PARCEL 5
PARCEL 7
EASEMENT
P.O.B
PARCEL 9B EXCEPTION
PARCEL 3 &
PARCEL 3 EXCEPTION
EXCEPTION
TO PARCEL 3
CONVEYED TO I.D.O.T.,
CASE NO. 93L51106
15
1 STORY
BRICK BUILDING
1,997 SQ.FT.
14.8± HIGH
#2355
5 STORY
STEEL & GLASS
BUILDING
#2375
1 STORY
BRICK & STUCCO
BUILDING
#165
1 STORY
BRICK
BUILDING
5,238 SQ.FT.
INGRESS AND EGRESS
EASEMENT PER
DOC. 86291197
SIGN EASEMENT
PER DOC. 26446336
INGRESS AND EGRESS
EASEMENT PER DOC.
26446336 & 26446337
RELOCATED ACCESS
EASEMENT PER DOC.
0020420409
24' INGRESS/EGRESS
EASEMENT PER
DOC. 0020420409
10' COMED & PUBLIC
UTILITY EASEMENT
PER DOC. 0020420409
TRASH ENCLOSURE
EASEMENT/PER
DOC. 0020420409
24' EASEMENT PER
DOC. NO. 22566268
15' SANITARY SEWER EASEMENT
PER DOCUMENT 0020420409
15' WATERMAIN EASEMENT
PER DOC. 0020420409
24' INGRESS/EGRESS EASEMENT PER
DOC. 22566267, 22566228
22925493, 22925494
10' PUBLIC UTILITY EASEMENT AND
SIDEYARD PER DOC. 26596060
RELEASED BY IB1 PER DOC. 90085840
RELEASED BY NICOR PER DOC.
0724132116
FRONT SETBACK LINE PER
DOCUMENT 26596060
INGRESS AND EGRESS
EASEMENT PER
DOC. 86291197
SBM #1
SBM #2
SOUTH LINE NORTH 175.00 FEET
(S82°53'55"E)
(16.00')
NORTH LINE SOUTH 104.41 FEET
NORTH LINE SOUTH 27.58 FEET
SOUTH LINE NORTH 76.83 FEET
SOUTH 104.41 FEET
EAST LINE WEST 165.08 FEET
EAST LINE WEST 182.08 FEET
WEST LINE OF LOT 2
SOUTH LINE OF LOT 1
(N07°01'35"E) (150')
(S07°01'35"W) (105.48')
(N82°53'55"W) (16.00')
(N07°01'35"E) (176')
(S07°01'35"W) (227.08')
(N82°20'08"W) (93.22')
(S82°20'08"E) (93.22')
(N63°24'45"W) (254.16')
(S63°24'45"E) (254.16')
(N63°24'45"W) (238.93')
(S63°24'45"E) (238.93')
(N63°24'45"W) (23.00')
(S63°24'45"E) (23.00')
(S26°24'20"W) (13.45')
(S63°52'35"E) (126.60')
(S63°11'02"E) (45.28')
(S63°11'02"E) (78.60')
(S28°48'58"W) (21.29')
(S06°56'53"W) (22.07')
(S27°40'00"W) (174.83')
(S63°16'14"E) (44.72')
(S63°16'14"W) (44.72')
(S00°16'14"W) (94.39')
(R=200.00')
(CB=N40°46'14"E)
(A=92.27')
(S00°01'27"W) (94.16')
(S89°56'33"W) (152.02')
(S63°52'35"E) (77.18')
(S22°37'50"E) (78.60')
(R=40.00')
(A=41.57')
(CB=N10°29'45"E)
(R=40.00')
(A=23.52')
(CB=S57°06'58"W)
(A=5.12')
(CB=S39°43'07"W)
(S49°43'07"W) (33.32')
(N27°05'35"E) (285.92')
(N27°05'35"E) (282.19')
(N07°01'35"E) (14.27')
(N07°01'35"E) (13.45')
(N82°20'08"W) (24.38')
(S82°20'08"E) (24.38')
(S63°11'02"E) (111.27')
(S63°11'02"E) (78.60')
(S63°16'14"W) (44.72')
(S00°16'14"W) (94.39')
(S00°01'27"W) (94.16')
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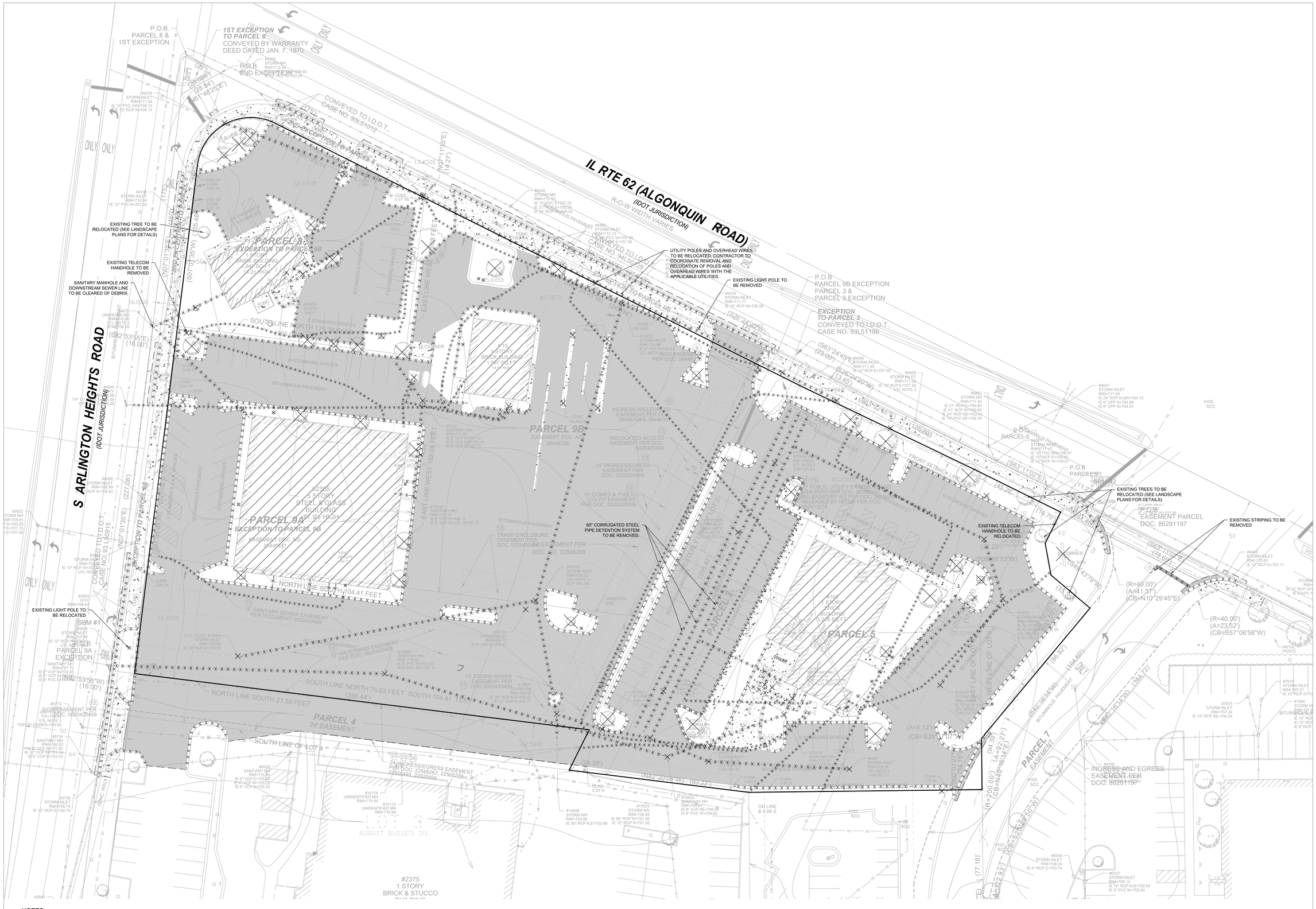
(S49°43'07"W) (33.32')
(S63°11'02"E) (111.27')
(S63°11'02"E) (78.60



NOTES:

1. THE EXTENT OF DEMOLITION WORK IS AS GENERALLY SHOWN ON THE CONSTRUCTION DOCUMENTS. SPECIFIC DEMOLITION PROCESSES OR PROCEDURES FOR DEMOLITION AND STRUCTURAL CONSIDERATIONS ARE THE RESPONSIBILITY OF OTHERS. DEMOLITION INCLUDES, BUT IS NOT LIMITED TO, REMOVAL AND DISPOSAL OFFSITE OF THE FOLLOWING ITEMS:
   - SIDEWALK AND ON-SITE PAVEMENT
   - BUILDINGS, FOUNDATIONS, AND SUPPORTING WALLS AND SLABS
   - UTILITIES
   - CONSTRUCTION DEBRIS
2. ALL PAVEMENT TO BE REMOVED ADJACENT TO PAVEMENT THAT IS TO REMAIN SHALL BE SAWCUT FULL DEPTH AT THE EDGES PRIOR TO REMOVAL TO OBTAIN A "CLEAN" JOINT WHERE IT ABUTS NEW CURB OR PAVEMENT.
3. CONTRACTOR MUST RECEIVE APPROVAL FROM CIVIL ENGINEER AND GEOTECHNICAL ENGINEER FOR THE MATERIAL TYPE AND USE IF CONTRACTOR DESIRES TO REUSE DEMOLISHED SITE PAVEMENT AS STRUCTURAL FILL.
4. STRUCTURES TO BE DEMOLISHED SHALL BE VACATED AND DISCONTINUED FROM USE PRIOR TO START OF WORK. OWNER ASSUMES NO RESPONSIBILITY FOR ACTUAL CONDITION OF STRUCTURES TO BE DEMOLISHED. CONDITIONS EXISTING AT TIME OF INSPECTION FOR BIDDING PURPOSES WILL BE MAINTAINED BY OWNER IN SO FAR AS PRACTICABLE. HOWEVER, VARIATIONS WITHIN THE STRUCTURES MAY OCCUR BY OWNER'S REMOVAL AND SALVAGE OPERATIONS PRIOR TO START OF DEMOLITION WORK.
5. ITEMS OF SALVAGEABLE VALUE TO CONTRACTOR MAY BE REMOVED AS WORK PROGRESSES AND AS APPROVED BY THE OWNER. SALVAGED ITEMS MUST BE TRANSPORTED FROM THE SITE AS THEY ARE REMOVED. STORAGE OR SALE OF REMOVED ITEMS ON SITE WILL NOT BE PERMITTED.
6. CONDUCT DEMOLITION OPERATIONS AND REMOVAL OF DEBRIS IN SUCH A MANNER TO ENSURE MINIMUM INTERFERENCE WITH ROADS, STREETS, WALKS AND OTHER ADJACENT FACILITIES.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTION OF BUILDINGS, PAVEMENTS AND UTILITIES TO REMAIN FROM ANY DAMAGE AND SHALL BE RESPONSIBLE FOR REPAIRING THE SAME.
8. EXISTING UTILITIES, WHICH DO NOT SOLEY SERVICE STRUCTURES BEING DEMOLISHED, ARE TO BE KEPT IN SERVICE AND PROTECTED AGAINST DAMAGE DURING DEMOLITION OPERATIONS. CONTRACTOR SHALL ARRANGE FOR SHUT-OFF OF UTILITIES SERVING STRUCTURES TO BE DEMOLISHED. CONTRACTOR IS RESPONSIBLE FOR TURNING OFF, DISCONNECTING, AND SEALING INDICATED UTILITIES BEFORE STARTING DEMOLITION OPERATIONS.
9. EXISTING UTILITIES TO BE ABANDONED ARE TO BE CAPPED AT BOTH ENDS AND FILLED WITH FA-1 OR APPROVED EQUAL. ALL UNDERGROUND UTILITIES TO BE REMOVED ARE TO HAVE THEIR TRENCHES BACKFILLED WITH ENGINEERED FILL OR SELECT EXCAVATED MATERIAL, AS APPROVED BY THE GEOTECHNICAL ENGINEER, TO 95% OF MODIFIED PROCTOR DENSITY.
10. ALL PRIVATE UTILITIES (ELECTRIC, CABLE, TELEPHONE, FIBER OPTIC, GAS) SHALL BE REMOVED AND RELOCATED PER THE UTILITY OWNER AND THE LOCAL MUNICIPALITY'S REQUIREMENTS.
11. CONTRACTOR SHALL LOCATE AND PROTECT EXISTING UNDERGROUND AND OVERHEAD UTILITIES DURING CONSTRUCTION. UTILITY PROTECTION SHALL BE COORDINATED WITH THE RESPECTIVE UTILITY OWNER AND THE GOVERNING MUNICIPALITY. DAMAGED CABLES/CONDUITS SHALL BE REPLACED IMMEDIATELY. ALL EXISTING STRUCTURES TO REMAIN SHALL BE PROTECTED THROUGHOUT THE CONSTRUCTION PROCESS. ALL DAMAGED STRUCTURES SHALL BE REPLACED IN-KIND AND THEIR REPLACEMENT COST SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
12. REMOVAL, ABANDOMENT, AND RELOCATION OF EXISTING UTILITIES SHALL BE COMPLETED AS GENERALLY DEPICTED ON THESE PLANS. CONTRACTOR TO COORDINATE RELOCATIONS WITH THE UTILITY OWNER. CONTRACTOR SHALL MINIMIZE DISRUPTION OF SERVICE AND SHALL WORK WITH UTILITY OWNER TO MAINTAIN AN ACCEPTABLE LEVEL OF SERVICE.
13. USE WATER SPRINKLING, TEMPORARY ENCLOSURES, AND OTHER SUITABLE METHODS TO MINIMIZE DUST AND DIRT FROM RISING AND SCATTERING IN THE AIR. COMPLY WITH ALL GOVERNING REGULATIONS PERTAINING TO ENVIRONMENTAL PROTECTION.
14. DEMOLITION DEBRIS SHALL BE REMOVED FROM THE SITE AND DISPOSED OF IN A LEGAL MANNER.
15. COMPLETELY FILL BELOW-GRADE AREAS AND VOIDS RESULTING FROM DEMOLITION TO THE FINAL LINES AND GRADES SHOWN ON THE CONTRACT DOCUMENTS. BACKFILL MATERIAL SHALL BE IDOT APPROVED AGGREGATE (CA-6) OR APPROVED EQUAL.
16. SEE LANDSCAPE PLANS FOR INFORMATION ON LANDSCAPE AND TREE PROTECTION, PRESERVATION, AND REMOVAL.
17. EXISTING MONITORING WELLS ARE TO BE REMOVED AS NECESSARY AND SEALED BY STATE LICENSED WELL DRILLER PER ILLINOIS DEPARTMENT OF PUBLIC HEALTH REQUIREMENTS AND/OR LOCAL/COUNTY REQUIREMENTS. CONTRACTOR TO COORDINATE WITH THE COOK COUNTY HEALTH DEPARTMENT (708-492-2000) FOR DIRECTION AND REQUIRED SEALING REPORT DOCUMENTATION.
18. THESE DRAWINGS DO NOT INCLUDE THE REMOVAL OF UNDERGROUND STORAGE TANKS. SHOULD UNDERGROUND STORAGE TANKS BE ENCOUNTERED, CONTRACTOR TO CONTACT OWNER AND ENGINEER TO DETERMINE RESPONSIBILITY FOR ANY ENVIRONMENTAL REMEDIATION OR REMOVAL WORK AS NECESSARY. ANY REMOVAL OF UNDERGROUND STORAGE TANKS MUST BE IN CONFORMANCE WITH LOCAL AND STATE STANDARDS.

DEMOLITION LEGEND

- ASPHALT PAVEMENT REMOVAL (FULL DEPTH)
- CONCRETE PAVEMENT OR SIDEWALK REMOVAL (FULL-DEPTH)
- IDOT PAVEMENT RESTORATION MILL 1.5" ASPHALT SURFACE COURST
- BUILDING AND FOUNDATION REMOVAL
- PAVER REMOVAL
- CONC. CURB/GUTTER OR UTILITY LINE TO BE REMOVED
- STRUCTURE/TREE TO BE REMOVED
- SAWCUT LINE

GRAPHIC SCALE
20 10 0 20
1" = 20'

CITY STAMP

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SIGNATURE/SEAL

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ILLINOIS
STEVEN KRANENBORG
REGISTERED CIVIL ENGINEER
#062 068598
EXPIRATION DATE:
NOVEMBER 30, 2023

I CERTIFY THAT THESE DRAWINGS WERE PREPARED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY PROFESSIONAL KNOWLEDGE THEY CONFORM TO THE VILLAGE OF ARLINGTON HEIGHTS BUILDING CODE

No.	Date	Description
4	10/20/2023	Village Comments
3	09/15/2023	90% CD's
2	07/25/2023	80% CD's
1	06/30/2023	50% CD's

ARLINGTON HEIGHTS PHASE 1

2355 S. Arlington Heights Rd.,
Arlington Heights, IL 60005

OWNER
Bradford Allen
300 S. Wacker Dr. 35th Floor
Chicago, IL 60606
Tel: 312-994-5700

DEVELOPER
Moceri + Roszak
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Tel: 312-201-7401

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8615 W. Bryn Mawr Avenue, Suite 406
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Tel: 312-985-0364

GENERAL CONTRACTOR
Clark Construction Group
216 S. Jefferson Street, Suite 502
Chicago, IL 60661
Tel: 312-474-5500

MECHANICAL DESIGN/BUILD CONTRACTOR

PLUMBING DESIGN/BUILD CONTRACTOR

ELECTRICAL DESIGN/BUILD CONTRACTOR

FIRE PROTECTION DESIGN/BUILD CONTRACTOR

SHEET TITLE
DEMOLITION PLAN

SCALE: AS NOTED
DATE: Project Issue Date
SHEET NUMBER: C2.1

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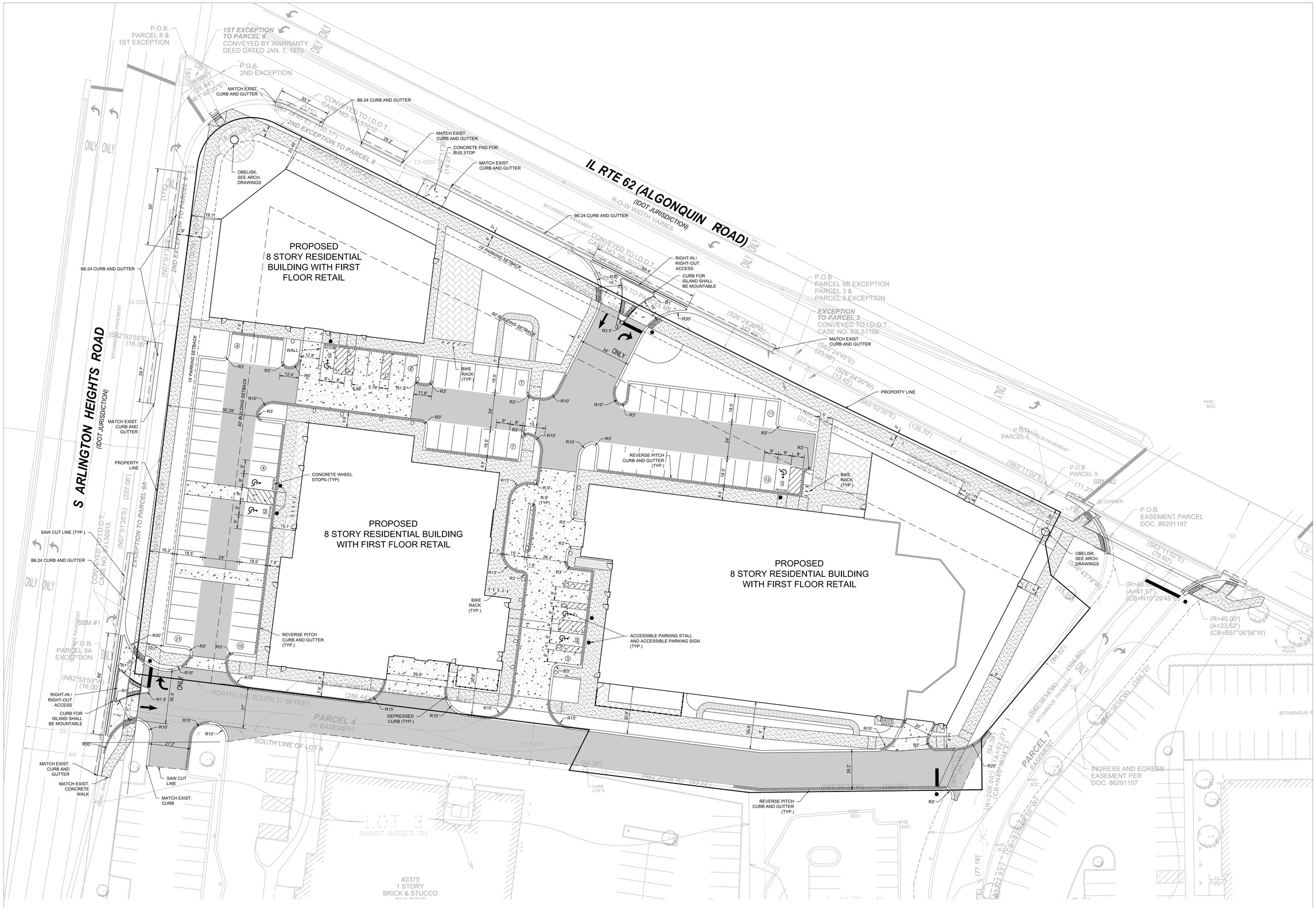

PAVING LEGEND

HEAVY DUTY HMA PAVEMENT

2" HMA SURFACE COURSE, MIX C, N50
2.25" HMA BINDER COURSE, IL-19.0, N50
5" HMA BINDER COURSE, IL-19.0, N50
4" AGGREGATE BASE COURSE - CA6

REGULAR HMA PAVEMENT

1.5" HMA SURFACE COURSE, MIX C, N50
2.5" HMA BINDER COURSE, IL-19.0, N50
9" AGGREGATE BASE COURSE - CA6

IDOT PAVEMENT RESTORATION

1.5" EXISTING ASPHALT TO BE MILLED & PROPERLY DISPOSED OF BY CONTRACTOR
1.5" HOT MIX ASPHALT SURFACE COURSE, MIX D, N90

CONCRETE PAVEMENT

8" P.C. CONCRETE PAVEMENT WITH (6X6/W2.9=W2.9) W.W.F.
6" AGGREGATE BASE COURSE - CA6
(REFER TO ARCH. PLANS FOR AREAS OF PIGMENTED CONCRETE)

CONCRETE SIDEWALK

5" P.C. CONCRETE PAVEMENT
4" AGGREGATE BASE COURSE - CA6

PATIO PAVEMENT

SEE ARCHITECT'S DRAWINGS FOR DETAILS

GRAVEL PATH

SEE ARCHITECT'S DRAWINGS FOR DETAILS

SURFACE PARKING SUMMARY

STANDARD SPACES	= 84
ADA SPACES	= 6
TOTAL SPACES	= 90

NOTES:

1. ALL DIMENSIONS SHOWN ARE TO BACK OF CURB UNLESS OTHERWISE NOTED.
2. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED WHITE UNLESS OTHERWISE NOTED.
3. BUILDING DIMENSIONS ARE TO OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
4. ALL CURB AND GUTTER SHALL BE B6.12 UNLESS OTHERWISE NOTED.

GRAPHIC SCALE
20 10 0 20
1" = 20'

CITY STAMP

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PLUMBING DESIGN/BUILD CONTRACTOR

ELECTRICAL DESIGN/BUILD CONTRACTOR

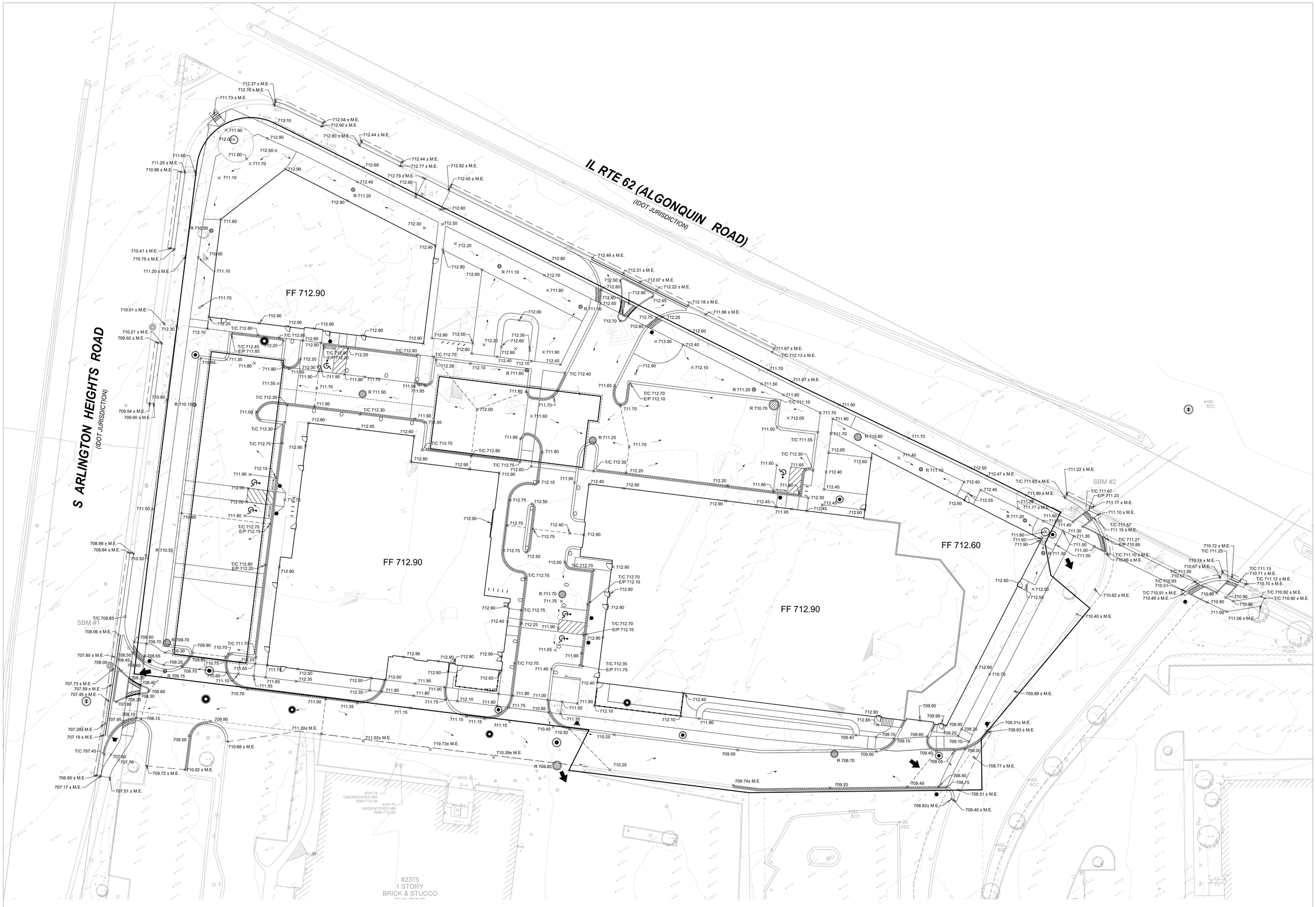
FIRE PROTECTION DESIGN/BUILD CONTRACTOR

SHEET TITLE
LAYOUT AND
PAVING PLAN

SCALE
AS NOTED

DATE
Project Issue Date

SHEET NUMBER
C3.0



NOTES:

1. ALL PAVEMENT SPOT GRADE ELEVATIONS AND RIM ELEVATIONS WITHIN OR ALONG CURB AND GUTTER REFER TO EDGE OF PAVEMENT ELEVATIONS UNLESS OTHERWISE NOTED.
2. ALL ELEVATIONS SHOWN DEPICT FINISHED GRADE UNLESS OTHERWISE NOTED. SUBTRACT TOPSOIL THICKNESS OR PAVEMENT SECTION TO ESTABLISH SUBGRADE ELEVATIONS.
3. PROVIDE 1.50% CROSS SLOPE AND 4.00% MAXIMUM LONGITUDINAL SLOPE ON ALL SIDEWALKS AND PEDESTRIAN PATHS UNLESS OTHERWISE INDICATED. PLEASE NOTE THAT THE ILLINOIS ACCESSIBILITY CODE REQUIRES A MAXIMUM CONSTRUCTED CROSS SLOPE OF 2.00% AND LONGITUDINAL SLOPE OF 5.00%.

GRAPHIC SCALE
20 10 0 20
1" = 20'

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SHEET TITLE
GRADING PLAN

SCALE
AS NOTED

DATE
Project Issue Date

SHEET NUMBER
C4.0

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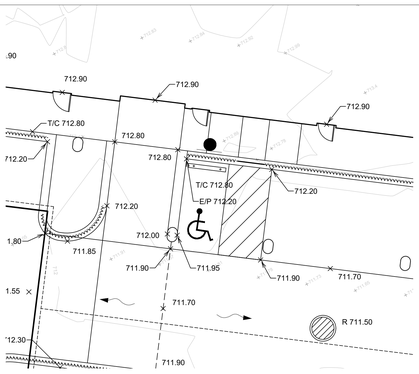
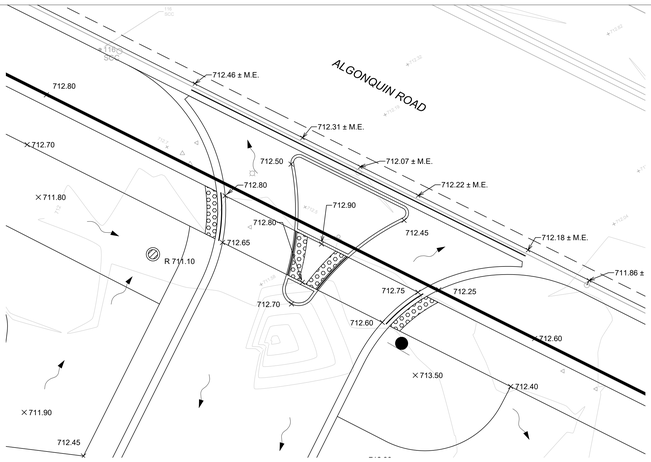
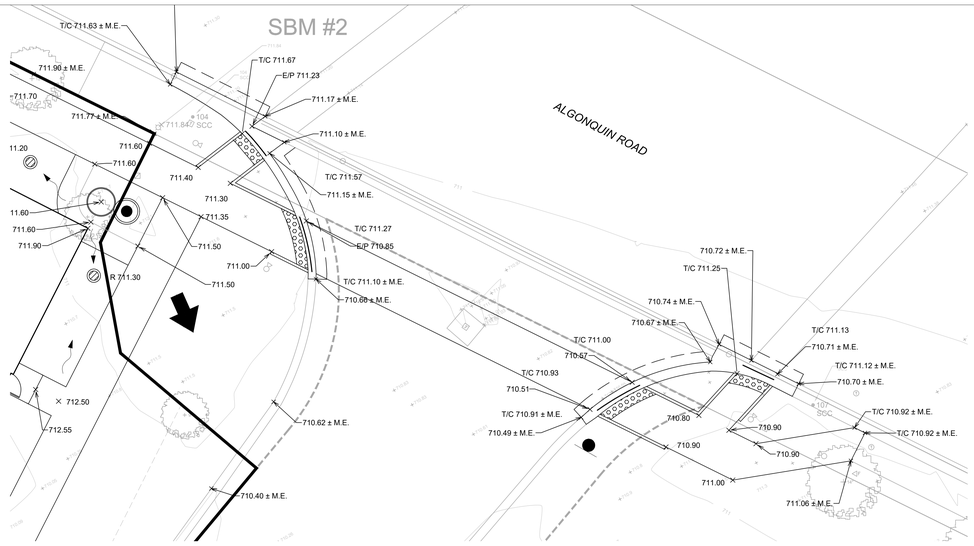


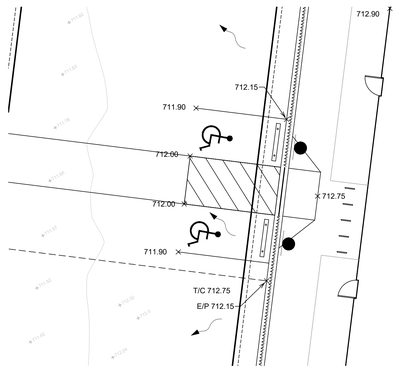
ADA ENLARGEMENT



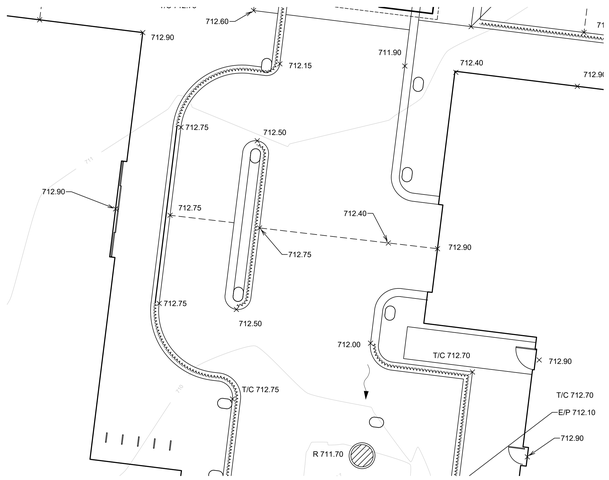
DRIVEWAY
ENLARGEMENT



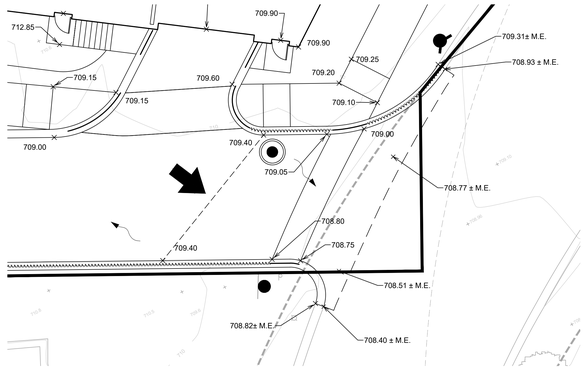
DRIVEWAY
ENLARGEMENT



ADA ENLARGEMENT



DROP OFF
ENLARGEMENT



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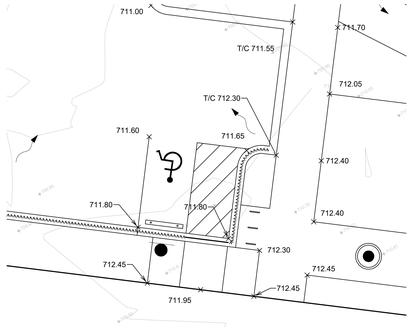

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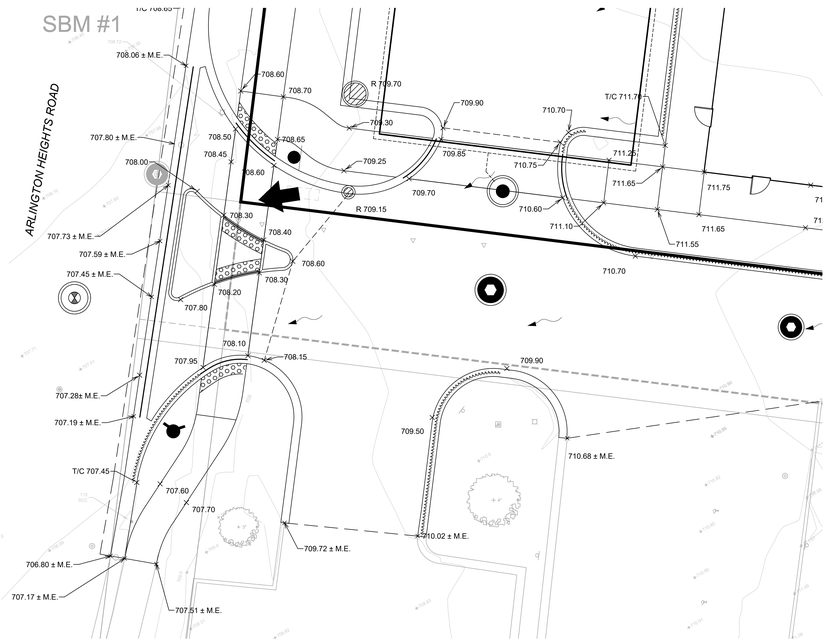
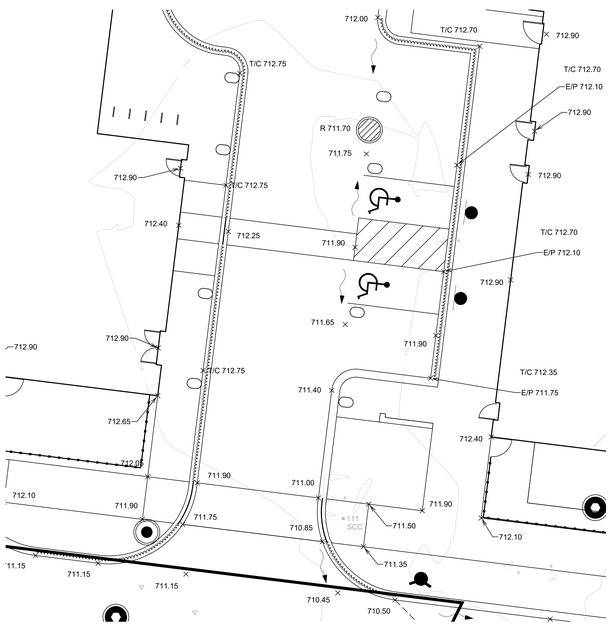


DRIVEWAY
ENLARGEMENT



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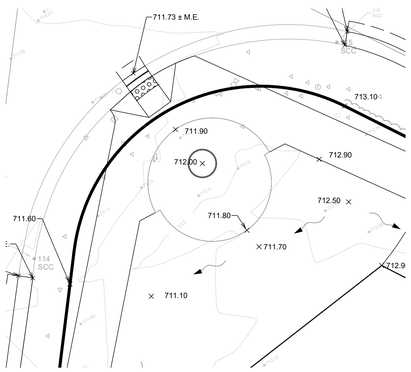

CURB RAMP ENLARGEMENT

GRAPHIC SCALE
10 5 0 10
1" = 10'

CITY STAMP

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ILLINOIS
STEVEN KRANENBORG
REGISTERED CIVIL ENGINEER
#062 068598
EXPIRATION DATE:
NOVEMBER 30, 2023

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No.	Date	Description
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3	09/15/2023	90% CD's
2	07/25/2023	80% CD's
1	06/30/2023	50% CD's

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Arlington Heights, IL 60005

OWNER
Bradford Allen
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Tel: 312-994-5700

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PLUMBING DESIGN/BUILD CONTRACTOR

ELECTRICAL DESIGN/BUILD CONTRACTOR

FIRE PROTECTION DESIGN/BUILD CONTRACTOR

SHEET TITLE
ENLARGEMENT
PLANS

SCALE
AS NOTED

DATE
Project Issue Date

SHEET NUMBER
C4.1

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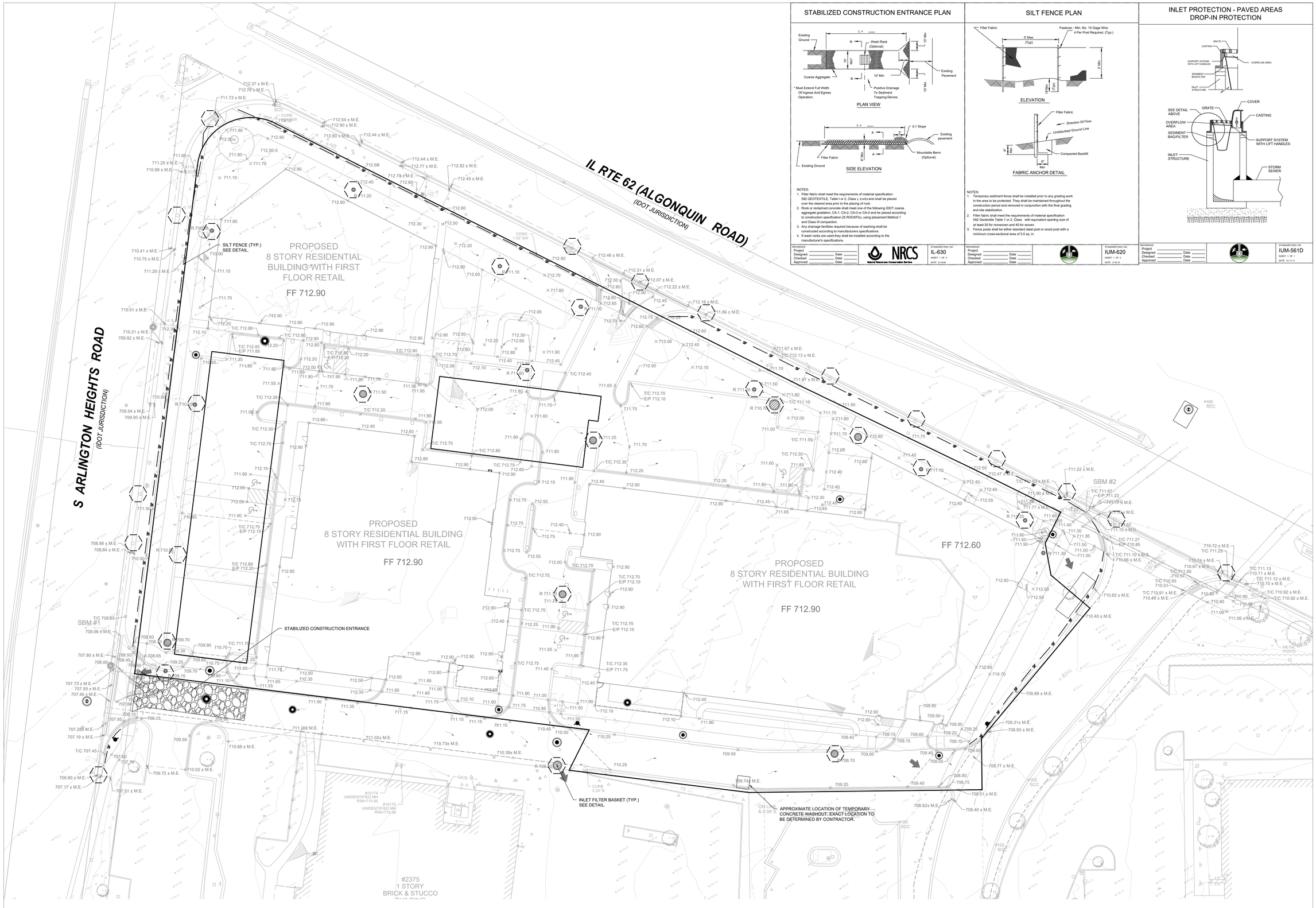

STABILIZED CONSTRUCTION ENTRANCE PLAN

* Must Extend Full Width Of Ingress And Egress Operation.

PLAN VIEW

SIDE ELEVATION

NOTES:
1. Filter fabric shall meet the requirements of material specification 592 GEOTEXTILE, Table I or 2, Class I, II or IV and shall be placed over the cleared area prior to the placing of rock.
2. Rock or reclaimed concrete shall meet one of the following IDOT coarse aggregate gradation, CA-1, CA-2, CA-3 or CA-4 and be placed according to construction specification 25 ROCKFILL using pavement Method 1 and Class III compaction.
3. Any drainage facilities required because of washing shall be constructed according to manufacturers specifications.
4. If wash racks are used they shall be installed according to the manufacturer's specifications.

REFERENCE			STANDARD DWG. NO.
Project		NRCS Natural Resources Conservation Service	IL-630
Designed	Date		SHEET 1 OF 2
Checked	Date		DATE 8-18-94
Approved	Date		

SILT FENCE PLAN

ELEVATION

FABRIC ANCHOR DETAIL

NOTES:
1. Temporary sediment fence shall be installed prior to any grading work in the area to be protected. They shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
2. Filter fabric shall meet the requirements of material specification 592 Geotextile Table 1 or 2, Class with equivalent opening size of at least 30 for nonwoven and 40 for woven.
3. Fence posts shall be either standard steel post or wood post with a minimum cross-sectional area of 3.0 sq. in.

REFERENCE			STANDARD DWG. NO.
Project			IUM-620
Designed	Date		SHEET 1 OF 1
Checked	Date		DATE 3-16-12
Approved	Date		

INLET PROTECTION - PAVED AREAS DROP-IN PROTECTION

REFERENCE			STANDARD DWG. NO.
Project			IUM-561D
Designed	Date		SHEET 1 OF 1
Checked	Date		DATE 01-11-11
Approved	Date		

EROSION CONTROL LEGEND

⬡	INLET PROTECTION
——SF——	SILT FENCE

NOTES:

1. CONTRACTOR TO INSTALL CONSTRUCTION ENTRANCE PRIOR TO COMMENCEMENT OF WORK.
2. CONTRACTOR TO INSTALL SILT FENCE PRIOR TO COMMENCEMENT OF ANY EARTHWORK. CONTRACTOR TO MAINTAIN SILT FENCE AS SHOWN AND INSTALL ADDITIONAL SILT FENCE WHEREVER NECESSARY THROUGHOUT CONSTRUCTION ACTIVITIES TO MINIMIZE SOIL EROSION.
3. CONTRACTOR TO INSTALL INLET PROTECTION ON ALL OPEN LID STRUCTURES. SEE INLET PROTECTION DETAIL ON THIS SHEET.
4. EROSION CONTROL BLANKET (ROLLMAX ERONET S150 OR APPROVED EQUAL) SHALL BE PLACED ON ALL AREAS WITH SIDE SLOPES OF 4:1 OR GREATER, AND IN BOTTOM AND SIDE SLOPES OF SWALES WHERE NOTED.
5. ALL SEDIMENT AND EROSION CONTROL MEASURES IN AND AROUND THE PROPOSED IMPROVEMENTS ARE TO REMAIN IN PLACE AND TO BE MAINTAINED THROUGHOUT CONSTRUCTION ACTIVITIES UNTIL THE PROPOSED IMPROVEMENTS ARE COMPLETED AND THE SITE ADEQUATELY STABILIZED.
6. THE CONTRACTOR SHALL INSTALL AND MAINTAIN ALL EROSION CONTROL MEASURES AS INDICATED ON THIS SHEET IN ACCORDANCE WITH THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) PREPARED BY V3 COMPANIES. THE CONTRACTOR IS RESPONSIBLE FOR IMPLEMENTING THE PROVISIONS INDICATED IN THE SWPPP, INCLUDING EROSION CONTROL MEASURES AND INSPECTION FREQUENCY, AS REQUIRED BY THE IEPA NPDES PHASE II PERMIT PROGRAM REQUIREMENTS.

GRAPHIC SCALE
20 10 0 20
1" = 20'

CITY STAMP

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SHEET TITLE
EROSION CONTROL
PLAN AND DETAILS

SCALE	SHEET NUMBER
AS NOTED	C4.2
DATE	
Project Issue Date	

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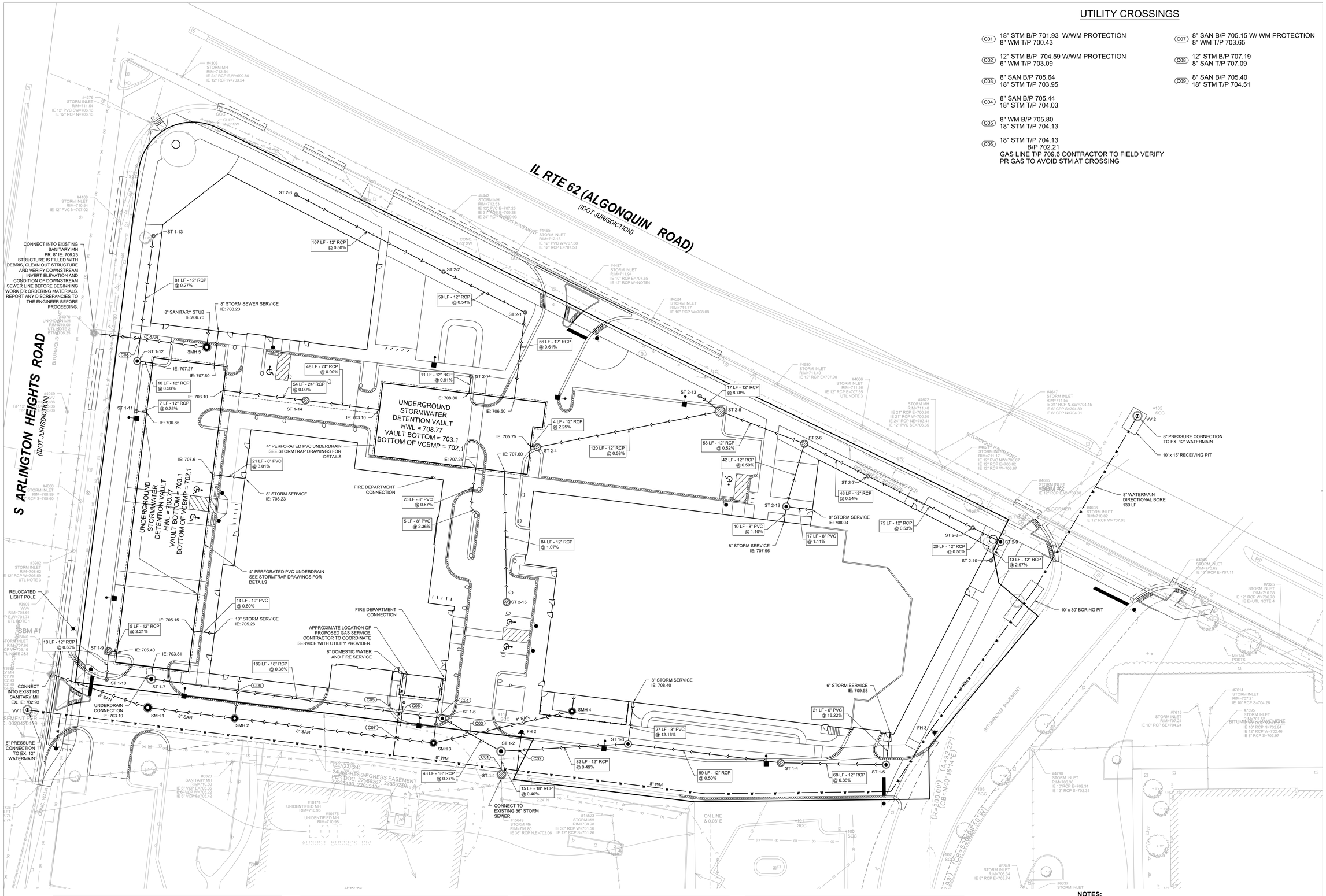
IL RTE 62 (ALGONQUIN ROAD)
(IDOT JURISDICTION)
S ARLINGTON HEIGHTS ROAD
(IDOT JURISDICTION)
CONNECT INTO EXISTING SANITARY MH PR. 8" IE: 706.25 STRUCTURE IS FILLED WITH DEBRIS, CLEAN OUT STRUCTURE AND VERIFY DOWNSTREAM INVERT ELEVATION AND CONDITION OF DOWNSTREAM SEWER LINE BEFORE BEGINNING WORK OR ORDERING MATERIALS. REPORT ANY DISCREPANCIES TO THE ENGINEER BEFORE PROCEEDING.
8" SANITARY STUB IE:706.70
8" STORM SEWER SERVICE IE: 708.23
SMH 5
ST 1-13
ST 1-12
ST 1-11
ST 2-3
ST 2-2
ST 2-1
ST 2-14
ST 2-13
ST 2-5
ST 2-6
ST 2-7
ST 2-12
ST 2-8
ST 2-9
ST 2-10
ST 2-4
ST 2-15
ST 1-14
ST 1-9
ST 1-10
ST 1-7
ST 1-6
ST 1-3
ST 1-4
ST 1-5
ST 1-2
ST 1-1
107 LF - 12" RCP @ 0.50%
81 LF - 12" RCP @ 0.27%
59 LF - 12" RCP @ 0.54%
56 LF - 12" RCP @ 0.61%
48 LF - 24" RCP @ 0.00%
54 LF - 24" RCP @ 0.00%
11 LF - 12" RCP @ 0.91%
10 LF - 12" RCP @ 0.50%
7 LF - 12" RCP @ 0.75%
17 LF - 12" RCP @ 8.78%
4 LF - 12" RCP @ 2.25%
120 LF - 12" RCP @ 0.58%
58 LF - 12" RCP @ 0.52%
42 LF - 12" RCP @ 0.59%
46 LF - 12" RCP @ 0.54%
75 LF - 12" RCP @ 0.53%
20 LF - 12" RCP @ 0.50%
13 LF - 12" RCP @ 2.97%
84 LF - 12" RCP @ 1.07%
189 LF - 18" RCP @ 0.36%
43 LF - 18" RCP @ 0.37%
15 LF - 18" RCP @ 0.40%
82 LF - 12" RCP @ 0.49%
99 LF - 12" RCP @ 0.50%
68 LF - 12" RCP @ 0.88%
27 LF - 8" PVC @ 12.16%
21 LF - 6" PVC @ 16.22%
18 LF - 12" RCP @ 0.60%
5 LF - 12" RCP @ 2.21%
14 LF - 10" PVC @ 0.80%
21 LF - 8" PVC @ 3.01%
25 LF - 8" PVC @ 0.87%
5 LF - 8" PVC @ 2.36%
10 LF - 8" PVC @ 1.10%
17 LF - 8" PVC @ 1.11%
UNDERGROUND STORMWATER DETENTION VAULT HWL = 708.77 VAULT BOTTOM = 703.1 BOTTOM OF VCBMP = 702.1
UNDERGROUND STORMWATER DETENTION VAULT HWL = 708.77 VAULT BOTTOM = 703.1 BOTTOM OF VCBMP = 702.1
4" PERFORATED PVC UNDERDRAIN SEE STORMTRAP DRAWINGS FOR DETAILS
4" PERFORATED PVC UNDERDRAIN SEE STORMTRAP DRAWINGS FOR DETAILS
FIRE DEPARTMENT CONNECTION
FIRE DEPARTMENT CONNECTION
8" STORM SERVICE IE: 708.23
8" STORM SERVICE IE: 708.04
8" STORM SERVICE IE: 707.96
10" STORM SERVICE IE: 705.26
APPROXIMATE LOCATION OF PROPOSED GAS SERVICE. CONTRACTOR TO COORDINATE SERVICE WITH UTILITY PROVIDER.
8" DOMESTIC WATER AND FIRE SERVICE
8" STORM SERVICE IE: 708.40
6" STORM SERVICE IE: 709.58
UNDERDRAIN CONNECTION IE: 703.10
CONNECT INTO EXISTING SANITARY MH EX. IE: 702.93
8" PRESSURE CONNECTION TO EX. 12" WATERMAIN
CONNECT TO EXISTING 36" STORM SEWER
8" PRESSURE CONNECTION TO EX. 12" WATERMAIN
10' x 15' RECEIVING PIT
8" WATERMAIN DIRECTIONAL BORE 130 LF
10' x 30' BORING PIT
SBM #1
SBM #2
VV 1
VV 2
FH 1
FH 2
FH 3
SMH 1
SMH 2
SMH 3
SMH 4
8" SAN
8" WM
IE: 707.27
IE: 707.60
IE: 703.10
IE: 706.85
IE: 707.6
IE: 705.75
IE: 707.60
IE: 707.25
IE: 708.30
IE: 706.50
IE: 705.15
IE: 705.40
IE: 703.81
IE: 703.10
IE: 702.82
IE: 702.27
IE: 702.07
IE: 701.77
IE: 701.57
IE: 701.37
IE: 701.17
IE: 700.97
IE: 700.77
IE: 700.57
IE: 700.37
IE: 700.17
IE: 699.97
IE: 699.77
IE: 699.57
IE: 699.37
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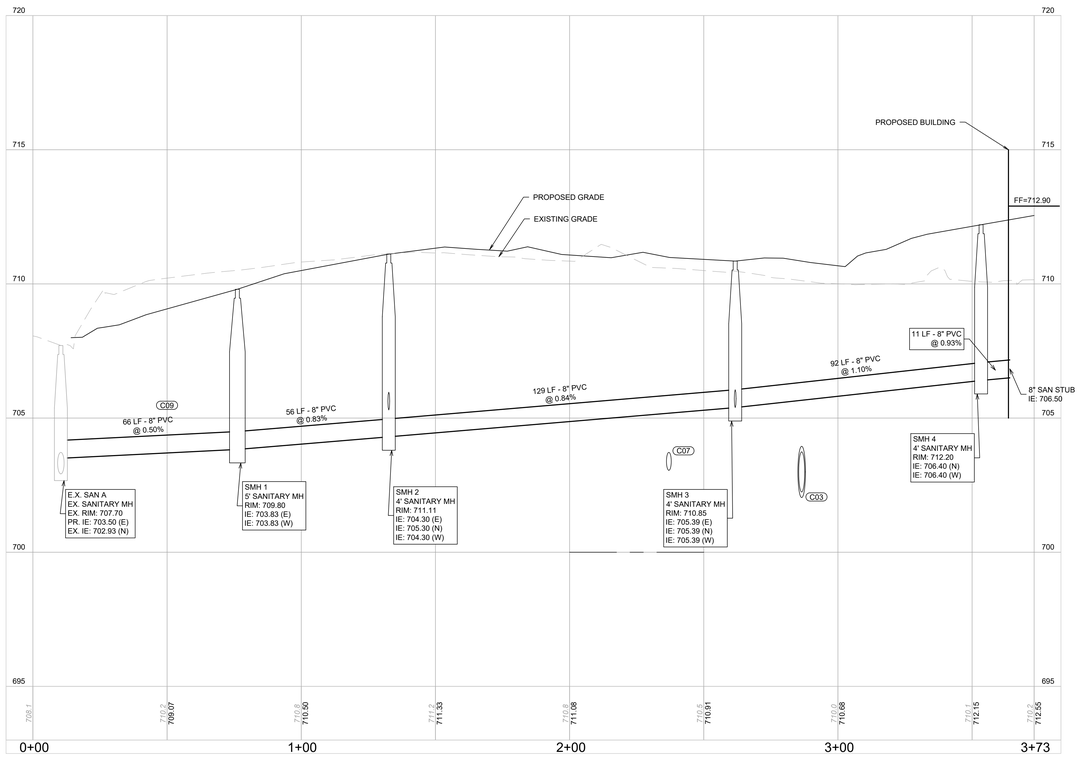
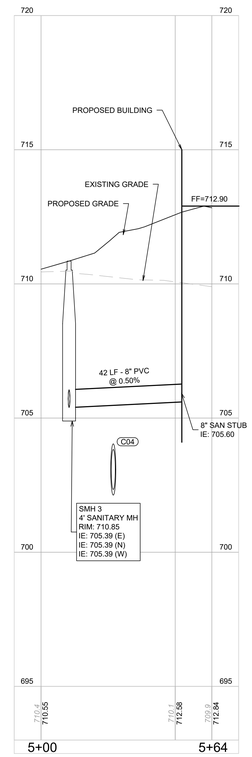
IE: 697.97
IE:



SANITARY SEWER PROFILE
SCALE: HORIZ: 1" = 20'
VERT: 1" = 2'



SANITARY SEWER PROFILE
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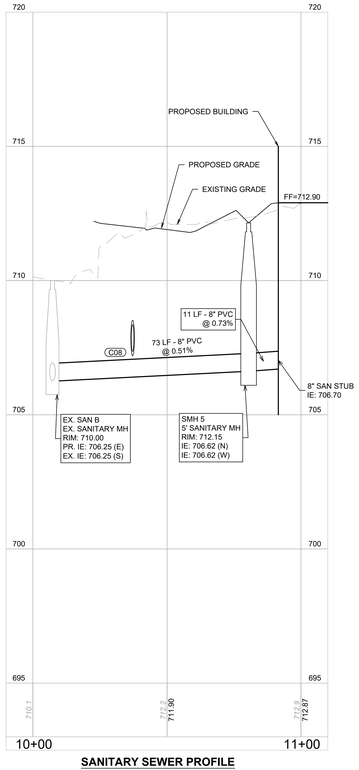
VERT: 1" = 2'



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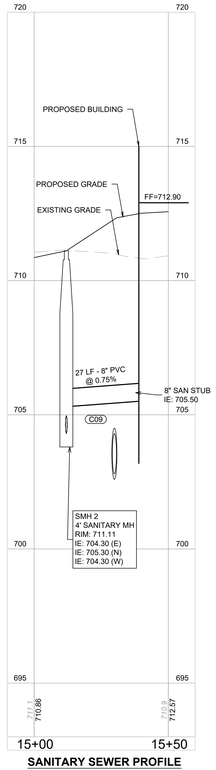
SCALE: HORIZ: 1" = 20'
VERT: 1" = 2'



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SHEET TITLE
SANITARY SEWER PROFILES

SCALE: AS NOTED
DATE: Project Issue Date
SHEET NUMBER: C5.1

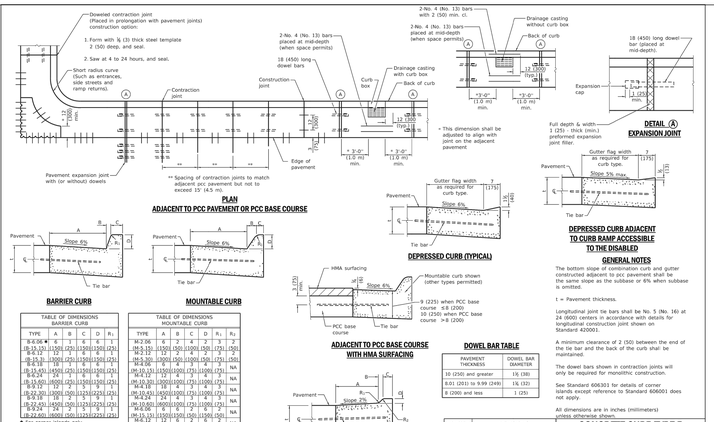


TABLE OF DIMENSIONS
BARRIER CURB

TYPE	A	B	C	D	R_1
B-6.06 *	6	2	4	3	1
JB-15.15	15	5	10	5	2
B-6.12	12	2	6	4	1
JB-15.30	15	5	10	5	2
B-6.18	18	3	8	5	1
JB-15.45	15	5	10	5	2
B-6.24	24	4	8	6	1
JB-15.60	15	5	10	5	2
B-6.30	30	5	12	7	1
JB-22.60	22	5	12	7	2
JB-22.75	22	5	12	7	2
JB-22.90	22	5	12	7	2
JB-22.105	22	5	12	7	2
JB-22.120	22	5	12	7	2

* For corner islands only.

TABLE OF DIMENSIONS
MOUNTABLE CURB

TYPE	A	B	C	D	R_1	R_2
M-2.06 *	6	2	4	3	1	
M-5.15	15	5	10	5	3	1
M-2.12 *	12	2	6	4	1	
M-5.30	30	5	10	5	3	1
JM-15.15	15	5	10	5	3	1
JM-15.30	15	5	10	5	3	1
JM-15.45	15	5	10	5	3	1
M-6.18	18	4	7	6	3	1
JM-15.45	15	5	10	5	3	1
JM-15.60	15	5	10	5	3	1
M-6.30	30	6	9	7	3	2
JM-15.75	15	5	10	5	3	1
JM-15.90	15	5	10	5	3	1
JM-15.105	15	5	10	5	3	1
JM-15.120	15	5	10	5	3	1
M-6.24	24	6	7	6	2	1
JM-15.60	15	5	10	5	3	1

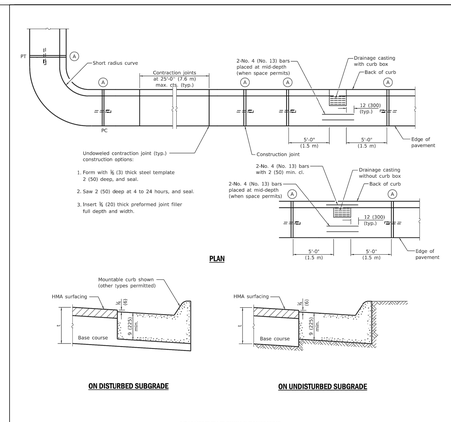
* For corner islands only.

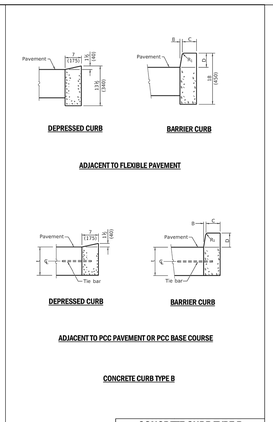
DOWEL BAR TABLE

PAVEMENT THICKNESS	DOWEL BAR DIAMETER
10 (250) and greater	1¼ (38)
9.01 (201) to 9.99 (249)	1¼ (32)
8 (200) and less	1 (25)

DATE	REVISIONS
1-1-22	Revised contraction joint spacing, adjacent to pcc pavt. and DOWEL BAR TABLE.
1-1-18	New standard.

CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
(Sheet 1 of 2)
B.L.R. 28-1





GENERAL NOTES

The bottom slope of combination curb and gutter constructed adjacent to pcc pavement shall be the same slope as the subbase or 6% when subbase is omitted.

t = Pavement thickness.

Longitudinal joint tie bars shall be No. 5 (No. 16) at 24 (600) centers in accordance with details for longitudinal construction joint shown on Standard 420001.

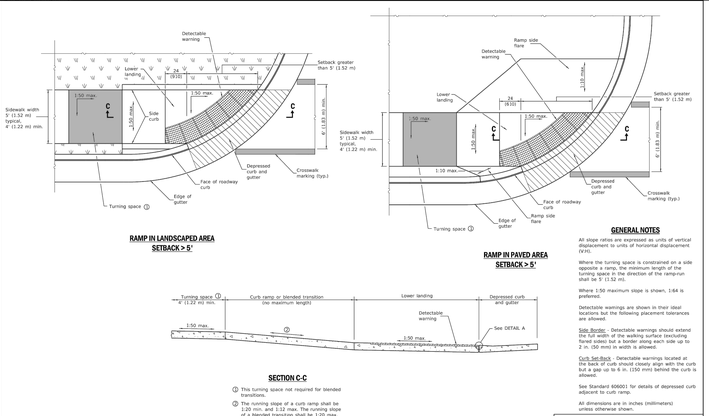
A minimum clearance of 2 (50) between the end of the dowel bar and the back of the curb shall be maintained.

The dowel bars shown in contraction joints will only be required for monolithic construction.

See Standard 606301 for details of corner islands except reference to Standard 606001 does not apply.

All dimensions are in inches (millimeters) unless otherwise shown.

CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
(Sheet 2 of 2)
B.L.R. 28-1



GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed:

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

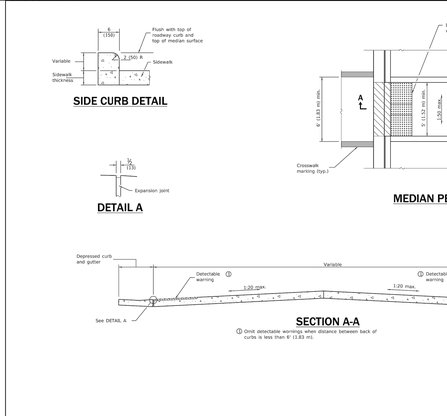
See Standard 606001 for details of depressed curb adjacent to curb ramp.

All dimensions are in inches (millimeters) unless otherwise shown.

① This turning space not required for blended transitions.

② The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.

PERPENDICULAR CURB RAMPS FOR SIDEWALKS
(Sheet 1 of 2)
STANDARD 424001-11



① Omit detectable warnings when distance between back of curbs is less than 6' (1.83 m).

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where 1:50 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed:

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

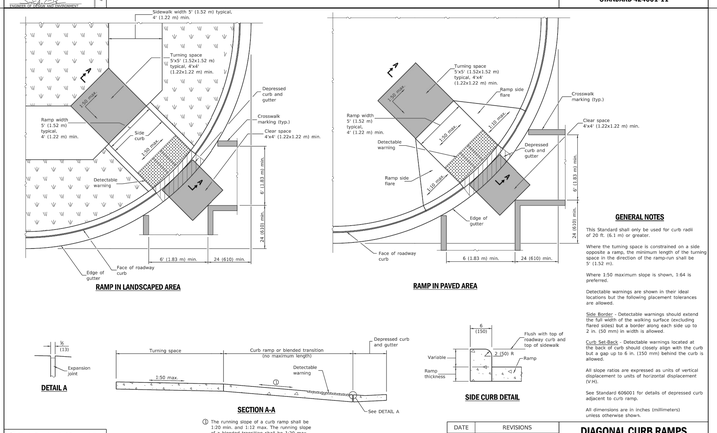
Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-19	Added placement tolerances for detectable warnings.
1-1-12	Widened crosswalk to 6' (1.83 m) min. inside dimension. Revised General Notes.

MEDIAN PEDESTRIAN CROSSINGS
STANDARD 424031-02



GENERAL NOTES

This Standard shall only be used for curb radii of 20 ft. (6.1 m) or greater.

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed:

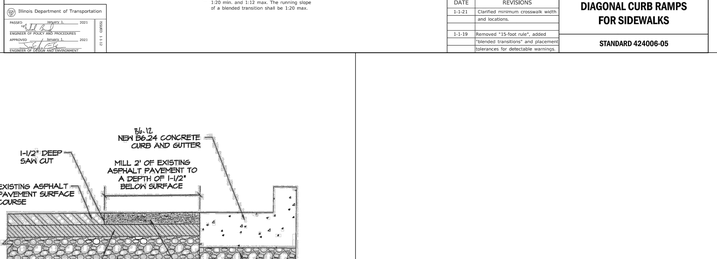
Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

See Standard 606001 for details of depressed curb adjacent to curb ramp.

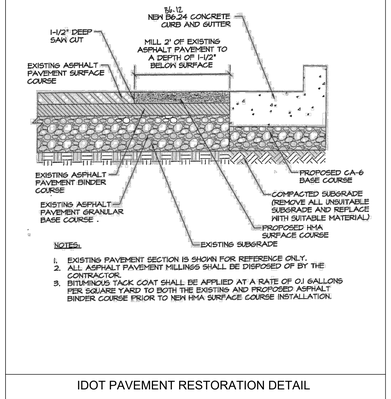
All dimensions are in inches (millimeters) unless otherwise shown.



① The turning slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.

DATE	REVISIONS
1-1-21	Clarified minimum crosswalk width and locations.
1-1-19	Removed "15 foot rule", added "blended transitions" and placement tolerances for detectable warnings.

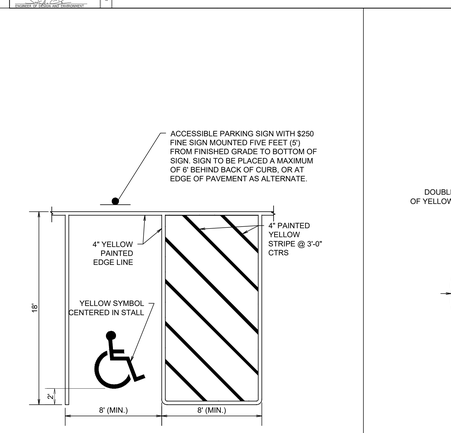
DIAGONAL CURB RAMPS FOR SIDEWALKS
STANDARD 424006-05



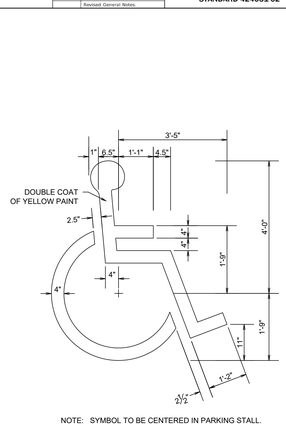
NOTES:

1. EXISTING PAVEMENT SECTION IS SHOWN FOR REFERENCE ONLY.
2. ALL ASPHALT PAVEMENT MILLINGS SHALL BE DISPOSED OF BY THE CONTRACTOR.
3. BITUMINOUS TACK COAT SHALL BE APPLIED AT A RATE OF 0.1 GALLONS PER SQUARE YARD TO BOTH THE EXISTING AND PROPOSED ASPHALT BINDER COURSE PRIOR TO NEW HMA SURFACE COURSE INSTALLATION.

IDOT PAVEMENT RESTORATION DETAIL



ACCESSIBLE PARKING STALL

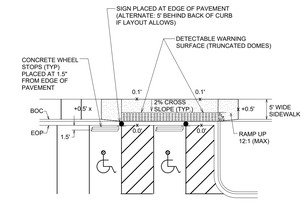


NOTE: SYMBOL TO BE CENTERED IN PARKING STALL.

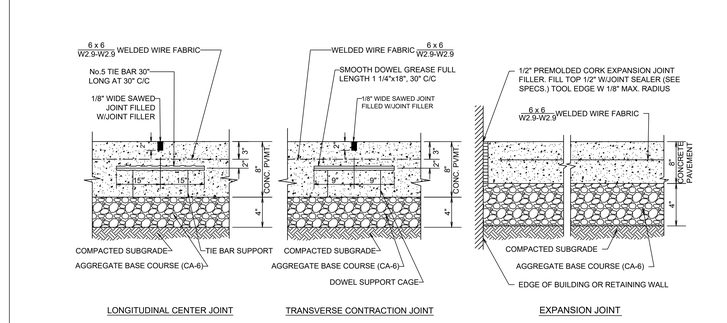
PAINTED ACCESSIBLE STALL SYMBOL

ACCESSIBLE PARKING SIGN
WITH $250 FINE SIGN
MUTCD R7-8, 12"x18"
MUTCD R7-8a, 12"x6"

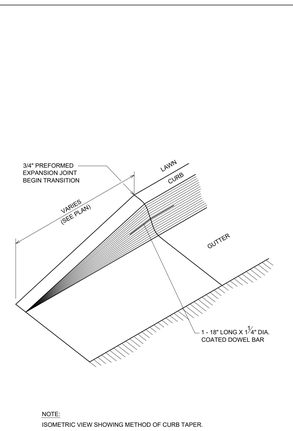
ACCESSIBLE PARKING SIGN



SIDEWALK & DEPRESSED CURB AND GUTTER AT ACCESSIBLE PARKING DETAIL

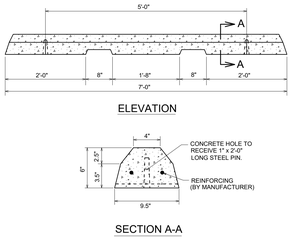


CONCRETE PAVEMENT JOINTS



NOTE:
ISOMETRIC VIEW SHOWING METHOD OF CURB TAPER.

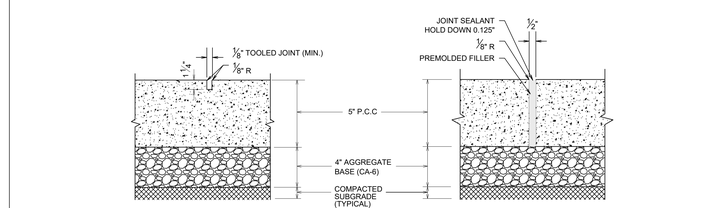
CURB TERMINATION



NOTES:

1. WHEEL STOPS TO BE CENTERED IN WIDTH OF PARKING STALLS.
2. STEEL PINS TO BE PROVIDED AS REQUIRED TO SECURE WHEEL STOPS.

CONCRETE WHEEL STOP



NOTE:

UNLESS OTHERWISE NOTED ON PLANS, CONTRACTION JOINTS TO BE 5'-0" O.C. AND EXPANSION JOINTS TO BE 40' O.C. MAX., OR AT BACK OF CURB, CHANGE OF DIRECTION, OTHER WALK, UTILITY APPURTENANCE, OR FACE OF STRUCTURE.

CONCRETE SIDEWALK

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CITY STAMP

SIGNATURE/SEAL

ILLINOIS
STEVEN KRANENBORG
REGISTERED CIVIL ENGINEER
#062 060598
EXPIRATION DATE:
NOVEMBER 30, 2023

I CERTIFY THAT THESE DRAWINGS WERE PREPARED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY PROFESSIONAL KNOWLEDGE THEY CONFORM TO THE VILLAGE OF ARLINGTON HEIGHTS BUILDING CODE

No.	Date	Description
4	10/20/2023	Village Comments
3	09/15/2023	90% CD's
2	07/25/2023	80% CD's
1	06/30/2023	50% CD's

ARLINGTON HEIGHTS PHASE 1

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Arlington Heights, IL 60005

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Tel: 312-423-7989

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STRUCTURAL ENGINEER
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Chicago, IL 60611
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MEPFP DESIGN CONSULTANT
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GEOTECHNICAL ENGINEER
GEI
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Chicago, IL 60631
Tel: 312-965-0364

GENERAL CONTRACTOR
Clark Construction Group
216 S. Jefferson Street, Suite 502
Chicago, IL 60661
Tel: 312-474-5500

MECHANICAL DESIGN/BUILD CONTRACTOR

PLUMBING DESIGN/BUILD CONTRACTOR

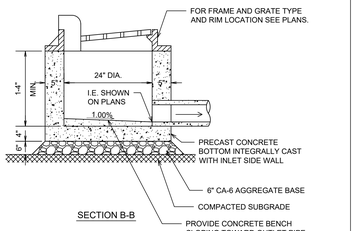
ELECTRICAL DESIGN/BUILD CONTRACTOR

FIRE PROTECTION DESIGN/BUILD CONTRACTOR

SHEET TITLE
CONSTRUCTION DETAILS

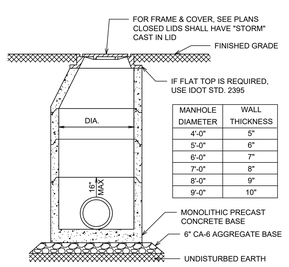
SCALE: AS NOTED
DATE: Project Issue Date
SHEET NUMBER: C6.0

N:\2023\230084\Drawings\ACAD\LD\SO4\Sheet Drawings\C6.0 Det230084.dwg10/20/2023



SECTION B-B

2' DIAMETER INLET

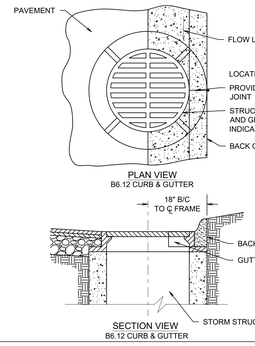


MANHOLE DIAMETER	WALL THICKNESS
4'-0"	5"
5'-0"	6"
6'-0"	7"
7'-0"	8"
8'-0"	9"
9'-0"	10"

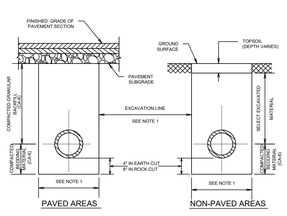
NOTES:

1. STRUCTURES ARE TO COMPLY WITH THE SECTION 32 OF THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS AND IDOT HIGHWAY STANDARDS.

STORM MANHOLE



FRAME LOCATION

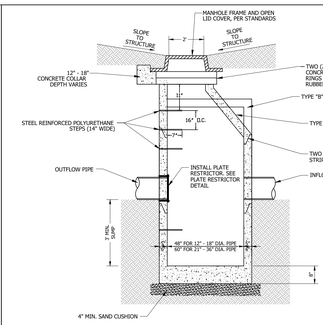


NOTES:

1. EXCAVATION LINE :
   PIPE SIZES UP TO AND INCLUDING 24", USE I.D. PLUS 20"
   PIPE SIZES OVER 24", USE O.D. PLUS 24"

2. LIMITS OF TRENCH BACKFILL SHALL EXTEND 2' OUTSIDE ALL PAVED AREAS.

TRENCH BACKFILL SECTIONS FOR STORM SEWER



NOTES:

1. CATCH BASINS MUST CONFORM TO ASTM C-478.
2. CATCH BASIN SECTIONS TO BE TONGUE AND GROOVED.
3. NON-SHRINKGROUT OR CEMENT TO BE USED ON ALL PENETRATIONS INSIDE AND OUTSIDE OF STRUCTURE.
4. ALL PIPE PENETRATIONS TO BE CORED, RUBBER BOOTED AND INTERIOR GROUTED (NON-SHRINK) OR CEMENTED, ASTM C923 CONNECTORS IN COMBINED SEWER AREAS.

NOT TO SCALE

TECHNICAL GUIDANCE MANUAL	10/17/2018
PLATE RESTRICTOR DETAIL (INSTALLED IN MANHOLE/CATCH BASIN)	STD. DWG. NO.24
	PAGE NO. 25

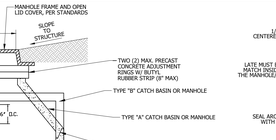


PLATE RESTRICTOR DETAIL: SECTION

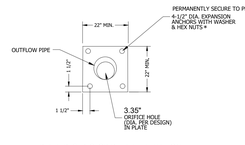
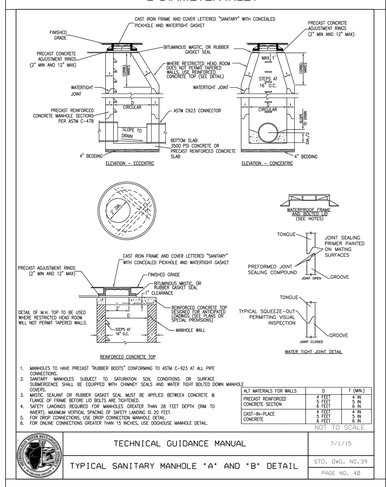


PLATE RESTRICTOR DETAIL: ELEVATION

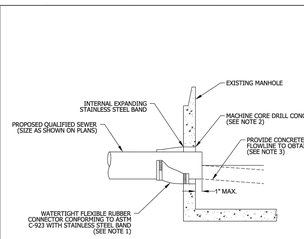
∗ ANCHOR EMBEDMENT SHALL BE 3" MIN.



ALT MATERIALS FOR WALLS	D	T (MIN.)
PRECAST REINFORCED CONCRETE SECTION	≤ 72"(1.8m)	4 IN
	> 72"(1.8m) ≤ 120"(3.0m)	5 IN
	> 120"(3.0m) ≤ 144"(3.6m)	6 IN
CAST-IN-PLACE CONCRETE	≤ 72"(1.8m)	4 IN
	> 72"(1.8m) ≤ 144"(3.6m)	6 IN

NOT TO SCALE

TECHNICAL GUIDANCE MANUAL	7/1/15
TYPICAL SANITARY MANHOLE "A" AND "B" DETAIL	STD. DWG. NO.39
	PAGE NO. 48



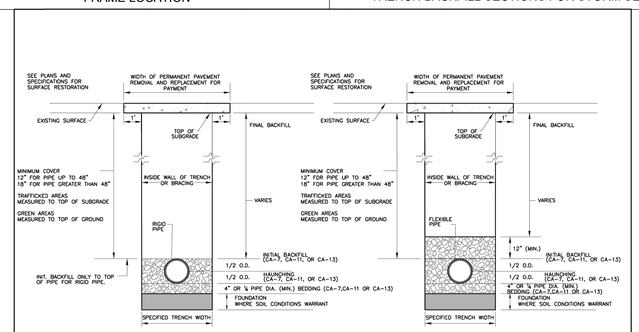
SECTION

NOTES:

1. RESILIENT CONNECTOR COMPLYING WITH ASTM STANDARD C-923 (MOST RECENT EDITION) SHALL BE USED.
2. MACHINE CORE/DRILL CIRCULAR OPENING IN STRUCTURE WALL. OPENING DIAMETER TO FIT THE REQUIRED RESILIENT CONNECTOR PER MANUFACTURER'S RECOMMENDATION.
3. CUT, SHAPE, AND SLOPE NEW INVERT CHANNEL IN THE EXISTING CONCRETE BENCH FOR SMOOTH FLOW.
4. CLEAN EXISTING STRUCTURE AND SEWER PIPE OF ANY DIRT, CONCRETE, OR DEBRIS WHICH MAY ACCUMULATE DURING THE CONSTRUCTION PROCESS.
5. ANY DAMAGE TO THE EXISTING MANHOLE SHALL BE REPAIRED BY THE CONTRACTOR.
6. R12INFORCED CONCRETE COLLAR MAY BE SUBSTITUTED FOR PIPE DIAMETERS LARGER THAN 36-INCHES.

NOT TO SCALE

TECHNICAL GUIDANCE MANUAL	10/02/18
PIPE TO EXISTING MANHOLE CONNECTION DETAIL	STD. DWG. NO. 42
	PAGE NO. 43



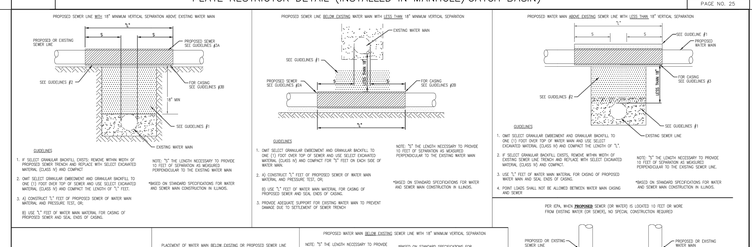
RIGID PIPE INSTALLATION DETAIL

FLEXIBLE PIPE INSTALLATION DETAIL

NOTES:
1. FOR QUALIFIED SEWER CONSTRUCTION ONLY.
2. SHORING, OR EQUIVALENT PROTECTIVE SYSTEM, REQUIRED FOR TRENCHES OF 5' DEPTH OR GREATER, OR AS REQUIRED BY MUNICIPALITY.

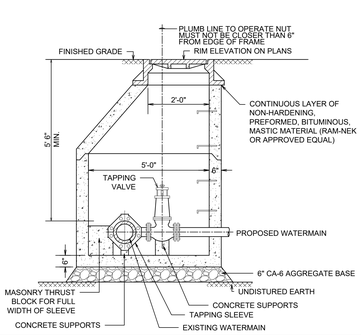
NOT TO SCALE

TECHNICAL GUIDANCE MANUAL	7/1/15
RIGID AND FLEXIBLE PIPE INSTALLATION DETAIL	STD. DWG. NO. 34
	PAGE NO. 35



NOT TO SCALE

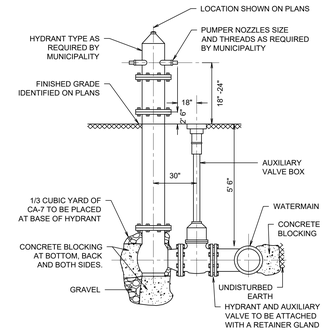
TECHNICAL GUIDANCE MANUAL	7/1/15
WATER AND SEWER SEPARATION REQUIREMENTS (PER IEPA)	STD. DWG. NO. 41
	PAGE NO. 42



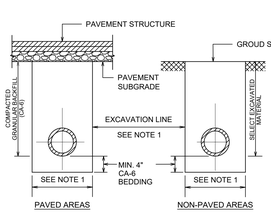
NOTES:

1. CONCRETE TO BE MINIMUM 4500 PSI AT 28 DAYS.
2. VAULTS TO BE MANUFACTURED WITH WELDED WIRE STEEL FABRIC CONFORMING TO ASTM A-185.
3. VAULTS TO BE MANUFACTURED TO COMPLY WITH ASTM DESIGNATION C-478 AND IDOT STANDARDS.
4. PRECAST SECTIONS TO BE JOINED WITH TONGUE AND GROOVE JOINTS SEALED WITH RUBBER GASKET O-RINGS PER ASTM C443.
5. SEE PLANS FOR FRAME AND GRATE INFORMATION.
6. CAST IRON STEPS TO BE PROVIDED AT 16" C-C WHEN REQUIRED.

PRESSURE CONNECTION



HYDRANT ASSEMBLY



NOTES:

1. EXCAVATION LINE:
   PIPE SIZES UP TO 24", USE I.D. PLUS 20"
   PIPE SIZES OVER 24", USE O.D. PLUS 24"
2. LIMITS OF TRENCH GRANULAR BACKFILL SHALL EXTEND 2' OUTSIDE ALL PAVED AREAS.
3. PROVIDE UNIFORM PIPE SUPPORT.
   - DIG CROSS TRENCHES EXCAVATED 2" WIDER THAN BELL
   - OR SEAT PIPE IN UNIFORM GRANULAR BEDDING

TRENCH BACKFILL SECTIONS FOR DUCTILE IRON WATER MAIN

CITY STAMP

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ILLINOIS
STEVEN KRANENBORG
REGISTERED CIVIL ENGINEER
#062 060598
EXPIRATION DATE:
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1	06/30/2023	50% CD's

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MECHANICAL DESIGN/BUILD CONTRACTOR

PLUMBING DESIGN/BUILD CONTRACTOR

ELECTRICAL DESIGN/BUILD CONTRACTOR

FIRE PROTECTION DESIGN/BUILD CONTRACTOR

SHEET TITLE
CONSTRUCTION DETAILS

SCALE: AS NOTED
DATE: Project Issue Date
SHEET NUMBER: C6.1

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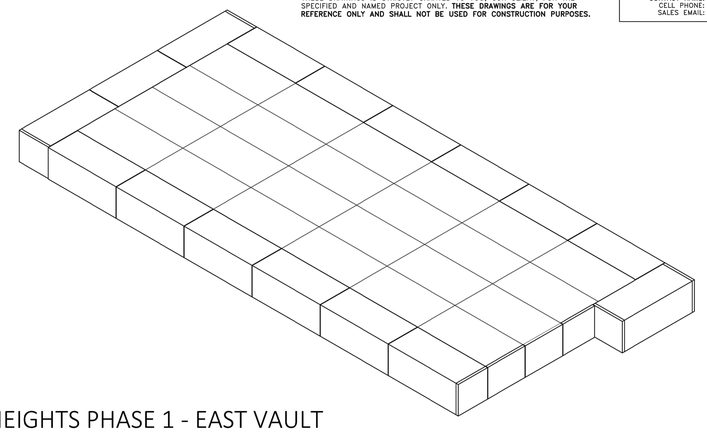
STORMWATER MANAGEMENT

THE STORMTRAP DRAWINGS SHALL NOT BE ALTERED OR MANIPULATED IN WHOLE OR IN PART WITHOUT WRITTEN CONSENT OF STORMTRAP. USE OF THESE DRAWINGS IS STRICTLY GRANTED TO YOU, OUR CLIENT, FOR THE SPECIFIED AND NAMED PROJECT ONLY. **THESE DRAWINGS ARE FOR YOUR REFERENCE ONLY AND SHALL NOT BE USED FOR CONSTRUCTION PURPOSES.**



ARLINGTON HEIGHTS PHASE 1 - EAST VAULT
ARLINGTON HEIGHTS, IL

SHEET INDEX

PAGE	DESCRIPTION
0.0	COVER SHEET
1.0	SINGLETRAP DESIGN CRITERIA
2.0	SINGLETRAP SYSTEM LAYOUT
3.0	SINGLETRAP INSTALLATION SPECIFICATIONS
3.1	SINGLETRAP INSTALLATION SPECIFICATIONS
4.0	SINGLETRAP BACKFILL SPECIFICATIONS
5.0	RECOMMENDED PIPE/ACCESS OPENING SPECIFICATIONS
6.0	SPLASH PAD & GEOWEB DETAILS
7.0	SINGLETRAP MODULE TYPES

STORMTRAP CONTACT INFORMATION

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CONTACT NAME: KATIE OAKES
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Woodridge, IL
630-729-9200

PROJECT INFORMATION:
ARLINGTON HEIGHTS
PHASE 1
EAST VAULT
ARLINGTON HEIGHTS, IL

CURRENT ISSUE DATE:
10/19/2023

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3	10/19/2023	PRELIMINARY	JPH
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1	7/7/2023	PRELIMINARY	JH

SCALE:
NTS

SHEET TITLE:
COVER SHEET

SHEET NUMBER:
0.0

STRUCTURAL DESIGN LOADING CRITERIA

LIVE LOADING: **AASHTO HS-25 HIGHWAY LOADING**
GROUND WATER TABLE: BELOW INVERT OF SYSTEM
SOIL BEARING PRESSURE: 4000PSF
SOIL DENSITY: 120 PCF
EQUIVALENT UNSATURATED LATERAL ACTIVE EARTH PRESSURE: 35 PSF / FT.
EQUIVALENT SATURATED LATERAL ACTIVE EARTH PRESSURE: 80 PSF/FT. (IF WATER TABLE PRESENT)
APPLICABLE CODES: ASTM C857, ACI-318
BACKFILL TYPE: SEE SHEET 4.0 FOR BACKFILL OPTIONS

STORMTRAP SYSTEM INFORMATION

UNIT HEADROOM: 5'-8" SINGLETRAP

SITE SPECIFIC DESIGN CRITERIA

1. STORMTRAP UNITS SHALL BE MANUFACTURED AND INSTALLED ACCORDING TO SHOP DRAWINGS APPROVED BY THE INSTALLING CONTRACTOR AND ENGINEER OF RECORD. THE SHOP DRAWINGS SHALL INDICATE SIZE AND LOCATION OF ROOF OPENINGS AND INLET/ OUTLET PIPE TYPES, SIZES, INVERT ELEVATIONS AND SIZE OF OPENINGS.
2. COVER RANGE: MIN. 1.50' MAX. 3.00' CONSULT STORMTRAP FOR ADDITIONAL COVER OPTIONS.
3. ALL DIMENSIONS AND SOIL CONDITIONS, INCLUDING BUT NOT LIMITED TO GROUNDWATER AND SOIL BEARING CAPACITY ARE REQUIRED TO BE VERIFIED IN THE FIELD BY OTHERS PRIOR TO STORMTRAP INSTALLATION.
4. FOR STRUCTURAL CALCULATIONS THE GROUND WATER TABLE IS ASSUMED TO BE BELOW INVERT OF SYSTEM IF WATER TABLE IS DIFFERENT THAN ASSUMED, CONTACT STORMTRAP.

VCBMP VOLUME CALCULATION

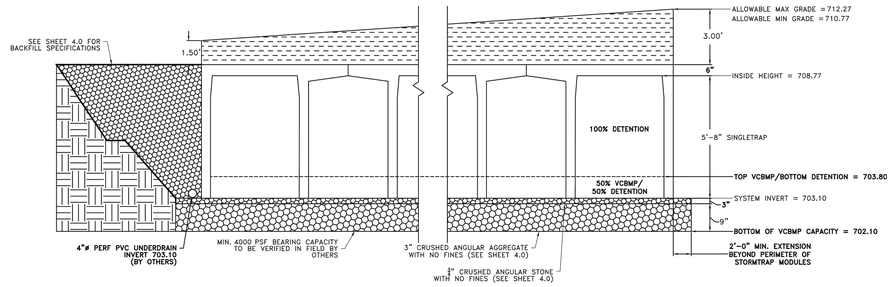
-VCBMP STORAGE PROVIDED = 1,495.52 CUBIC FEET (ELEV 703.80 - ELEV 703.10, 50% WITHIN SYSTEM)
-VCBMP STORAGE PROVIDED = 1,954.09 CUBIC FEET (ELEV 703.10 - ELEV 702.10, 36% STONE VOID)
-TOTAL VCBMP STORAGE PROVIDED = 3,449.61 CUBIC FEET

DETENTION VOLUME CALCULATION

-WATER STORAGE PROVIDED = 21,236.44 CUBIC FEET (ELEV 708.77 - ELEV 703.80, 100% IN SYSTEM)
-WATER STORAGE PROVIDED = 1,495.52 CUBIC FEET (ELEV 703.80 - ELEV 703.10, 50% WITHIN SYSTEM)
-TOTAL WATER STORAGE PROVIDED = 22,731.97 CUBIC FEET

SEASONAL HIGH WATER TABLE

-SHWT = 700.00 ' (ELEVATION)
*TO BE VERIFIED BY OTHERS
-VCBMP BOTTOM TO SHWT = 2.10 ' (DISTANCE)
-AMOUNT OF NATIVE SOIL ABOVE SHWT = 2.10 ' (DISTANCE)



5'-8" SINGLETRAP

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NTS

SHEET TITLE:
SINGLETRAP DESIGN CRITERIA

SHEET NUMBER:
1.0

BILL OF MATERIALS

QTY.	UNIT TYPE	DESCRIPTION	WEIGHT
0	I	5'-8" SINGLETRAP	0
24	II	5'-8" SINGLETRAP	18762
0	III	5'-8" SINGLETRAP	0
16	IV	5'-8" SINGLETRAP	17685
0	VII	5'-8" SINGLETRAP	0
0	SPIV	5'-8" SINGLETRAP	VARIES
3	T2 PANEL	6" THICK PANEL	3895
5	T4 PANEL	6" THICK PANEL	3065
0	T7 PANEL	6" THICK PANEL	0
9	JOINTWRAP	150' PER ROLL	
0	JOINTTAPE	14.5' PER ROLL	
TOTAL PIECES = 40			
TOTAL PANELS = 8			
HEAVIEST PICK WEIGHT = 21,002			

LOADING DISCLAIMER:

STORMTRAP IS NOT DESIGNED TO ACCEPT ANY ADDITIONAL LOADINGS FROM NEARBY STRUCTURES NEXT TO OR OVER THE TOP OF STORMTRAP. IF ADDITIONAL LOADING CONSIDERATIONS ARE REQUIRED FOR STRUCTURAL DESIGN OF STORMTRAP, PLEASE CONTACT STORMTRAP IMMEDIATELY.

TREE LOADING DISCLAIMER:

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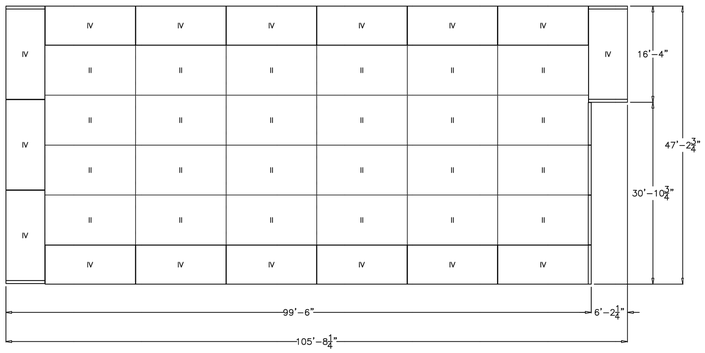
DESIGN CRITERIA
ALLOWABLE MAX GRADE = 712.27
ALLOWABLE MIN GRADE = 710.77
INSIDE HEIGHT ELEVATION = 708.77
SYSTEM INVERT = 703.10

NOTES:
1. DIMENSIONING OF STORMTRAP SYSTEM SHOWN BELOW ALLOW FOR A 3/4" GAP BETWEEN EACH MODULE.
2. ALL DIMENSIONS TO BE VERIFIED IN THE FIELD BY OTHERS.
3. SEE SHEET 3.0 FOR INSTALLATION SPECIFICATIONS.
4. SEE SHEETS 6.0 & 6.1 FOR SPLASH PAD DETAILS AND LAYOUT.
5. SP - INDICATES A MODULE WITH MODIFICATIONS.
6. P - INDICATES A MODULE WITH A PANEL ATTACHMENT.
7. CONTRACTORS RESPONSIBILITY TO ENSURE CONSISTENCY/ACCURACY TO FINAL ENGINEER OF RECORD PLAN SET.



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SHEET TITLE:
SINGLETRAP LAYOUT DETAILS

SHEET NUMBER:
2.0

ZONE CHART

ZONES	ZONE DESCRIPTIONS	REMARKS
ZONE 1 A	FOUNDATION AGGREGATE	#5 (2") STONE AGGREGATE (SEE NOTE 4)
ZONE 1 B	FOUNDATION AGGREGATE (INFILTRATION NOT ALLOWED)	3" RECYCLED CRUSHED CONCRETE (SEE NOTES 5 & 6)
	FOUNDATION AGGREGATE (INFILTRATION ALLOWED)	3" STONE AGGREGATE (SEE NOTE 5)
ZONE 2	BACKFILL	UNIFIED SOILS CLASSIFICATION (GW, GP, SW, SP) OR SEE BELOW FOR APPROVED BACKFILL OPTIONS
ZONE 3	FINAL COVER OVERTOP	MATERIALS NOT TO EXCEED 120 PCF

APPROVED ZONE 2 BACKFILL OPTIONS

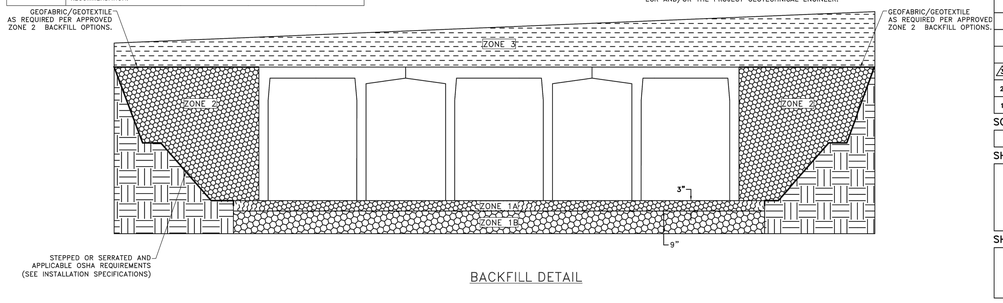
OPTION	REMARKS
¾" STONE AGGREGATE	THE STONE AGGREGATE SHALL CONSIST OF CLEAN AND FREE DRAINING ANGULAR MATERIAL. THE SIZE OF THIS MATERIAL SHALL HAVE 100% PASSING THE 1" SIEVE WITH 0% TO 5% PASSING THE #8 SIEVE. THIS MATERIAL SHALL BE SEPARATED FROM NATIVE MATERIAL USING GEOFABRIC AROUND THE PERIMETER OF THE BACKFILL (ASTM SIZE #57) AS DETERMINED BY THE GEOTECHNICAL ENGINEER.
SAND	IMPORTED PURE SAND IS PERMITTED TO BE USED AS BACKFILL IF IT IS CLEAN AND FREE DRAINING. THE SAND USED FOR BACKFILLING SHALL HAVE LESS THAN 40% PASSING #40 SIEVE AND LESS THAN 5% PASSING #200 SIEVE. THIS MATERIAL SHALL BE SEPARATED FROM NATIVE MATERIAL USING GEOFABRIC AROUND THE PERIMETER OF THE SAND BACKFILL.
CRUSHED CONCRETE AGGREGATE	CLEAN, FREE DRAINING CRUSHED CONCRETE AGGREGATE MATERIAL CAN BE USED AS BACKFILL FOR STORMTRAP'S MODULES. THE SIZE OF THIS MATERIAL SHALL HAVE 100% PASSING THE 1" SIEVE WITH 0% TO 5% PASSING THE #8 SIEVE. THIS MATERIAL SHALL BE SEPARATED FROM NATIVE MATERIAL USING GEOFABRIC AROUND THE PERIMETER OF THE BACKFILL.
ROAD PACK	STONE AGGREGATE 100% PASSING THE 1-1/2" SIEVE WITH LESS THAN 12% PASSING THE #200 SIEVE (ASTM SIZE #467). GEOFABRIC AS PER GEOTECHNICAL ENGINEER RECOMMENDATION.

FILL DEPTH	TRACK WIDTH	MAX VEHICLE WEIGHT (KIPS)	MAX GROUND PRESSURE
12"	12"	51.8	1690 psf
	18"	56.1	1219 psf
	24"	68.1	1111 psf
	30"	76.7	1000 psf
	36"	85.0	924 psf

NOTE:
TRACK LENGTH NOT TO EXCEED 15'-4".
ONLY TWO TRACKS PER VEHICLE.

STORMTRAP ZONE INSTALLATION SPECIFICATIONS/PROCEDURES

1. THE FILL PLACED AROUND THE STORMTRAP MODULES MUST DEPOSITED ON BOTH SIDES AT THE SAME TIME AND TO APPROXIMATELY THE SAME ELEVATION. AT NO TIME SHALL THE FILL BEHIND ONE SIDE WALL BE MORE THAN 2'-0" HIGHER THAN THE FILL ON THE OPPOSITE SIDE. BACKFILL SHALL EITHER BE COMPACTED AND/OR VIBRATED TO ENSURE THAT BACKFILL AGGREGATE/STONE MATERIAL IS WELL SEATED AND PROPERLY INTER LOCKED. CARE SHALL BE TAKEN TO PREVENT ANY WEDGING ACTION AGAINST THE STRUCTURE, AND ALL SLOPES WITHIN THE AREA TO BE BACKFILLED MUST BE STEPPED OR SERRATED TO PREVENT WEDGING ACTION. CARE SHALL ALSO BE TAKEN AS NOT TO DISRUPT THE JOINT WRAP FROM THE JOINT DURING THE BACKFILL PROCESS. BACKFILL MUST BE FREE-DRAINING MATERIAL. SEE ZONE 2 BACKFILL CHART ON THIS PAGE FOR APPROVED BACKFILL OPTIONS. IF NATIVE EARTH IS SUSCEPTIBLE TO MIGRATION, CONFIRM WITH GEOTECHNICAL ENGINEER AND PROVIDE PROTECTION AS REQUIRED (PROVIDED BY OTHERS).
2. DURING PLACEMENT OF MATERIAL OVERTOP THE SYSTEM, AT NO TIME SHALL MACHINERY BE USED OVERTOP THAT EXCEEDS THE DESIGN LIMITATIONS OF THE SYSTEM. WHEN PLACEMENT OF MATERIAL OVERTOP, MATERIAL SHALL BE PLACED SUCH THAT THE DIRECTION OF PLACEMENT IS PARALLEL WITH THE OVERALL LONGITUDINAL DIRECTION OF THE SYSTEM WHENEVER POSSIBLE.
3. THE FILL PLACED OVERTOP THE SYSTEM SHALL BE PLACED AT A MINIMUM OF 6" LIFTS. AT NO TIME SHALL MACHINERY OR VEHICLES GREATER THAN THE DESIGN HS-20 LOADING CRITERIA TRAVEL OVERTOP THE SYSTEM WITHOUT THE MINIMUM DESIGN COVERAGE. IF TRAVEL IS NECESSARY OVERTOP THE SYSTEM PRIOR TO ACHIEVING THE MINIMUM DESIGN COVER, IT MAY BE NECESSARY TO REDUCE THE ULTIMATE LOAD/BURDEN OF THE OPERATING MACHINERY SO AS TO NOT EXCEED THE DESIGN CAPACITY OF THE SYSTEM. IN SOME CASES, IN ORDER TO ACHIEVE REQUIRED COMPACTION, HAND COMPACTION MAY BE NECESSARY IN ORDER NOT TO EXCEED THE ALLOTTED DESIGN LOADING. SEE CHART FOR TRACKED VEHICLE WIDTH AND ALLOWABLE MAXIMUM PRESSURE PER TRACK.
4. FREE DRAINING AGGREGATE - 80% AGGREGATE RETAINED ON ¾" SIEVE MAJORITY OF AGGREGATE SIZE BETWEEN ¾" AND 1" ONLY 5% OF MATERIAL PASSING #8 SIEVE.
5. FREE DRAINING, NO FINES, 3" AGGREGATE - MAJORITY OF STONE SIZE IN BETWEEN 1½" AND 3" - VERY SIMILAR TO AASHTO (#1, #2, #3, & #24) STONE AGGREGATE GRADATION.
6. CRUSHED CONCRETE AGGREGATE IS KNOWN TO REACT WITH WATER AND CAN INCREASE THE PH VALUE OF THE GROUND WATER. PRIOR TO USING CRUSHED CONCRETE AGGREGATE IN ZONE 1B IT IS IMPERATIVE THAT THE USE OF SUCH MATERIAL SHALL BE VERIFIED BY THE EOR AND/OR THE PROJECT GEOTECHNICAL ENGINEER.



BACKFILL DETAIL

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630-729-9200
PROJECT INFORMATION:
ARLINGTON HEIGHTS
PHASE 1
EAST VAULT
ARLINGTON HEIGHTS, IL
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1	7/7/2023	PRELIMINARY	JH

SCALE:
NTS

SHEET TITLE:
SINGLETRAP BACKFILL SPECIFICATIONS

SHEET NUMBER:
4.0

CITY STAMP

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ILLINOIS
STEVEN KRANENBORG
REGISTERED CIVIL ENGINEER
#062 068598
EXPIRATION DATE:
NOVEMBER 30, 2023

I CERTIFY THAT THESE DRAWINGS WERE PREPARED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY PROFESSIONAL KNOWLEDGE THEY CONFORM TO THE VILLAGE OF ARLINGTON HEIGHTS BUILDING CODE

No.	Date	Description
4	10/20/2023	Village Comments
3	09/15/2023	90% CD's
2	07/25/2023	80% CD's
1	06/30/2023	50% CD's

ARLINGTON HEIGHTS PHASE 1
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Arlington Heights, IL 60005

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SHEET TITLE
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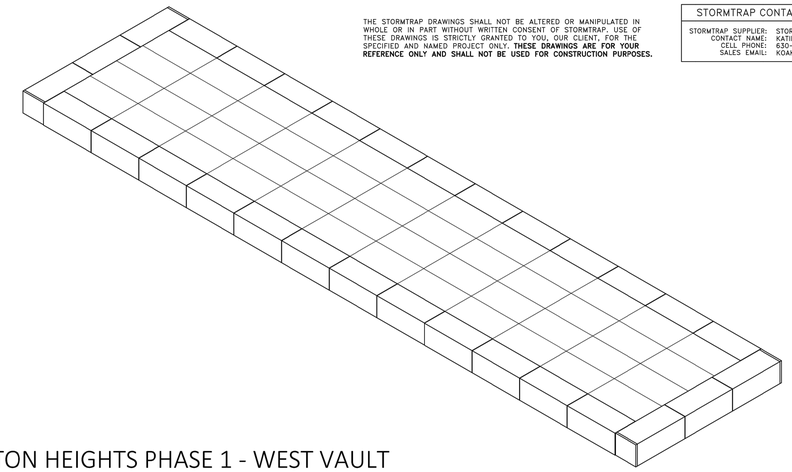

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ARLINGTON HEIGHTS PHASE 1 - WEST VAULT
ARLINGTON HEIGHTS, IL

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STORMTRAP SUPPLIER: STORMTRAP
CONTACT NAME: KATIE OAKES
CELL PHONE: 630-470-5214
SALES EMAIL: KOAKES@STORMTRAP.COM

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48	II	5'-8" SINGLETRAP	18762
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0	VII	5'-8" SINGLETRAP	0
0	SPIV	5'-8" SINGLETRAP	VARIES
0	T2 PANEL	6" THICK PANEL	0
4	T4 PANEL	6" THICK PANEL	3065
0	T7 PANEL	6" THICK PANEL	0
15	JOINTWRAP	150' PER ROLL	
0	JOINTTAPE	14.5' PER ROLL	
TOTAL PIECES = 78			
TOTAL PANELS = 4			
HEAVIEST PICK WEIGHT = 18,762			

LOADING DISCLAIMER:

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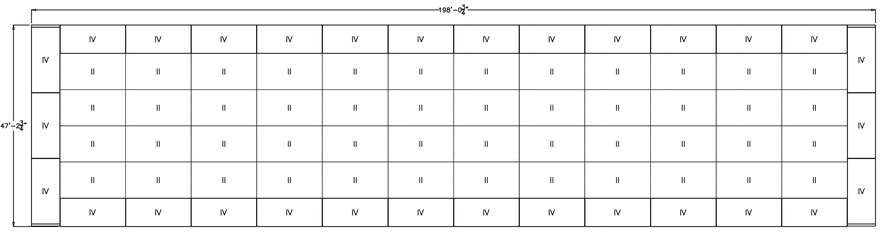

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SOIL BEARING PRESSURE: 4000 PSF
SOIL DENSITY: 120 PCF
EQUIVALENT UNSATURATED LATERAL ACTIVE EARTH PRESSURE: 35 PSF / FT.
EQUIVALENT SATURATED LATERAL ACTIVE EARTH PRESSURE: 80 PSF/FT. (IF WATER TABLE PRESENT)
APPLICABLE CODES: ASTM C857, ACI-318
BACKFILL TYPE: SEE SHEET 4.0 FOR BACKFILL OPTIONS

STORMTRAP SYSTEM INFORMATION

UNIT HEADROOM: 5'-8" SINGLETRAP

SITE SPECIFIC DESIGN CRITERIA

1. STORMTRAP UNITS SHALL BE MANUFACTURED AND INSTALLED ACCORDING TO SHOP DRAWINGS APPROVED BY THE INSTALLING CONTRACTOR AND ENGINEER OF RECORD. THE SHOP DRAWINGS SHALL INDICATE SIZE AND LOCATION OF ROOF OPENINGS AND INLET/ OUTLET PIPE TYPES, SIZES, INVERT ELEVATIONS AND SIZE OF OPENINGS.
2. COVER RANGE: MIN. 1.50" MAX. 3.00" CONSULT STORMTRAP FOR ADDITIONAL COVER OPTIONS.
3. ALL DIMENSIONS AND SOIL CONDITIONS, INCLUDING BUT NOT LIMITED TO GROUNDWATER AND SOIL BEARING CAPACITY ARE REQUIRED TO BE VERIFIED IN THE FIELD BY OTHERS PRIOR TO STORMTRAP INSTALLATION.
4. FOR STRUCTURAL CALCULATIONS THE GROUND WATER TABLE IS ASSUMED TO BE BELOW INVERT OF SYSTEM IF WATER TABLE IS DIFFERENT THAN ASSUMED, CONTACT STORMTRAP.

VCBMP VOLUME CALCULATION

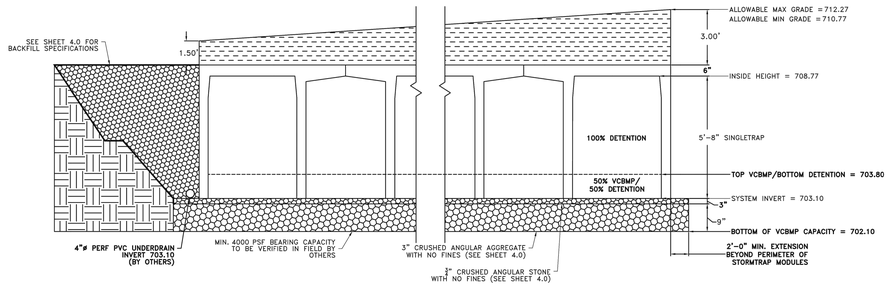
–VCBMP STORAGE PROVIDED = 2,928.29 CUBIC FEET (ELEV 703.80 – ELEV 703.10, 50% WITHIN SYSTEM)
–VCBMP STORAGE PROVIDED = 3,726.54 CUBIC FEET (ELEV 703.10 – ELEV 702.10, 36% STONE VOID)
–TOTAL VCBMP STORAGE PROVIDED = 6,654.82 CUBIC FEET

DETENTION VOLUME CALCULATION

–WATER STORAGE PROVIDED = 41,581.67 CUBIC FEET (ELEV 708.77 – ELEV 703.80, 100% IN SYSTEM)
–WATER STORAGE PROVIDED = 2,928.29 CUBIC FEET (ELEV 703.80 – ELEV 703.10, 50% WITHIN SYSTEM)
–TOTAL WATER STORAGE PROVIDED = 44,509.95 CUBIC FEET

SEASONAL HIGH WATER TABLE

–SHWT = 700.00 ' (ELEVATION)
*TO BE VERIFIED BY OTHERS
–VCBMP BOTTOM TO SHWT = 2.10 ' (DISTANCE)
–AMOUNT OF NATIVE SOIL ABOVE SHWT = 2.10 ' (DISTANCE)



5'-8" SINGLETRAP

StormTrap®
PATENTS LISTED AT: [HTTP://STORMTRAP.COM/PATENT]
1287 WINDHAM PARKWAY
ROMEOVILLE, IL 60446
P:815-941-4549 / F:331-318-5347

ENGINEER INFORMATION:
V3 Companies
7325 JANES AVE
Woodridge, IL
630-729-9200

PROJECT INFORMATION:
ARLINGTON HEIGHTS
PHASE 1
WEST VAULT
ARLINGTON HEIGHTS, IL

CURRENT ISSUE DATE:
10/19/2023

ISSUED FOR:
PRELIMINARY

REV.	DATE:	ISSUED FOR:	DWN BY:
3	10/19/2023	PRELIMINARY	JPH
2	9/13/2023	PRELIMINARY	DS
1	7/7/2023	PRELIMINARY	JH

SCALE:
NTS

SHEET TITLE:
SINGLETRAP DESIGN CRITERIA

SHEET NUMBER:
1.0

ZONE CHART

ZONES	ZONE DESCRIPTIONS	REMARKS
ZONE 1 A	FOUNDATION AGGREGATE	#5 (2") STONE AGGREGATE (SEE NOTE 4)
ZONE 1 B	FOUNDATION AGGREGATE (INFILTRATION NOT ALLOWED)	3" RECYCLED CRUSHED CONCRETE (SEE NOTES 5 & 6)
	FOUNDATION AGGREGATE (INFILTRATION ALLOWED)	3" STONE AGGREGATE (SEE NOTE 5)
ZONE 2	BACKFILL	UNIFIED SOILS CLASSIFICATION (GW, GP, SW, SP) OR SEE BELOW FOR APPROVED BACKFILL OPTIONS
ZONE 3	FINAL COVER OVERTOP	MATERIALS NOT TO EXCEED 120 PCF

APPROVED ZONE 2 BACKFILL OPTIONS

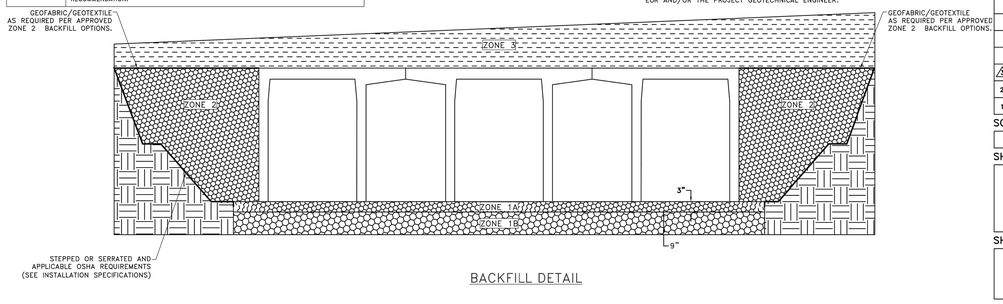
OPTION	REMARKS
3/4" STONE AGGREGATE	THE STONE AGGREGATE SHALL CONSIST OF CLEAN AND FREE DRAINING ANGULAR MATERIAL. THE SIZE OF THIS MATERIAL SHALL HAVE 100% PASSING THE 1" SIEVE WITH 0% TO 5% PASSING THE #8 SIEVE. THIS MATERIAL SHALL BE SEPARATED FROM NATIVE MATERIAL USING GEOFABRIC AROUND THE PERIMETER OF THE BACKFILL (ASTM SIZE #57) AS DETERMINED BY THE GEOTECHNICAL ENGINEER.
SAND	IMPORTED PURE SAND IS PERMITTED TO BE USED AS BACKFILL IF IT IS CLEAN AND FREE DRAINING. THE SAND USED FOR BACKFILLING SHALL HAVE LESS THAN 40% PASSING #40 SIEVE AND LESS THAN 5% PASSING #200 SIEVE. THIS MATERIAL SHALL BE SEPARATED FROM NATIVE MATERIAL USING GEOFABRIC AROUND THE PERIMETER OF THE SAND BACKFILL.
CRUSHED CONCRETE AGGREGATE	CLEAN, FREE DRAINING CRUSHED CONCRETE AGGREGATE MATERIAL CAN BE USED AS BACKFILL FOR STORMTRAP'S MODULES. THE SIZE OF THIS MATERIAL SHALL HAVE 100% PASSING THE 1" SIEVE WITH 0% TO 5% PASSING THE #8 SIEVE. THIS MATERIAL SHALL BE SEPARATED FROM NATIVE MATERIAL USING GEOFABRIC AROUND THE PERIMETER OF THE BACKFILL.
ROAD PACK	STONE AGGREGATE 100% PASSING THE 1-1/2" SIEVE WITH LESS THAN 12% PASSING THE #200 SIEVE (ASTM SIZE #467). GEOFABRIC AS PER GEOTECHNICAL ENGINEER RECOMMENDATION.

FILL DEPTH	TRACK WIDTH	MAX VEHICLE WEIGHT (KIPS)	MAX GROUND PRESSURE
12"	12"	51.8	1690 psf
	18"	56.1	1219 psf
	24"	68.1	1111 psf
	30"	76.7	1000 psf
	36"	85.0	924 psf

NOTE:
TRACK LENGTH NOT TO EXCEED 15'-4".
ONLY TWO TRACKS PER VEHICLE.

STORMTRAP ZONE INSTALLATION SPECIFICATIONS/PROCEDURES

1. THE FILL PLACED AROUND THE STORMTRAP MODULES MUST DEPOSITED ON BOTH SIDES AT THE SAME TIME AND TO APPROXIMATELY THE SAME ELEVATION. AT NO TIME SHALL THE FILL BEHIND ONE SIDE WALL BE MORE THAN 2'-0" HIGHER THAN THE FILL ON THE OPPOSITE SIDE. BACKFILL SHALL EITHER BE COMPACTED AND/OR VIBRATED TO ENSURE THAT BACKFILL AGGREGATE/STONE MATERIAL IS WELL SEATED AND PROPERLY INTER LOCKED. CARE SHALL BE TAKEN TO PREVENT ANY WEDGING ACTION AGAINST THE STRUCTURE, AND ALL SLOPES WITHIN THE AREA TO BE BACKFILLED MUST BE STEPPED OR SERRATED TO PREVENT WEDGING ACTION. CARE SHALL ALSO BE TAKEN AS NOT TO DISRUPT THE JOINT WRAP FROM THE JOINT DURING THE BACKFILL PROCESS. BACKFILL MUST BE FREE-DRAINING MATERIAL. SEE ZONE 2 BACKFILL CHART ON THIS PAGE FOR APPROVED BACKFILL OPTIONS. IF NATIVE EARTH IS SUSCEPTIBLE TO MIGRATION, CONFIRM WITH GEOTECHNICAL ENGINEER AND PROVIDE PROTECTION AS REQUIRED (PROVIDED BY OTHERS).
2. DURING PLACEMENT OF MATERIAL OVERTOP THE SYSTEM, AT NO TIME SHALL MACHINERY BE USED OVERTOP THAT EXCEEDS THE DESIGN LIMITATIONS OF THE SYSTEM. WHEN PLACEMENT OF MATERIAL OVERTOP, MATERIAL SHALL BE PLACED SUCH THAT THE DIRECTION OF PLACEMENT IS PARALLEL WITH THE OVERALL LONGITUDINAL DIRECTION OF THE SYSTEM WHENEVER POSSIBLE.
3. THE FILL PLACED OVERTOP THE SYSTEM SHALL BE PLACED AT A MINIMUM OF 6" LIFTS. AT NO TIME SHALL MACHINERY OR VEHICLES GREATER THAN THE DESIGN HS-20 LOADING CRITERIA TRAVEL OVERTOP THE SYSTEM WITHOUT THE MINIMUM DESIGN COVERAGE. IF TRAVEL IS NECESSARY OVERTOP THE SYSTEM PRIOR TO ACHIEVING THE MINIMUM DESIGN COVER, IT MAY BE NECESSARY TO REDUCE THE ULTIMATE LOAD/BURDEN OF THE OPERATING MACHINERY SO AS TO NOT EXCEED THE DESIGN CAPACITY OF THE SYSTEM. IN SOME CASES, IN ORDER TO ACHIEVE REQUIRED COMPACTION, HAND COMPACTION MAY BE NECESSARY IN ORDER NOT TO EXCEED THE ALLOTTED DESIGN LOADING. SEE CHART FOR TRACKED VEHICLE WIDTH AND ALLOWABLE MAXIMUM PRESSURE PER TRACK.
4. FREE DRAINING AGGREGATE – 80% AGGREGATE RETAINED ON 1/2" SIEVE MAJORITY OF AGGREGATE SIZE BETWEEN 1/2" AND 1" ONLY 5% OF MATERIAL PASSING #8 SIEVE.
5. FREE DRAINING, NO FINES, 3" AGGREGATE – MAJORITY OF STONE SIZE IN BETWEEN 1/2" AND 3" – VERY SIMILAR TO AASHTO (#1, #2, #3, & #24) STONE AGGREGATE GRADATION.
6. CRUSHED CONCRETE AGGREGATE IS KNOWN TO REACT WITH WATER AND CAN INCREASE THE PH VALUE OF THE GROUND WATER. PRIOR TO USING CRUSHED CONCRETE AGGREGATE IN ZONE 1B IT IS IMPERATIVE THAT THE USE OF SUCH MATERIAL SHALL BE VERIFIED BY THE EOR AND/OR THE PROJECT GEOTECHNICAL ENGINEER.



BACKFILL DETAIL

StormTrap®
PATENTS LISTED AT: [HTTP://STORMTRAP.COM/PATENT]
1287 WINDHAM PARKWAY
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P:815-941-4549 / F:331-318-5347

ENGINEER INFORMATION:
V3 Companies
7325 JANES AVE
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630-729-9200

PROJECT INFORMATION:
ARLINGTON HEIGHTS
PHASE 1
WEST VAULT
ARLINGTON HEIGHTS, IL

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1	7/7/2023	PRELIMINARY	JH

SCALE:
NTS

SHEET TITLE:
SINGLETRAP BACKFILL SPECIFICATIONS

SHEET NUMBER:
4.0

StormTrap®
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PROJECT INFORMATION:
ARLINGTON HEIGHTS
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WEST VAULT
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1	7/7/2023	PRELIMINARY	JH

SCALE:
NTS

SHEET TITLE:
SINGLETRAP LAYOUT DETAILS

SHEET NUMBER:
2.0

CITY STAMP

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SIGNATURE/SEAL

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ILLINOIS
STEVEN KRANENBORG
REGISTERED CIVIL ENGINEER
#062 068598
EXPIRATION DATE:
NOVEMBER 30, 2023

I CERTIFY THAT THESE DRAWINGS WERE PREPARED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY PROFESSIONAL KNOWLEDGE THEY CONFORM TO THE VILLAGE OF ARLINGTON HEIGHTS BUILDING CODE

No.	Date	Description
4	10/20/2023	Village Comments
3	09/15/2023	90% CD's
2	07/25/2023	80% CD's
1	06/30/2023	50% CD's

ARLINGTON HEIGHTS PHASE 1
2355 S. Arlington Heights Rd.,
Arlington Heights, IL 60005

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Chicago, IL 60606
Tel: 312-423-7989

ARCHITECT
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Tel: 312-423-7989

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Tel: 312-201-7401

GEOTECHNICAL ENGINEER
GEI
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Chicago, IL 60631
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GENERAL CONTRACTOR
Clark Construction Group
216 S. Jefferson Street, Suite 502
Chicago, IL 60661
Tel: 312-474-5500

MECHANICAL DESIGN/BUILD CONTRACTOR

PLUMBING DESIGN/BUILD CONTRACTOR

ELECTRICAL DESIGN/BUILD CONTRACTOR

FIRE PROTECTION DESIGN/BUILD CONTRACTOR

SHEET TITLE
CONSTRUCTION DETAILS - WEST VAULT

SCALE: AS NOTED
DATE: Project Issue Date
SHEET NUMBER: C6.3

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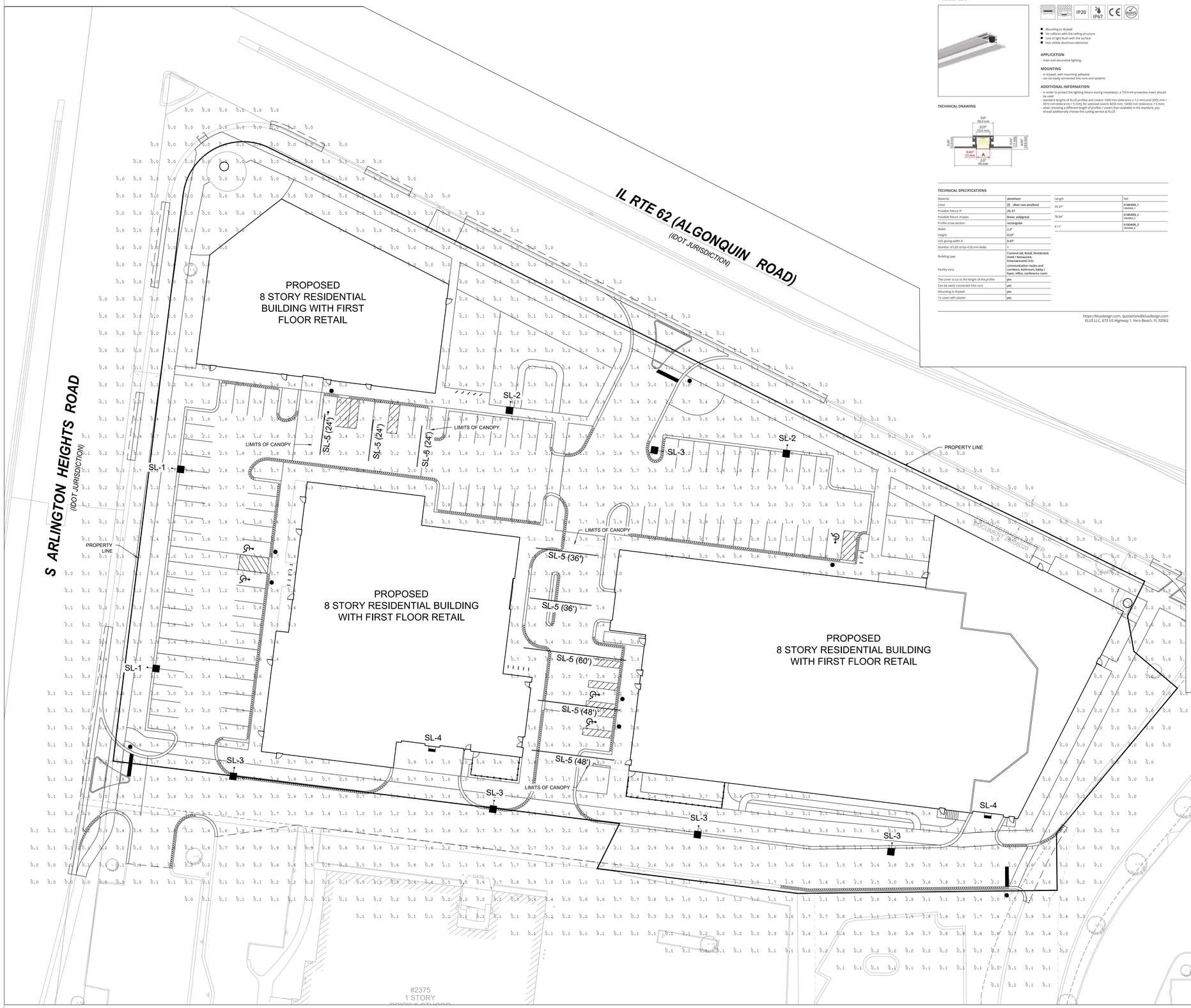


Extrusion KOZMA

Ref. A18040

Ref. anth 18040

IP20 | IP67 | CE | RoHS

- Mounting to drywall
- No collisions with the ceiling structure
- Line of light flush with the surface
- Non-visible aluminium elements

APPLICATION

- main and decorative lighting

MOUNTING

- in drywall, with mounting adhesive
- can be easily connected into runs and systems

ADDITIONAL INFORMATION

- in order to protect the lighting fixture during installation, a TECH-KA protective insert should be used
- standard lengths of KLUS profiles and covers: 1000 mm (tolerance + 1.5 mm) and 2000 mm / 3010 mm (tolerance + 5 mm); for selected covers: 6050 mm, 10050 mm (tolerance + 5 mm)
- when choosing a different length of profiles / covers than available in the standard, you should additionally choose the cutting service at KLUS

TECHNICAL DRAWING

TECHNICAL SPECIFICATIONS

Material	aluminum
Color	silver non anodized
Possible fixture IP	20, 67
Possible fixture shapes	linear, polygonal
Profile cross-section	rectangular
Width	2.2"
Height	0.53"
LED gluing width A	0.47"
Number of LED strips A (8 mm wide)	1
Building type	Commercial, Retail, Residential, Office, Industrial, Entertainment/ Arts
Facility zone	communication routes and corridors, bathroom, lobby e / foyer, office, conference room
The cover is cut to the length of the profile	yes
Can be easily connected into runs	yes
Mounting to drywall	yes
To cover with plaster	yes

Length	foil
39.37"	A18040IN_1 (drawing_1)
78.94"	A18040IN_2 (drawing_2)
9'11"	A18040IN_3 (drawing_3)

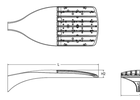
https://kluxdesign.com, quotations@kluxdesign.com
KLUS LLC, 673 US Highway 1, Vero Beach, FL 32962

D-Series Size 1

LED Area Luminaire

d*series

Specifications



EPA:	0.69 ft² (0.064 m²)
Length:	32.71" (83.1cm)
Width:	14.26" (36.2cm)
Height H1:	7.38" (18.7cm)
Height H2:	2.73" (6.9cm)
Weight:	34 lbs (15.4kg)

Introduction

The modern styling of the D-Series features a highly refined aesthetic that blends seamlessly with its environment. The D-Series offers the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.

The photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. D-Series outstanding photometry aids in reducing the number of poles required in area lighting applications with typical energy savings of 60% and expected service life of over 100,000 hours.

Ordering Information **EXAMPLE:** DSX1 LED P7 40K 70CRI T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

DSX1 LED

Series	LEDs	Color temperature[1]	Color Rendering Index	Distribution	Voltage	Shielding
DSX1 LED	**Forward optics**	(Also section 70CRI only)		AFR Automotive front row	T5W Type V medium	MVOLT (120V-277V)[1]
	P1 P6	30K 3000K	70CRI	T1S Type I short	T5GLS Type V low glare	HVOLT (347V-480V)[1]
	P2 P7	40K 4000K	70CRI	T2M Type II medium	T5VS Type V wide	VHVOLT (277V - 480V)[1]
	P3 P8	50K 5000K	70CRI	T3M Type III medium	BLC1 Type III backlight control[2]	120[1,3]
	P4 P9	(Also section 80CRI only, not available load Green 4000K)		T3LG Type III low glare[1]	BLC4 Type IV backlight control[2]	208[1,3]
	P5			T4M Type IV medium		240[1,3]
	Rotated optics	27K 2700K	80CRI	T4LG Type IV low glare[1]	LCCO Left corner cutoff[2]	277[1,3]
	P10[1] P12[1]	30K 3000K	80CRI	TFTM Forward throw medium	RCCO Right corner cutoff[2]	347[1,3]
	P11[1] P13[1]	35K 3500K	80CRI			480[1,3]
		40K 4000K	80CRI			
		50K 5000K	80CRI			

Shielding	Finish
Shipped included	
SPA Square pole mounting (#8 drilling)	DDBXD Dark bronze
RPA Round pole mounting (#8 drilling)	DBLXD Black
SPA5 Square pole mounting (#5 drilling)[1]	DNAXD Natural Aluminum
RPA5 Round pole mounting (#5 drilling)[1]	DWHXD White
SPAS Square pole mounting, SSL tenon[1,4]	DDBTXD Textured dark bronze
RPAS Round pole mounting, SSL tenon[1,4]	DBLBXD Textured black
SPANS Square narrow pole mounting (#8 drilling)	DNATXD Textured natural aluminum
WBA Wall bracket[1,4]	DWHGXD Textured white
WA Mast arm adapter (mounts on 2 3/8" OD horizontal tenon)	

Control options	Other options	Finish (required)
Shipped installed	**Shipped installed**	DDBXD Dark bronze
NLTAIR2 PIRHN nLight AIR gen 2 enabled with bi-level motion / ambient sensor, 8'-15' mounting height, ambient sensor enabled at 25 fc[1,5,6]	SPD20KV 20KV surge protection	DBLXD Black
PIR High/low, motion/ambient sensor, 8-40' mounting height, ambient sensor enabled at 25 fc[5,6,7]	HS Houseside shield (black finish standard)[8]	DNAXD Natural Aluminum
PER NEMA twist-lock receptacle only (controls ordered separately)[9]	L90 Left rotated optics[1]	DWHXD White
PERS Five-pin receptacle only (controls ordered separately)[9,10]	R90 Right rotated optics[1]	DDBTXD Textured dark bronze
	CCE Coastal Construction[11]	DBLBXD Textured black
	WH 120°C ambient operation[12]	DNATXD Textured natural aluminum
	BAA Buy America(n) Act Compliant	DWHGXD Textured white
	SF Single fuse (120, 277, 347V)[13]	
	DF Double fuse (208, 240, 480V)[13]	
	Shipped separately	
	EGSR External Gear Shield (reversible, field install required, matches housing finish)	
	BSDB Bird Spikes (field install required)	

LITHONIA LIGHTING. COMMERCIAL OUTDOOR
One Lithonia Way • Conyers, Georgia 30012 • Phone: 1-800-705-SERV (7378) • www.lithonia.com
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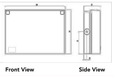
WPX LED

Wall Packs

Specifications



Front View Side View

Luminaire	Height (H)	Width (W)	Depth (D)	Color Corrected Lumens		Weight
				A	B	
WPX1	8.1" (20.6 cm)	11.1" (28.3 cm)	3.2" (8.1 cm)	4.8" (19.3 cm)	0.6" (1.6 cm)	6.1 lbs (2.8kg)
WPX2	8.1" (21.1 cm)	13.3" (31.1 cm)	4.1" (10.3 cm)	4.5" (11.5 cm)	0.7" (1.7 cm)	8.2 lbs (3.7kg)
WPX3	9.5" (24.1 cm)	15.8" (33.8 cm)	5.5" (13.1 cm)	4.7" (11.8 cm)	0.7" (1.7 cm)	11.0 lbs (5.0kg)

Introduction

The WPX LED wall packs are energy-efficient, cost-effective, and aesthetically appealing solutions for both HID wall pack replacement and new construction opportunities. Available in three sizes, the WPX family delivers 1,550 to 9,200 lumens with a wide, uniform distribution.

The WPX full cut-off solutions fully cover the footprint of the HID glass wall packs that they replace, providing a neat installation and an upgraded appearance. Reliable IP66 construction and excellent LED lumen maintenance ensure a long service life. Photocell and emergency egress battery options make WPX ideal for every wall mounted lighting application.

Ordering Information **EXAMPLE:** WPX2 LED 40K MVOLT DDBXD

Series	Color Temperature	Voltage	Options	Finish
WPX1 LED P1 1,550 Lumens, 11W	30K 3000K	MVOLT 120V - 277V	Blank None	DDBXD Dark bronze
WPX1 LED P2 2,900 Lumens, 24W	40K 4000K	347 347V[1]	D4WH Emergency battery backup, CEC compliant (4W, 0°C min)[2]	DWHXD White
WPX2 LED 5,000 Lumens, 41W	50K 5000K		E14WC Emergency battery backup, CEC compliant (14W, -20°C min)[2]	DBLXD Black
WPX3 LED 9,200 Lumens, 69W			PE Photocell[3]	**Note: For other options, consult factory.**

Note: The lumen output and input power shown in the ordering tree are average representations of all configuration options. Specific values are available on request.

NOTES

1. All WPX wall packs come with 6kV surge protection standard, except WPX1 LED P1 package which comes with 2.5kV surge protection standard. Add SPD6KV option to get WPX1 LED P1 with 6kV surge protection. Sample nomenclature: WPX1 LED P1 40K MVOLT SPD6KV DDBXD
2. Battery pack options only available on WPX1 and WPX2.
3. Battery pack options not available with WPX and PE options.

FEATURES & SPECIFICATIONS

INTENDED USE

The WPX LED wall packs are designed to provide a cost-effective, energy-efficient solution for both HID wall pack replacement and new construction. The WPX1, WPX2 and WPX3 are ideal for replacing up to 100W, 250W, and 400W HID luminaires respectively. WPX luminaires deliver a uniform, wide distribution. WPX is rated for -40°C to 40°C.

CONSTRUCTION

WPX features a die-cast aluminum main body with optimal thermal management that both enhances LED efficacy and extends component life. The luminaires are IP66 rated, and sealed against moisture or environmental contaminants.

ELECTRICAL

Light engine(s) configurations consist of high-efficacy LEDs and LED lumen maintenance of L70 (50,000 hours). Color temperature (CCT) options of 3000K, 4000K and 5000K with minimum CRI of 70. Electronic drivers ensure system power factor >90% and THD <20%. All luminaires have 6kV surge protection (Note: WPX1 LED P1 package comes with a standard surge protection rating of 2.5kV. Add SPD6KV option to get WPX1 LED P1 with 6kV surge protection).

All photocell (PE) operate on MVOLT (120 - 277V) input.

Note: The standard WPX LED wall pack luminaires come with field-adjustable drive current feature. This feature allows tuning the output current of the LED drivers to adjust the lumen output (to dim the luminaire).

INSTALLATION

WPX can be mounted directly over a standard electrical junction box. Three 1/2 inch conduit ports are provided (one on back, two on bottom) to allow for surface wiring. Use these conduit ports for conduit wiring on surfaces that don't have an electrical junction box. Wiring can be made in the integral wiring compartment in all cases. WPX is only recommended for installations with LEDs facing downwards.

LISTINGS

CSA certified to meet U.S. and Canadian standards. Suitable for wet locations. IP66 Rated. DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified. International Dark Sky Association (IDA) Fixture Seal of Approval (FSA) is available for all products on this page utilizing 3000K color temperature only.

WARRANTY

5-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25°C. Specifications subject to change without notice.

LITHONIA LIGHTING. COMMERCIAL OUTDOOR
One Lithonia Way • Conyers, Georgia 30012 • Phone: 1-800-705-SERV (7378) • www.lithonia.com
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SITE LIGHTING FIXTURE SCHEDULE

SYMBOL	DESCRIPTION	QUANTITY	LLF	COLOR	MOUNTING	CONFIG.	CATALOG NO. & NOTES
SL-1	LITHONIA LIGHTING, D-SERIES SIZE 1 LED AREA LIGHT, LUMINAIRE POWER PACKAGE P5, 138W, MVOLT, TYPE IV MEDIUM DISTRIBUTION	2	0.9	4000K	20'-0" POLE ON 6" EXP. CONC. FOUND., 20'-6" MOUNTING HEIGHT	1 FIXTURE	DSX1-LED-P5-40K-70CRI-T4M-MVOLT
SL-2	LITHONIA LIGHTING, D-SERIES SIZE 1 LED AREA LIGHT, LUMINAIRE POWER PACKAGE P5, 138W, MVOLT, TYPE FORWARD THROW MEDIUM DISTRIBUTION	2	0.9	4000K	20'-0" POLE ON 6" EXP. CONC. FOUND., 20'-6" MOUNTING HEIGHT	1 FIXTURE	DSX1-LED-P5-40K-70CRI-TFTM-MVOLT
SL-3	LITHONIA LIGHTING, D-SERIES SIZE 1 LED AREA LIGHT, LUMINAIRE POWER PACKAGE P5, 138W, MVOLT, TYPE II MEDIUM DISTRIBUTION	5	0.9	4000K	20'-0" POLE ON 6" EXP. CONC. FOUND., 20'-6" MOUNTING HEIGHT	1 FIXTURE	DSX1-LED-P5-40K-70CRI-T2M-MVOLT
SL-4	LITHONIA LIGHTING, WPX SIZE 1 LED WALL MOUNT LUMINAIRE, POWER PACKAGE P1, 11W, MVOLT	2	0.9	4000K	WALL MOUNTED, 15'-0" MOUNTING HEIGHT	1 FIXTURE	WPX1-LED-P1-40K-MVOLT
*SL-5	KLUS LLC, KOZMA EXTRUSION FIXTURE WITH LED STRIP, 144LM/FT, 24V	300 FT	0.9	4000K	CEILING RECESSED, 17'-0" MOUNTING HEIGHT	LINEAR LED STRIP	18040-NA-KBF-40-0480/1-24-IP67

* SEE NOTE 4

CALCULATED LIGHTING LEVELS (FOOT CANDLES)

	AVERAGE	MAX	MIN	AVG/MIN	MAX/MIN
PROPOSED PARKING LOT & DRIVE AISLE PAVEMENT	2.01	4.3	0.4	5.03	10.75

NOTES:

1. THE LIGHT POLE LOCATIONS ON THIS PLAN SHOW THE RECOMMENDED PLACEMENT. ADJUSTMENTS TO THESE LOCATIONS MAY BE REQUIRED TO ACCOMMODATE SITE CONDITIONS.
2. PAVEMENT CALCULATION AREAS ARE TAKEN WITHIN THE LIMITS OF PROPOSED PAVEMENT SHOWN ON THIS PLAN.
3. THE PHOTOMETRIC PLAN WAS PREPARED USING THE FIXTURES IN THE SCHEDULE ON THIS SHEET.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING ALL NECESSARY MATERIALS TO ENSURE A WATER TIGHT SEAL OF THE KOZMA EXTRUSION FIXTURES OR PROVIDE AN APPROVED EQUAL. FINISHED CONDITION SHALL BE EQUAL TO IP65.

GRAPHIC SCALE
20 10 0 20
1" = 20'

CITY STAMP

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SIGNATURE/SEAL

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ILLINOIS
STEVEN KRANENBORG
REGISTERED CIVIL ENGINEER
#062 060508
EXPIRATION DATE:
NOVEMBER 30, 2023

I CERTIFY THAT THESE DRAWINGS WERE PREPARED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY PROFESSIONAL KNOWLEDGE THEY CONFORM TO THE VILLAGE OF ARLINGTON HEIGHTS BUILDING CODE

No.	Date	Description
4	10/20/2023	Village Comments
3	09/15/2023	90% CD's
2	07/25/2023	80% CD's
1	06/30/2023	50% CD's

ARLINGTON HEIGHTS PHASE 1

2355 S. Arlington Heights Rd.,
Arlington Heights, IL 60005

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Chicago, IL 60606
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Tel: 312-423-7989

ARCHITECT
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CONSTRUCTION MANAGER
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CIVIL ENGINEER
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STRUCTURAL ENGINEER
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MEPFP DESIGN CONSULTANT
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Chicago, IL 60606
Tel: 312-201-7401

GEOTECHNICAL ENGINEER
GEI
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Chicago, IL 60631
Tel: 312-865-0364

GENERAL CONTRACTOR
Clark Construction Group
216 S. Jefferson Street, Suite 502
Chicago, IL 60661
Tel: 312-474-5500

MECHANICAL DESIGN/BUILD CONTRACTOR

PLUMBING DESIGN/BUILD CONTRACTOR

ELECTRICAL DESIGN/BUILD CONTRACTOR

FIRE PROTECTION DESIGN/BUILD CONTRACTOR

SHEET TITLE

PHOTOMETRIC PLAN

SCALE	SHEET NUMBER
AS NOTED	EX1.0
DATE	
Project Issue Date	

N:\2023\230084\Drawings\ACAD\LDI\T38\Sheet Drawings\EX1.0 Photo230084.dwg10/20/2023

Variance Request #1

Date: **20 October 2023**

Re: **Arlington Gateway Development**
Response to VAH Department Comments received 06 October 2023
Variance Request 1 – Building Setbacks

Case #: **PC 23-012**

To: **Sam Hubbard, VAH**

From: **Thomas Roszak**

Thank you for your careful review of our project drawings. Below is our justification for the encroachment on the building setbacks. We hereby request that a variance be provided on this project and incorporated into the final Plan Development.

Zoning Code Sections:

Chapter 28, Zoning Regulations, Section 5.1-21.1d

Required setbacks

3 floors and less: 15 feet;

Over 3 floors: 50 feet;

Chapter 28, Section 6.5-1.1

Where an accessory structure is structurally attached to a main building it shall be subject to, and must conform to, all regulations of this Chapter applicable to the main building.

Justification

The building has been set back on the main frontages of Arlington Heights Road and Algonquin Roads except for a >10” portion of the northwest residential balconies. Please see attached diagram. The setbacks at New Access Road and Tonne Road were not previously discussed with the Village in any prior meeting. The majority of the rest of the project, except for retail spaces at ground level, are well within the required setbacks in order to provide ample space at both main thoroughfares. In order to keep these two important setbacks within compliance, the south and east portions of the building are protruding within the lot setbacks. The south setback is along a private road being developed with our proposed development and part of an overall masterplan to develop the adjacent property to the south. The east setback is along Tonne Road, another private road which is also part of the overall master plan.

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http://www.roszak.com + thomas@roszak.com

We believe the variances requested would still result in a development that is in harmony with the intent of the code and surrounding development. We feel the totality of the design, the massing, the setbacks make sense for a project where ultimately there will be multiple buildings, creating a community and sense of place. The massing and setbacks very much seem to match the goals of the overlay district for this area of Arlington Heights.

cc: Charles Witherington-Perkins, VAH
Michael Lysicatos, VAH
Brian Carley, Bradford Allen
Chuck Hoag, Bradford Allen

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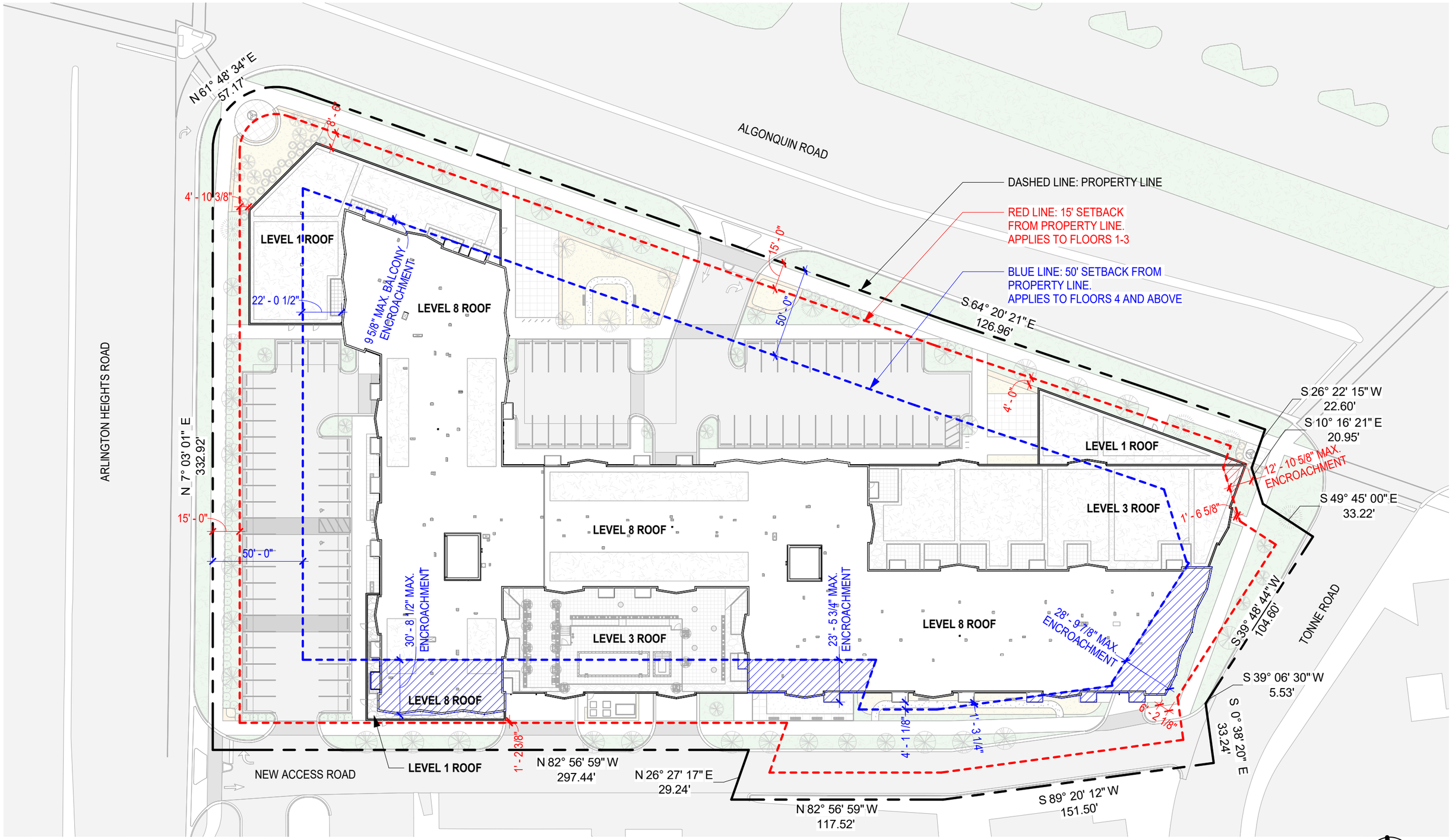

1 BUILDING SETBACK DIAGRAM
1" = 50'-0"

ARLINGTON HEIGHTS PHASE I	Sheet Title: **BUILDING SETBACK DIAGRAM**	Date: 10/16/2023	BA BRADFORD ALLEN	Thomas Roszak Architecture, LLC
2355 S. Arlington Heights Rd., Arlington Heights, IL 60005				145 S. Wells Street, 700, Chicago, IL 60606

Variance Request #2

Date: **20 October 2023**

Re: **Arlington Gateway Development**
Response to VAH Department Comments received 06 October 2023
Variance Request 2 – Site Photometrics

Case #: **PC 23-012**

To: **Sam Hubbard, VAH**

From: **Thomas Roszak**

Thank you for your careful review of our project drawings. Below is our justification for the increased light levels at the south side of the property. We hereby request that a variance be provided on this project and incorporated into the final Plan Development.

Code Section:

Chapter 28 10.2-12.3: *Maximum Foot Candles in business district = 2.0*

Justification

The site is being provided with code required minimum and maximum footcandles throughout except for the area directly south of the building where our property line offsets to the north. The requirement of 2.0 max footcandles at the property line is not feasible while still providing adequate lighting in this area for safety and general well being. The lighting we are providing does not reach beyond 3.9 at the property line and is meant to light the New Access Road which we have an easement to use. We request that a variance to a maximum of 4.0 max footcandles be provided at this area of the development.

cc: **Charles Witherington-Perkins, VAH**
Michael Lysicatos, VAH
Brian Carley, Bradford Allen
Chuck Hoag, Bradford Allen

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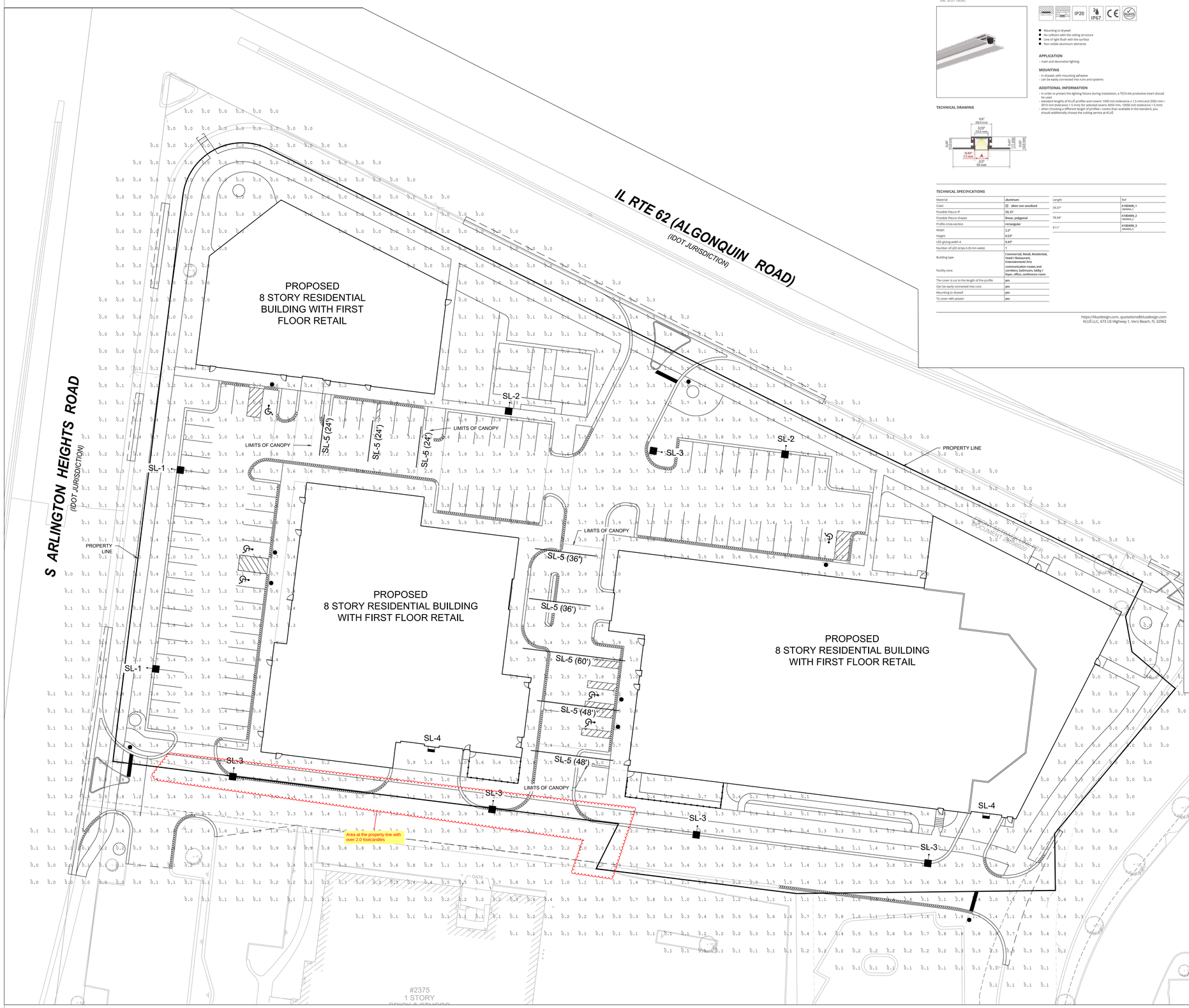


Extrusion KOZMA

Ref. A18040

Ref. anth 18040

IP20 | IP67 | CE | RoHS

- Mounting to drywall
- No collisions with the ceiling structure
- Line of light flush with the surface
- Non-visible aluminum elements

APPLICATION

- main and decorative lighting

MOUNTING

- in drywall, with mounting adhesive
- can be easily connected into runs and systems

ADDITIONAL INFORMATION

- in order to protect the lighting fixture during installation, a TECH-KA protective insert should be used
- standard lengths of KLUŚ profiles and covers: 1000 mm (tolerance + 1.5 mm) and 2000 mm / 3010 mm (tolerance + 5 mm); for selected covers: 6050 mm, 10050 mm (tolerance + 5 mm)
- when choosing a different length of profiles / covers than available in the standard, you should additionally choose the cutting service at KLUŚ

TECHNICAL DRAWING

TECHNICAL SPECIFICATIONS

Material	aluminum
Color	silver non anodized
Possible fixture IP	20, 67
Possible fixture shapes	linear, polygonal
Profile cross-section	rectangular
Width	2.2"
Height	0.53"
LED gluing width A	0.47"
Number of LED strips A (8 mm wide)	1
Building type	Commercial, Retail, Residential, Hotel/Motel, Public Entertainment/ Arts
Facility zone	communication routes and corridors, bathroom, lobby e/ foyer, office, conference room
The cover is cut to the length of the profile	yes
Can be easily connected into runs	yes
Mounting to drywall	yes
To cover with plaster	yes

Length	foil
39.37"	A18040IN_1 tolerance_1
78.94"	A18040IN_2 tolerance_2
9'11"	A18040IN_3 tolerance_3

https://kluxdesign.com, quotations@kluxdesign.com
KLUŚ LLC, 673 US Highway 1, Vero Beach, FL 32962

D-Series Size 1

LED Area Luminaire

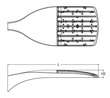
DLC | DLC Premium | IDA Fixture Seal of Approval | ENERGY STAR | BAA

Cutsheet Number
Note
Type
Fill the field box or mouse over the page to see all interactive elements.

d-series

Specifications

EPA:	0.69 ft² (0.064 m²)
Length:	32.71" (83.1cm)
Width:	14.26" (36.2cm)
Height H1:	7.38" (18.8cm)
Height H2:	2.73" (6.9cm)
Weight:	34 lbs (15.4kg)



Introduction

The modern styling of the D-Series features a highly refined aesthetic that blends seamlessly with its environment. The D-Series offers the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.

The photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. D-Series outstanding photometry aids in reducing the number of poles required in area lighting applications with typical energy savings of 60% and expected service life of over 100,000 hours.

Ordering Information **EXAMPLE:** DSX1 LED P7 40K 70CRI T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

DSX1 LED

Series	LEDs	Color temperature[1]	Color Rendering Index	Distribution	Voltage	Mounting
DSX1 LED	**Forward optics** P1 P6 P2 P7 P3 P8 P4 P9 P5 **Rotated optics** P10[1] P12[1] P11[1] P13[1]	(Also see section 70CRI only) 30K 3000K 40K 4000K 50K 5000K (Also see section 80CRI only, recommended lead times apply) 27K 2700K 30K 3000K 35K 3500K 40K 4000K 50K 5000K	70CRI 70CRI 70CRI 80CRI 80CRI 80CRI 80CRI 80CRI	AFR Automotive front row TFS Type I short T2M Type II medium T3M Type III medium T3LG Type III low glare[1] T4M Type IV medium T4LG Type IV low glare[1] BTW Forward throw medium

MASTER PLANTING SCHEDULE

	TAG	GENUS	SPECIES	VARIETY	COMMON NAME	GROWING MEDIA DEPTH	QUANTITY	SIZE	AREA	SPACING	NOTES
LEVEL 1 STREETSCAPE											
LEVEL 1 PERENNIAL BEDS - EVEN MIX OF ALL SPECIES, UNO		SESLARIA	AUTUMNALIS		AUTUMN MOOR GRASS	6"		QUART		18" O.C.	EVEN MIX OF SPECIES AT PERENNIAL BEDS, UNO. FINAL LAYOUT TO BE APPROVED BY LANDSCAPE ARCHITECT.
		CALAMAGROSTIS	ACUTIFLORA		KARL FOERSTER						
		PENNISETUM	ALOPECUROIDES		FOUNTAIN GRASS						
		IMPERATA	CYLINDRICA		JAPANESE BLOODGRASS						
		MISCANTHUS	SINENSIS		LITTLE ZEBRA						
		FESTUCA	SUBULATA		NODDING FESCUE						
		PANICUM	VIRGATUM		SWITCH GRASS						
		SOLIDAGO	SPECIOSA		SHOWY GOLDENROD						
		LIATRIS	PYCNOSTACHYA		MEADOW BLAZING STAR						
		SYMPHYOTRICHUM	LAEVE		SMOOTH BLUE ASTER						
		IMPATIENS	PALLIDA		YELLOW JEWELWEED						
		AGASTACHE	FOENICULUM		ANISE HYSSOP						
		PENSTEMON	DIGITALIS		FOXGLOVE BEARDTONGUE						
		LOBELIA	SIPHILITICA		GREAT BLUE LOBELIA						
		COREOPSIS	LANCEOLATA		SAND COREOPSIS						
		PACHYSANRDA	TERMINALIS		JAPANESE PACHYSANDRA						
		LEUCANTHEMUM	SUPERBUM		SHASTA DAISY						
		ECHINACEA	PURPUREA		PURPLE CONEFLOWER						
		RUDBECKIA	HIRTA		BLACK-EYED SUSAN						
		FORSYTHIA	INTERMEDIA		FORSYTHIA HEDGE	24"		4' - 5' HEIGHT			
		CORNUS	SERICEA		DOGWOOD SHRUB	24"		4' - 5' HEIGHT			
		ANNUALS - TBD			ANNUALS	6"					
LEVEL 1 HIGH STREETSCAPE TREES	TR - 1	CERCIDIPHYLLUM	JAPONICUM		KATSURA	33"-36"	10	4" CALIPER			NON-NATIVE; DECIDUOUS, SHADE
	TR - 2	GINKGO	BILOBA		GINKGO	33"-36"	4	4" CALIPER			NON-NATIVE; DECIDUOUS, SHADE
	TR - 3	GYMNOCLADUS	DIOICUS		KENTUCKY COFFEETREE	33"-36"	2	4" CALIPER			NATIVE; DECIDUOUS, SHADE
	TR - 4	CORNUS	FLORIDA		FLOWERING DOGWOOD	33"-36"	16	10' - 12' HEIGHT MULTISTEM CLUMP			NATIVE; DECIDUOUS, ORNAMENTAL
	TR - 5	GLENDITSIA	TRIANCANTHOS	INERMIS	THORNLESS HONEY LOCUST	33"-36"	7	4" CALIPER			NATIVE; DECIDUOUS, SHADE
	TR - 6	AMELANCHIER	LAEVIS		ALLEGHENY SERVICEBERRY	33"-36"	5	10' - 12' HEIGHT MULTISTEM CLUMP			NATIVE; DECIDUOUS, ORNAMENTAL
	TR - 7	BETULA	POPULIFOLIA		WHITE SPIRE BIRCH	33"-36"	6	4" CALIPER			NATIVE; DECIDUOUS, SHADE
	TR - 8	PRUNUS	SERRULATA		JAPANESE FLOWERING CHERRY	33"-36"	1	10' - 12' HEIGHT MULTISTEM CLUMP			NON-NATIVE; DECIDUOUS, ORNAMENTAL
	TR - 11	QUERCUS	ALBA		WHITE OAK	33"-36"	4	4" CALIPER			NATIVE; DECIDUOUS, SHADE
EXISTING TREES	TR - 9A	CELTIS			HACKBERRY	33"-36"	1	REFER TO L-110	NORTHEAST		EXISTING TREE, REFER TO SHEET L-100 & L-110
	TR - 9B	CELTIS			HACKBERRY	33"-36"	1	REFER TO L-110	NORTHEAST		EXISTING TREE, REFER TO SHEET L-100 & L-110
	TR - 9C	CELTIS			HACKBERRY	33"-36"	1	REFER TO L-110	NORTHEAST		EXISTING TREE, REFER TO SHEET L-100 & L-110
	TR - 10	GINKGO	BILOBA		GINKGO	33"-36"	1	REFER TO L-110	NORTHEAST		EXISTING TREE, NON-NATIVE; DECIDUOUS, SHADE, REFER TO SHEET L-100 & L-110
TREES AND SHRUBS FOR CONTAINERS (LEVEL 4)											
		TAXACEAE	TAXUS MEDIA		SPREADING YEW	8"-12"		QUART	3 PER CONTAINER	12" O.C.	EVERGREEN; FOLIAGE YEAR-ROUND
		BETULA	POPULIFOLIA		WHITE SPIRE BIRCH	REFER TO PLANTER DETAILS		8' BB	1 PER CONTAINER	CENTERED	NATIVE; DECIDUOUS
SHADE SEDUM MIX (LEVEL 2, LEVEL 4, ROOF) - USE SHADE TOLERANT MIX AT NORTH FACING LOCATIONS											
		AJUGA	REPTANS	CHOCOLATE CHIP	BUGLEWEED	4" MIN		PLUGS; 26 CELLS FLAT		8"-10" O.C.	DROUGHT TOLERANT, MATFORMING
		SEDUM	DASYPGYLLUM	BLUE RIDGE	STONE CROP	4" MIN		PLUGS; 16 CELLS FLAT		8"-10" O.C.	TOLERATES SOME SHADE & MOISTURE
		SEDUM	PPLILIFOLIUM		STONE CROP	4" MIN		PLUGS; 16 CELLS FLAT		8"-10" O.C.	SHADE TOLERANT, CLUMPING HABIT
		SEDUM	PULCHELLUM	PINK/BIENNIAL	STONE CROP	4" MIN		PLUGS; 16 CELLS FLAT		8"-10" O.C.	NATIVE; LIKES SOME SHADE & MOISTURE
		SEDUM	TERNATUM	LARINEM PARK	STONE CROP	4" MIN		PLUGS; 16 CELLS FLAT		8"-10" O.C.	NATIVE; DROUGHT TOLERANT, MAT FORMING

GENERAL PLANTING SPECIFICATIONS

1. FIELD VERIFICATION
The contractor shall verify all existing conditions and dimensions in the field prior to bidding and report any discrepancies to the owner or his/her representative.

2. PROTECTION OF EXISTING SITE AND EXISTING SITE FEATURES
The contractor shall provide, at his/her own expense, protection against trespassing and damage to seeded areas, and other construction areas until the preliminary acceptance. They shall provide barricades, temporary fencing, signs and written warning or policing as may be required to protect such areas. The contractor shall not be responsible for any damage caused by the owner after such warning has been issued. It shall be the contractor's responsibility to locate and protect all existing above and below ground utilities. The contractor shall be responsible for the protection of crowns, trunks and roots of existing trees, shrubs lawns, paved areas and other existing landscape areas that are to remain. Existing trees, which may be subject to construction damage, shall be boxed, fenced, or otherwise protected before any work is started. Boxing or other protection will be removed at the end of construction. Do not locate heavy equipment or stockpiles within the drip-line of existing plants or on lawns. Any damage to utilities, structures, plantings, or lawn which results from the contractor's expense in a reasonable short period of time, with as little inconvenience to the owner as possible.

3. PLANTING TECHNIQUES
All planting techniques and methods shall be consistent with the latest edition of "Horticulture Standards of Nurserymen, Inc.", and as detailed on these pages. All deciduous plant material shall have dead branches and broken branches properly removed. Pruning shall compliment plants natural form. Absolutely no tip pruning is allowed. Any plant that is tip pruned is subject to rejection by the Landscape Architect. Evergreen shrubs shall be pruned of dead and broken branches and as directed by the Landscape Architect. All pruning work shall be done with hand pruners only. All plants shall be spaced to allow for maturation at a 5-year growth rate.

4. INSPECTION OF PLANT MATERIAL
All plant material shall be subject to inspection and approval. The Landscape Architect reserves the right to reject any plants which fail to meet this inspection. All rejected material shall be removed from the site by the contractor. Height and/or width of other plants so specified are measured by the bulk / mass of the plant not eh very tip of the branches. All plant material shall be grown and supplied within a 50 mile radius of the project.

5. PLANT SUBSTITUTION
Substitution from the specified list will be accepted only when satisfactory evidence in writing is submitted to the Landscape Architect, showing that the plant specified is not available. Requests for approval of substitute plant material shall include common and botanical names and sizes of substitute material. Only those substitutions of at least equivalent size and having essential characteristics similar to the originally material will be approved. Acceptance or rejection of substitute plant materials will be issued in writing by the Landscape Architect.

6. PLANTING SOIL MIX - TREES, SHRUBS, PERENNIALS, ORNAMENTAL GRASSES AND GROUNDCOVERS
Provide at least 6" of soil; aerated, tilled and/or broken up at all landscaped locations.
Backfill planting beds with a soil mix as noted on the drawings and details' depending on location and plantings
A. Street Tree Planting: Backfill planting beds with a soil mix consisting of pulverized topsoil, aged pine bark fines, Canadian sphagnum peat moss, compost, and sand.
a. All parkway trees within continuous plantes are to receive shredded bark mulch.
b. All parkway trees within gratted at grade planters will receive lava rock.
B. Rooftop Sedum, Ornamental Grass and Lawn: Backfill areas with 6" depth of MW 2246 Intensive Roof Media.
C. Planters: Backfill planters with PM35 Planter Mix.
All planting Soil specialty mixes available from Midwest - Trading (630) 365-1990 www.midwest-trading.com

7. MULCH
All trees, shrubs, perennials and groundcovers shall be mulched with pine bark fine mulch 3" - 4" deep and 2" clear 'breathing room' around each plant to avoid rot at stems.

8. PRE-EMERGENT HERBICIDE
All planting beds to be covered with bark mulch shall be treated with a pre-emergent herbicide prior to mulch installation. Planting beds shall be weed free prior to herbicide application.

9. PLUG PLANTING
Environmental requirements: Installation shall be preformed between April 10 and October 1
Plugs shall have a minimum size of 2" inch diameter and 3" inch depth.
Plugs shall be thoroughly rooted through the container.
No species shall be substituted without approval of the Landscape Architect.
Plugs shall be inoculated with VAM (Vesicular Arbuscular Mycorrhizae) endomycorrhizal fungi as provided by the plug supplying nursery or approved source where available.
A. Verify that site is within 1" inch of specified grade.
B. Verify that site is clean and free of debris.
C. Do not apply any fertilizer other than planting soil mix.
D. Use a hand trowel or other appropriate tool to excavate planting holes on 8"-10" centers in a random triangulated staggered pattern. Care to be taken during planting to avoid damage to the filter / drainage / protection mat / membrane sublayer
E. Evenly distrbute sedum mixes throughout planting beds. Place plugs in informal drifts of 3-7 of any one species with the edges blended into adjacent species to avoid formal appearance.
F. Plant plugs level with existing soil grade. Be certain that soil placed around the plugs and firmed into place. Do not fill around plugs with mulch.
G. Thoroughly soak plugged area with water until the soil is moist to a depth of 4 inches.

10. WATERING
A. Planting & Lawn areas shall be watered to insure proper establishment. Once plants are established, watering may be decreased but the plants and lawn must never be allowed to dry out completely. Frequent watering should be continued for approximately four (4) weeks or until plants have become sufficiently established to warrant watering on an "as needed" basis.
B. Subsequent waterings shall be the responsibility of the owner. Watering and rainfall shall supply a minimum of 1 inch of water per week.

11. ESTABLISHMENT
Plants are being established in a variety of conditions. It shall be the contractor's responsibility to determine and implement whatever procedures he/she deems necessary to establish the plants as part of his/her work. Planted areas will be accepted when areas are in healthy condition and at least 90 days have elapsed since the completion of work. The contractor shall submit with his/her bid a description of the methods and procedures he/she intends to use.

12. PRELIMINARY ACCEPTANCE
All plant material (excluding annual color), shall be guaranteed for one year after the end of the 90 day maintenance period. Maintenance shall include , but not limited to, pruning plant material, pulling all soil of wind-born weeds deemed detrimental to plantings, watering plant material and perennial flower maintenance.

13. FINAL ACCEPTANCE
All plant material (excluding annual color), shall be guaranteed for one year after the end of the 90 day maintenance period. The end of the maintenance period is marked by the final acceptance of the contractor's work by the owner or owners representative. Plugs shall exhibit vigorous growth and be thoroughly rooted by the end of first growing season. A minimum of 95% of plugs shall be alive and growing at the end of the first growing season.

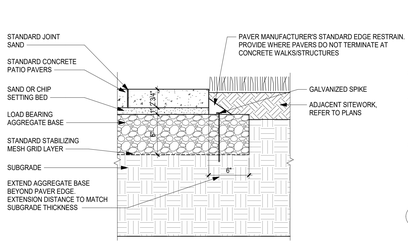
14. PARKWAY TREE REPLACEMENT
All required landscaping within public right-of-way to be replaced, if needed, for a minimum of five (5) years by the original applicant and any subsequent owners.

15. SITE CLEAN-UP
The contractor shall protect the property of the owner and the work of other contractors. the contractor shall also be directly responsible for all damage caused by the activities and for the daily removal of all trash and debris from his/her work area to the satisfaction of the Landscape Architect.

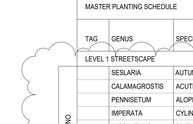
16. PARKWAY TREES TOPSOIL
All parkway trees shall be planted in minimum 2'-6" deep topsoil or as listed in schedule, whichever is greater. All construction spill such as debris, garbage, barricades, limestone, black top, and all other non-topsoil items must be removed from each planter prior to soil installation.

Planting will be completed by: JUNE 15, 2023

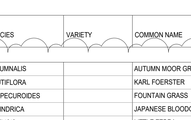
SIGNATURE BLOCK
OWNER
LANDSCAPE ARCHITECT



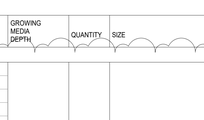
10 NON-PERMEABLE PATIO PAVER SECTION
1 1/2" = 1'-0"



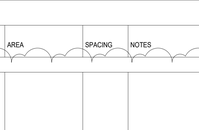
9 SITE SOD SECTION
1 1/2" = 1'-0"



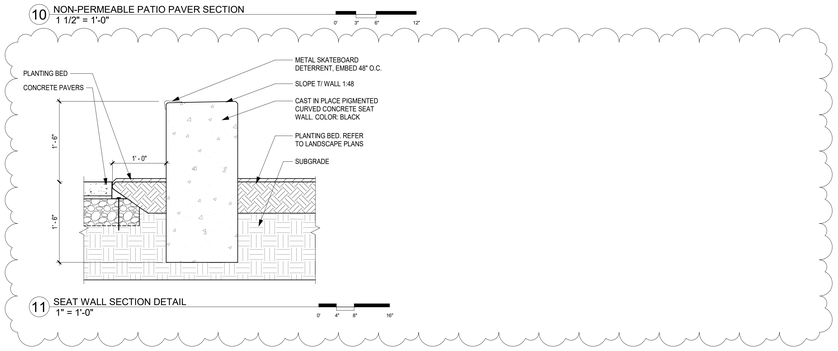
8 SITE PLANTING BED SECTION
1 1/2" = 1'-0"



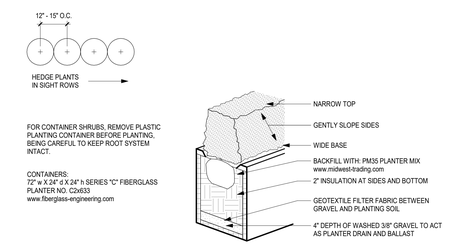
7 SITE GRAVEL PATH SECTION
1 1/2" = 1'-0"



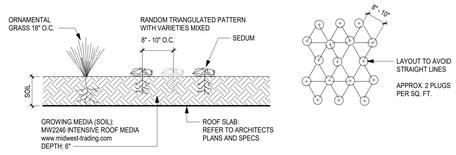
6 SITE DOG RUN GRAVEL SECTION
1 1/2" = 1'-0"



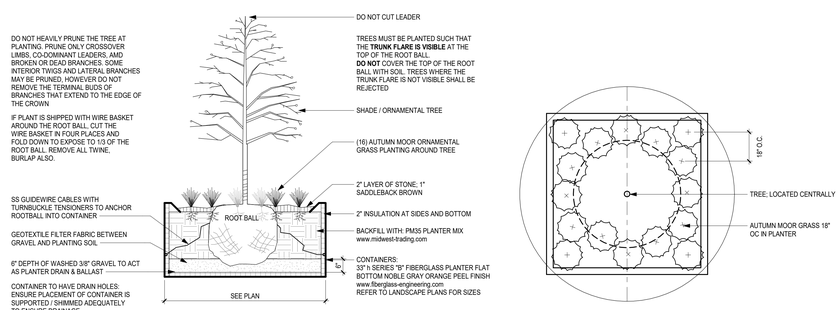
11 SEAT WALL SECTION DETAIL
1" = 1'-0"



4 BOXWOOD HEDGE CONTAINER PLANTING
1/2" = 1'-0"



3 ORNAMENTAL PLANTING SOIL PROFILE
1" = 1'-0"



SECTION - TREE PLANTER

PLAN - TREE PLANTER

SECTION - TREE PLANTER

2 TREE CONTAINER PLANTING DETAIL - PLANTER
1/2" = 1'-0"

1 LEVEL 1 TREE PLANTING DETAIL
1/2" = 1'-0"

CITY STAMP

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SIGNATURE/SEAL

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ILLINOIS
THOMAS A. ROSZAK
REGISTERED ARCHITECT
#001 019175
EXPIRATION DATE:
NOVEMBER 30, 2024

I CERTIFY THAT THESE DRAWINGS WERE PREPARED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY PROFESSIONAL KNOWLEDGE THEY CONFORM TO THE VILLAGE OF ARLINGTON HEIGHTS BUILDING CODE

No.	Date	Description
11	10/20/2023	VILLAGE COMMENTS
5	9/26/2023	ASK-001
4	9/15/2023	90% CD's
2	7/25/2023	80% CD's
1	6/30/2023	50% CD's

ARLINGTON HEIGHTS PHASE I

2355 S. Arlington Heights Rd.,
Arlington Heights, IL 60005

OWNER
Bradford Allen
300 S. Wacker Dr. 35th Floor
Chicago, IL 60606
Tel: 312-994-5700

DEVELOPER
Mooceri + Roszak
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ARCHITECT
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MECHANICAL DESIGN/BUILD CONTRACTOR

PLUMBING DESIGN/BUILD CONTRACTOR

ELECTRICAL DESIGN/BUILD CONTRACTOR

FIRE PROTECTION DESIGN/BUILD CONTRACTOR

SHEET TITLE
LANDSCAPING GENERAL NOTES AND DETAILS

SCALE
As indicated

DATE
10/16/2023

SHEET NUMBER
L-001

GENERAL NOTES

1. Prior to the start of any work, the contractor shall verify the location and depth of all utilities with local utility companies (JULIE).
2. Any damage to existing utilities, roadways, curbs, sidewalks and adjacent properties shall be repaired and or replace at the contractors expense.
3. In addition to erecting a construction fence around the site, when applicable, construction barriers shall be erected and maintained to protect the public and the proposed work and to provide security.
4. All work and operations shall comply with all applicable Federal, State and Local codes and ordinances, including the Village of Arlington Heights; and The Contractor and all his or her subcontractors shall be licensed to work in the Village of Arlington Heights.
5. All trades shall coordinate with each other.
6. The Contractor shall visit the site prior to submitting their proposals to completely familiarize themselves with the existing conditions and the new to existing relationship. The Contractor shall notify the Landscape Architect immediately in writing, of any discrepancies which will affect work under this contract.
7. Equipment and materials not intended for immediate use shall not be stored on the site during construction.
8. When applicable, contractors shall install pre-manufactured items as per manufacture's specification. Contractors shall supply the Landscape Architect, a complete copy of each manufacturer's specification.
9. Prior to the start of construction, the contractor shall layout all major points for verification and approval by the Landscape Architect.
10. All exterior lights shall be on photocell function.

The Landscape Architect & their Consultants do not warrant or guarantee the accuracy & completeness of the work product therein beyond a reasonable diligence. If any mistakes, omissions, or discrepancies are found to exist with the work product, the Landscape Architect shall be promptly notified so that they may have the opportunity to take any steps necessary to resolve them. Failure to promptly notify the Landscape Architect of such conditions shall absolve the Landscape Architect from any responsibility for the consequences of such failure. Actions taken without the knowledge or consent of the Landscape Architect, or in contradiction to the Landscapes Architect's work product or recommendations, shall become the responsibility not of the Landscape Architect, but of the parties responsible for the taking of such action.

LANDSCAPE STATEMENT

Sworn statement by owner:
Commits to the maintenance of required landscaping in the following form:
"The undersigned acknowledges that the landscape planting plan shown on the attached landscape plan for the property at 2355 S. Arlington Heights Road, Arlington Heights, Illinois has, to the best of the undersigned applicant's knowledge, been designed and will be installed, maintained and replaced as required, by current and subsequent owners in accordance with the requirements of section 28-6 of The 2002 Comprehensive Amendment of the Zoning Ordinance of the Village of Arlington Heights and section 20-609 of the Arlington Heights Municipal Code, the landscaping standards of the Chicago Zoning Ordinance, and guide to the Chicago Landscape Ordinance."

Commits to the protecting and replacement of required landscaping in the following:
"Existing parkway and on-site interior trees are to be protected while project is under construction and will be replaced by current and subsequent owner if damaged."

Sworn statement by registered Landscape Architect
Commits to the preparation of the landscape plan in the following form:
"The undersigned Landscape Architect, registered in the state of Illinois, acknowledges that the landscaping planting plan and construction details shown on the attached landscape plan for the property at 2355 S. Arlington Heights Road, Arlington Heights, Illinois has been designed in accordance with the requirements of section 28-6 of The 2002 Comprehensive Amendment of the Zoning Ordinance of the Village of Arlington Heights and section 20-609 of the Arlington Heights Municipal Code."

Planting will be completed by: JUNE 15, 2025

SIGNATURE BLOCK

OWNER

LANDSCAPE ARCHITECT

LANDSCAPE KEY

- RELOCATED EXISTING TREE
- NEW SHADE TREE
- NEW ORNAMENTAL TREE
- ORNAMENTAL TREE IN PLANTER WITH ORNAMENTAL GRASS
- SPREADING YEW IN PLANTER
- SPREADING YEW BERMED IN GREEN ROOF SYSTEM
- ORNAMENTAL SHRUB - SITE
- HEDGE ROW - SITE
- GRAVEL DOG RUN (SITE)
- GRAVEL PATH (SITE)
- GRASS SOD - KENTUCKY BLUEGRASS (SITE)
- PLANTING BED - EVEN MIX OF SCHEDULED PERENNIAL GROUNDCOVER, GRASSES, AND FLOWERS, UNO (SITE)
- PLANTING BED - ANNUALS (SITE)
- 4"x8" NON-PERMEABLE PATIO PAVERS (SITE)
- SEDUM - LIGHT TOLERANT AND NATIVE/NON-INVASIVE (LANDSCAPED ROOES)
- WASHED RIVER STONE 1"-2", 1"-2" LAYER AT TERRACES
- 24" SQ. CONCRETE PAVERS, SET UPON ADJUSTABLE PEDESTAL (TERRACES)
- WHITE PAVER (ROOF PAVER)
- LIGHT GRAY PAVER (ROOF PAVER)
- MEDIUM GRAY PAVER (ROOF PAVER)
- FINAL PAVER COLORS TO BE SELECTED FROM MANUFACTURER'S SAMPLES

1 LANDSCAPE PLAN - LEVEL 1
1/16" = 1'-0"

0' 8' 16' 32'

CITY STAMP

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1	6/30/2023	50% CD's

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Tel: 312-474-5500

MECHANICAL DESIGN/BUILD CONTRACTOR

PLUMBING DESIGN/BUILD CONTRACTOR

ELECTRICAL DESIGN/BUILD CONTRACTOR

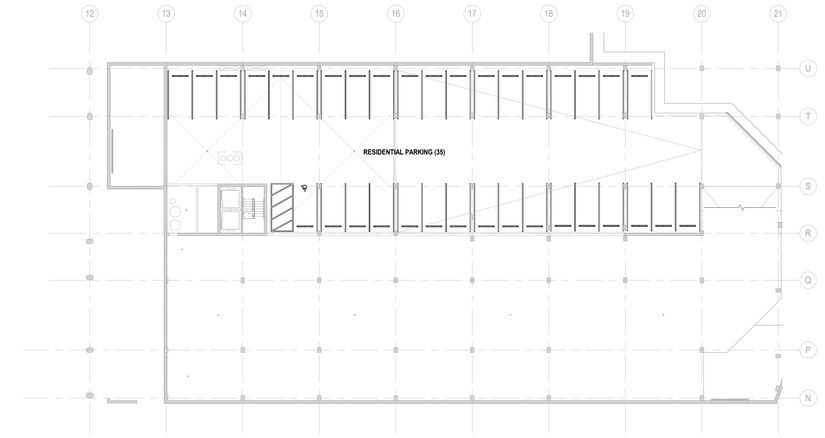
FIRE PROTECTION DESIGN/BUILD CONTRACTOR

SHEET TITLE
LEVEL 1 STREETSCAPE PLAN

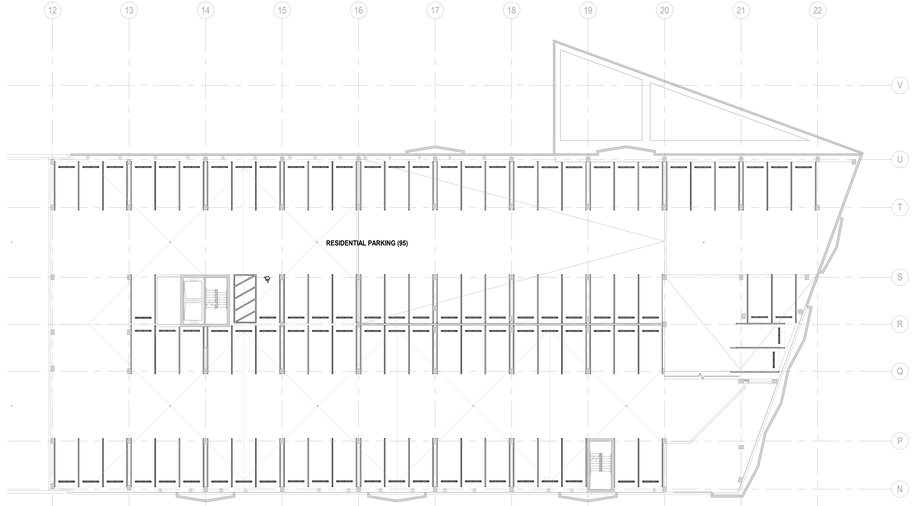
SCALE
As indicated

DATE
10/16/2023

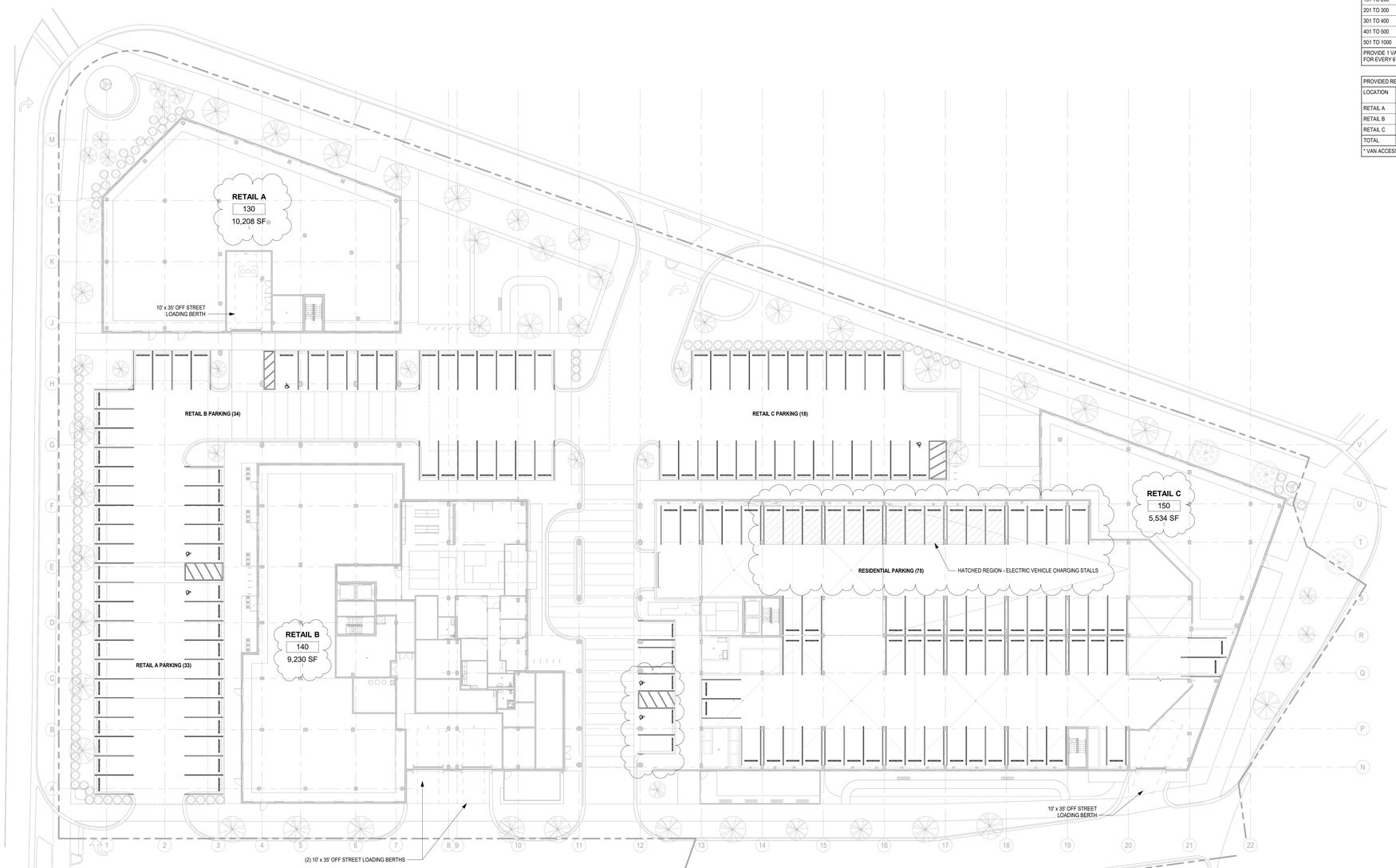
SHEET NUMBER
L-100



1 LEVEL LL PARKING COUNT
1" = 20'-0"



3 LEVEL 1.5 PARKING COUNT
1" = 20'-0"



2 LEVEL 1 PARKING COUNT
1" = 20'-0"

RESIDENTIAL PARKING COUNT

TYPICAL STALLS REQD PER VILLAGE OF ARLINGTON HEIGHTS CHAPTER 28 SECTIONS 5.1-21.1 (RESIDENTIAL), 10.4-2 (RETAIL). ACCESSIBLE STALLS REQD PER IAC 208.2.

REQUIRED RESIDENTIAL PARKING STALLS			
UNIT TYPE	UNIT COUNT	REQUIRED STALLS PER UNIT	REQUIRED STALLS
STUDIO	49	1.0	49
1 BED	159	1.5	239
2 BED+	93	2.0	186
TOTAL	301		**474 REQD**

REQUIRED RESIDENTIAL ACCESSIBLE PARKING STALLS	
TOTAL STALLS REQD	REQD ACCESSIBLE STALLS
1 TO 25	1
26 TO 50	2
51 TO 75	3
76 TO 100	4
101 TO 150	5
151 TO 200	6
201 TO 300	7
301 TO 400	8
401 TO 500	**9 REQD**
501 TO 1000	2% OF TOTAL
PROVIDE 1 VAN ACCESSIBLE STALLS (98" VERT CLEARANCE) FOR EVERY 6 OF THE REQD ACCESSIBLE STALLS = **2 REQD**	

PROVIDED RESIDENTIAL PARKING STALLS			
LOCATION	TYPICAL STALL COUNT	ACCESSIBLE STALL COUNT	TOTAL
LEVEL 1	73	2*	75
LEVEL LL	34	1	35
LEVEL 1.5	94	1	95
LEVEL 2	147	2	149
LEVEL 3	123	3	126
TOTAL	471	9	**480 PROVIDED**
* (2) VAN ACCESSIBLE STALLS PROVIDED AT LEVEL 1			

RETAIL PARKING COUNT

REQUIRED RETAIL PARKING STALLS			
LOCATION	AREA	REQUIRED STALLS PER AREA	REQUIRED STALLS
RETAIL A	10,208 SF	1 PER 300 SF	34
RETAIL B	9,230 SF	1 PER 300 SF	31
RETAIL C	5,534 SF	1 PER 300 SF	18
TOTAL	24,972 SF		**83 REQD**

REQUIRED RETAIL ACCESSIBLE PARKING STALLS	
TOTAL STALLS REQD	REQD ACCESSIBLE STALLS
1 TO 25	1
26 TO 50	2
51 TO 75	3
76 TO 100	**4**
101 TO 150	5
151 TO 200	6
201 TO 300	7
301 TO 400	8
401 TO 500	9 REQD
501 TO 1000	2% OF TOTAL
PROVIDE 1 VAN ACCESSIBLE STALLS (98" VERT CLEARANCE) FOR EVERY 6 OF THE REQD ACCESSIBLE STALLS = **1 REQD**	

PROVIDED RETAIL PARKING STALLS			
LOCATION	TYPICAL STALL COUNT	ACCESSIBLE STALL COUNT	TOTAL
RETAIL A	33	1*	34
RETAIL B	31	2*	33
RETAIL C	17	1*	18
TOTAL	81	4	**85 PROVIDED**
* VAN ACCESSIBLE STALLS PROVIDED			

CITY STAMP

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#001 019175
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11	10/20/2023	VILLAGE COMMENTS
4	9/15/2023	90% CD's

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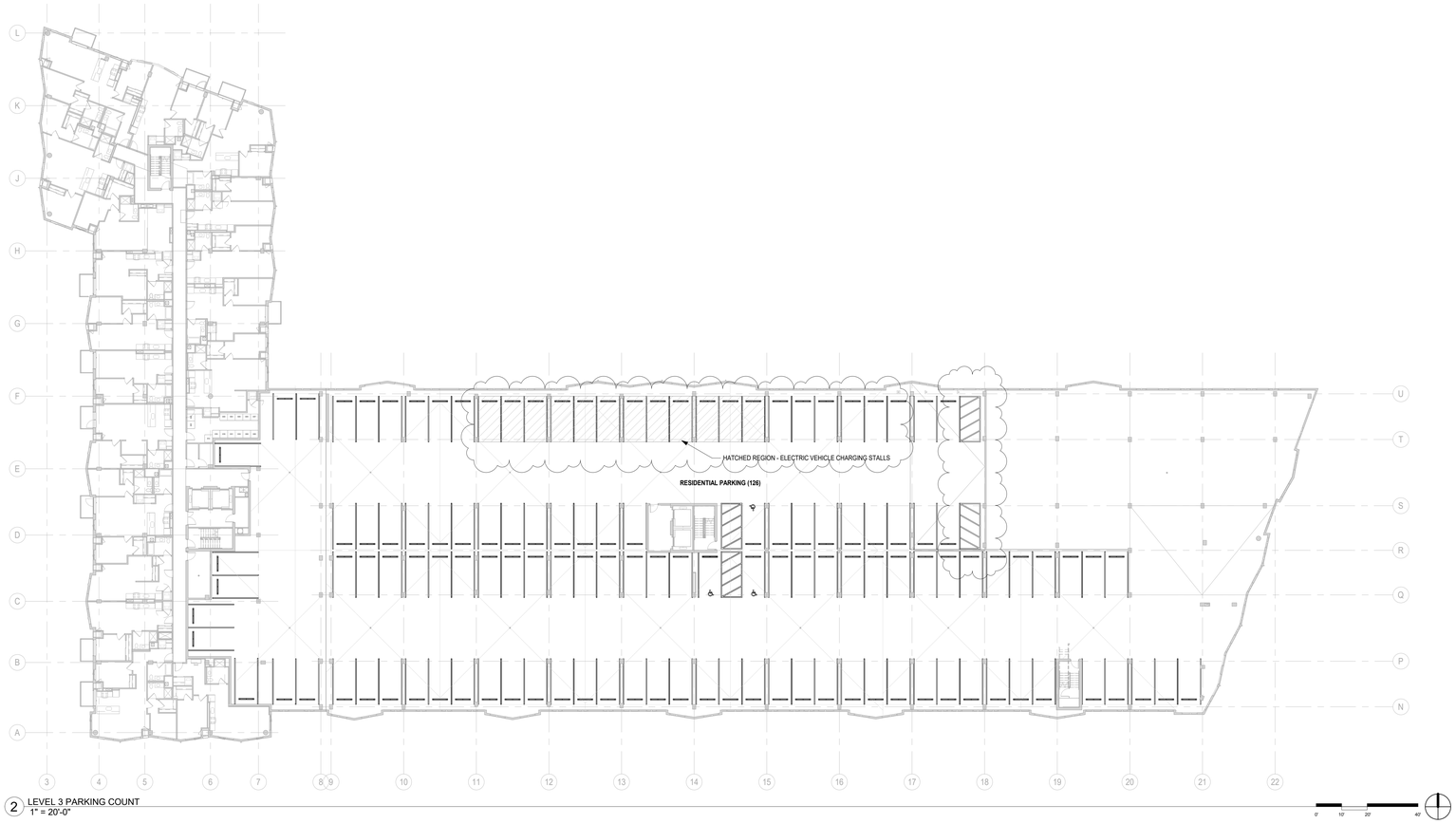
FIRE PROTECTION DESIGN/BUILD CONTRACTOR

SHEET TITLE
PARKING COUNT DIAGRAMS

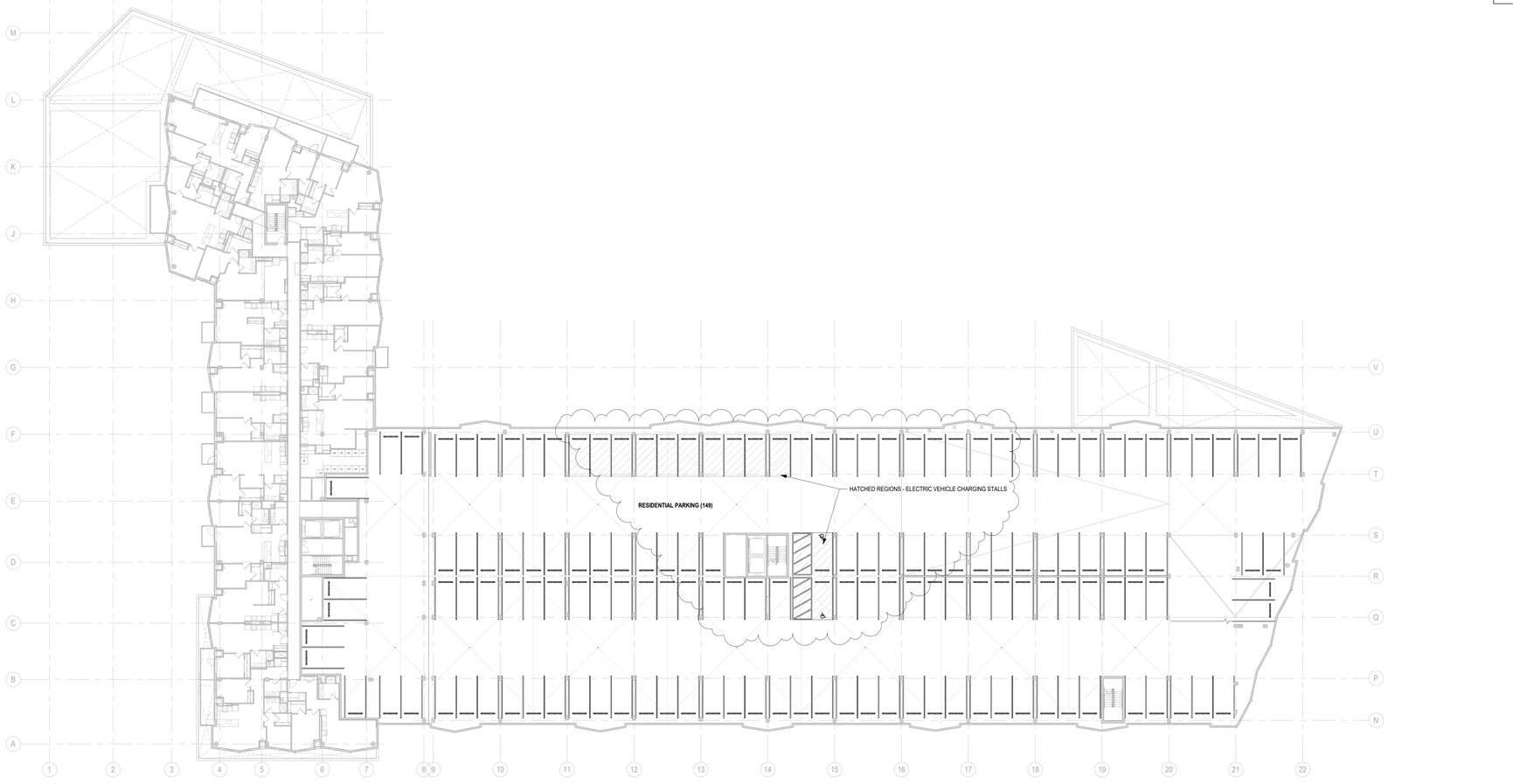
SCALE
As indicated

DATE
10/16/2023

SHEET NUMBER
A-006A



2 LEVEL 3 PARKING COUNT
1" = 20'-0"



1 LEVEL 2 PARKING COUNT
1" = 20'-0"

RESIDENTIAL PARKING COUNT

TYPICAL STALLS REQD PER VILLAGE OF ARLINGTON HEIGHTS CHAPTER 28 SECTIONS 5.1-21.1 (RESIDENTIAL), 10.4-2 (RETAIL). ACCESSIBLE STALLS REQD PER IAC 208.2.

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1 TO 25	1
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51 TO 75	3
76 TO 100	4
101 TO 150	5
151 TO 200	6
201 TO 300	7
301 TO 400	8
401 TO 500	**9 REQD**
501 TO 1000	2% OF TOTAL
PROVIDE 1 VAN ACCESSIBLE STALLS (98" VERT CLEARANCE) FOR EVERY 8 OF THE REQD ACCESSIBLE STALLS = **2 REQD**	

PROVIDED RESIDENTIAL PARKING STALLS			
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TOTAL	471	9	**480 PROVIDED**
* (2) VAN ACCESSIBLE STALLS PROVIDED AT LEVEL 1			

RETAIL PARKING COUNT

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REQUIRED RETAIL ACCESSIBLE PARKING STALLS	
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1 TO 25	1
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51 TO 75	3
76 TO 100	**4**
101 TO 150	5
151 TO 200	6
201 TO 300	7
301 TO 400	8
401 TO 500	9 REQD
501 TO 1000	2% OF TOTAL
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PROVIDED RETAIL PARKING STALLS			
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RETAIL C	17	1*	18
TOTAL	81	4	**85 PROVIDED**
* VAN ACCESSIBLE STALLS PROVIDED			

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THOMAS A. ROSZAK
REGISTERED ARCHITECT
#001 019175
EXPIRATION DATE:
NOVEMBER 30, 2024

I CERTIFY THAT THESE DRAWINGS WERE PREPARED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY PERSONAL KNOWLEDGE THEY CONFORM TO THE VILLAGE OF ARLINGTON HEIGHTS BUILDING CODE

No.	Date	Description
11	10/20/2023	VILLAGE COMMENTS
4	9/15/2023	90% CD's

ARLINGTON HEIGHTS PHASE I

2355 S. Arlington Heights Rd.,
Arlington Heights, IL 60005

OWNER
Bradford Allen
300 S. Wacker Dr. 35th Floor
Chicago, IL 60606
Tel: 312-994-5700

DEVELOPER
Moceri + Roszak
145 S. Wells St. Suite 700
Chicago, IL 60606
Tel: 312-423-7989

ARCHITECT
Thomas Roszak Architecture, LLC
145 S. Wells St. Suite 700
Chicago, IL 60606
Tel: 312-423-7989

CONSTRUCTION MANAGER
SteelGrass, LLC
145 S. Wells St. Suite 700
Chicago, IL 60606
Tel: 312-423-7989

DEVELOPMENT CONSULTANT
TR Management + Consulting
145 S. Wells St. Suite 700
Chicago, IL 60606
Tel: 312-423-7989

LANDSCAPE ARCHITECT
Thomas Roszak Architecture, LLC
145 S. Wells St. Suite 700
Chicago, IL 60606
Tel: 312-423-7989

CIVIL ENGINEER
V3 Companies
7325 Janes Avenue
Woodridge, IL 60517
Tel: 630-724-9200

STRUCTURAL ENGINEER
Thornton Tomasetti
330 N. Wabash Avenue, Suite 1500
Chicago, IL 60611
Tel: 312-596-2000

MEPFP DESIGN CONSULTANT
Cosentini Associates
1 S. Wacker Drive, Suite 3700
Chicago, IL 60606
Tel: 312-201-7401

GEOTECHNICAL ENGINEER
GEI
8615 W. Bryn Mawr Avenue, Suite 406
Chicago, IL 60631
Tel: 312-985-0364

GENERAL CONTRACTOR
Clark Construction Group
218 S. Jefferson Street, Suite 502
Chicago, IL 60661
Tel: 312-474-5500

MECHANICAL DESIGN/BUILD CONTRACTOR

PLUMBING DESIGN/BUILD CONTRACTOR

ELECTRICAL DESIGN/BUILD CONTRACTOR

FIRE PROTECTION DESIGN/BUILD CONTRACTOR

SHEET TITLE

PARKING COUNT DIAGRAMS

SCALE	SHEET NUMBER
As indicated	A-006B
DATE	
10/16/2023	

Residential Parking	No. Units	Parking Ratio	Req. Parking
Studio	49	1	49
1 Bed	159	1.5	239
2 Bed +	93	2	186
	301		474
Stabilized @ 95% Occupancy			450
Staff Parking			6
Total Parking assigned			456
Total Parking Available			471
Extra Parking available for Guests			**15**

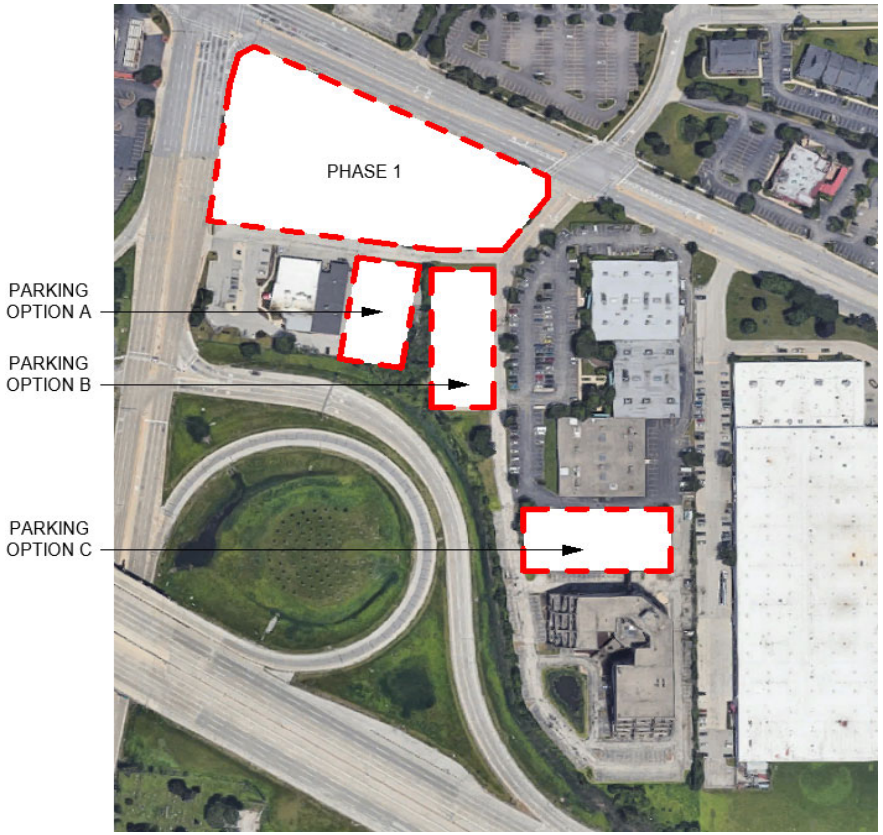
Retail Parking	Area	Parking Ratio	Req. Parking
Retail A	10,208	1/300	34
Retail B	9,230	1/300	31
Retail C	5,534	1/300	18
Parking req.	**24,972**		**83**
Parking provided			**87**

Restaurant Analysis	Total Area	Seating Area	Req. Parking
Retail C as Restaurant	5,534	2,767	61
Req. number of spaces above retail code			**43**

Offsite Parking Options

Option A	Under utilized lot can be used when phase 1 is complete and before phase 3 starts	~45 spots
Option B	Under utilized lot can be used when phase 1 is complete and before phase 4 starts	~90 spots
Option C	Medical office parking will be under utilized in off hours when Restaurant parking will be most in demand.	~650 spots

Offsite Parking Map



PLAT OF ABROGATION, CONFIRMATION AND GRANT OF NEW EASEMENTS

FOR

ARLINGTON HEIGHTS RESIDENTIAL

PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

GRAPHIC SCALE

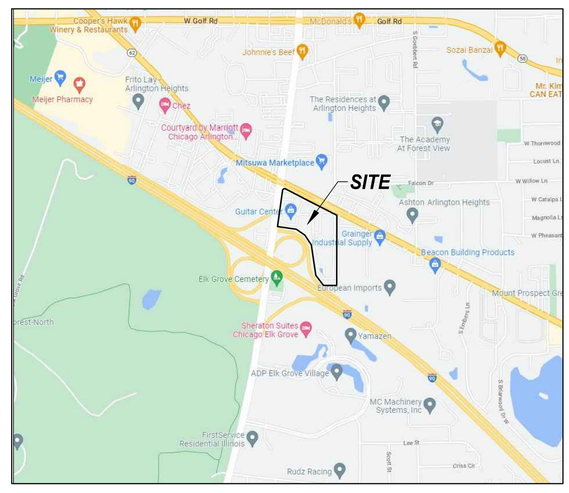
30 0 15 30 60 120

1" = 30'

BASIS OF BEARINGS

THE BASIS OF BEARINGS IS THE STATE PLANE COORDINATE SYSTEM (SPCS) NAD 83 (2011) ZONE 1201 (ILLINOIS EAST) WITH PROJECT ORIGIN AT
LATITUDE 42° 02' 33.36921" N
LONGITUDE 87° 58' 52.65087" W
ELLIPSOIDAL HEIGHT: 597.165 SFT
GROUND SCALE FACTOR 1.0000430461
ALL MEASUREMENTS ARE ON THE GROUND.

STATE PLANE MERIDIAN



VICINITY MAP
NOT TO SCALE

S ARLINGTON HEIGHTS RD

ALGONQUIN RD
R-O-W WIDTH VARIES

P.O.B.
PARCEL 4 &
1ST EXCEPTION

1ST EXCEPTION TO PARCEL 4
CONVEYED BY WARRANTY
DEED DATED JAN. 7, 1970

P.O.B.
2ND EXCEPTION

(25') (25') (29.086') (28.84') (N61°48'25"E)

CONVEYED TO I.D.O.T.,
CASE NO. 93L51012
(S63°24'45"E) (175') (150.17')

CB=N61°48'34"E
A=66.93'
R=35.00'
(A=66.93')

2ND EXCEPTION TO PARCEL 4
(N63°24'45"W) (108.63')

13.45'
(N07°11'35"E) (14.27')

(175') (150') (N07°01'35"E)
2ND EXCEPTION TO PARCEL 4
(S07°01'35"W) (105.48')

R=35.00'

PARCEL 4
EXCEPTION TO PARCEL 5B

(116.92')
EAST LINE WEST 165.08 FEET

S63°25'53"E 381.08'
(238.93')
(N63°24'45"W) (249.44')

CONVEYED TO I.D.O.T.,
CASE NO. 94L50128
(S63°24'45"E) (254.18')
EXCEPTION TO PARCEL 5B

P.O.B
PARCEL 5B EXCEPTION
PARCEL 2 &
PARCEL 2 EXCEPTION

EXCEPTION TO PARCEL 2
CONVEYED TO I.D.O.T.,
CASE NO. 93L51106

(S26°24'20"W) (13.45')
13.45'
(S63°24'45"E) (23.00')
(S26°24'20"W) (13.45')

50'
16.00'
(S82°53'55"E) (16.00')

SOUTH LINE NORTH 175.00 FEET
(165.08')

SIGN EASEMENT PER DOC.
26446336 & 22566268 HEREBY
VACATED

INGRESS AND EGRESS
EASEMENT PER DOC. 26446336
& 26446337 HEREBY
VACATED

(S63°52'35"E)
S64°20'21"E 126.96'
(126.70')
(N63°24'45"W) (23.00')

P.O.C
PARCEL 3

(S63°11'02"E)
(45.26')
S63°38'59"E 61.16'
P.O.B
PARCEL 3
(11.27')
(16.70')
(51.46')

(S28°48'58"W)
S26°22'15"W
(21.29') 22.60'

(S06°56'53"W)
S10°16'21"E
(22.07') 20.95'

(S49°43'79"W)
S49°45'00"E
33.22'
(33.35')

N07°03'01"E 332.92'

10' COMED & IBT EASEMENT
PER DOC. 22765484
HEREBY VACATED

PARCEL 5B
EASEMENT DOC. NO.
26446336
HEREBY VACATED

LOT 4
AUGUST BUSSE'S DIV.

RELOCATED ACCESS EASEMENT
PER DOC. 0020420409
HEREBY VACATED

10' COMED & PUBLIC UTILITY
EASEMENT PER DOC.
0020420409 HEREBY
VACATED

24'
10'

10' PUBLIC UTILITY EASEMENT AND
SIDEYARD PER DOC. 26056020,
RELEASED BY IBT PER DOC.
00036846
RELEASED BY NICOR PER DOC.
002413216 AND HEREBY
VACATED

EAST LINE WEST 182.08 FEET

CONVEYED TO I.D.O.T.,
CASE NO. 93 L50915

EXCEPTION TO PARCEL 5A
N07°03'01"E 568.34
(N07°01'35"E) (227.08')
(S07°01'35"W) (227.08')

PARCEL 5A
EXCEPTION TO PARCEL 5B
EASEMENT DOC. NO.
26446337
HEREBY VACATED

TRASH ENCLOSURE
EASEMENT PER DOC.
0020420409
HEREBY VACATED

PARCEL 1B

(304.02')
WESTERLY LINE OF LOT 2
AUGUST BUSSE'S DIV.
(295.92')
(N27°05'35"E) (282.19')

LOT 2

PARCEL 2

NORTH LINE SOUTH 104.41 FEET

15' SANITARY SEWER EASEMENT
PER DOCUMENT 0020420409
HEREBY VACATED

15' WATERMAIN EASEMENT
PER DOC. 0020420409
HEREBY VACATED

(N82°53'55"W)
(16.00')

S. LINE N. 76.83 FEET S. 104.41 FEET
(286.44')
NORTH LINE SOUTH 27.58 FEET
N82°56'59"W 297.44'

15' STORM SEWER
EASEMENT PER
DOC.0020420409
HEREBY
VACATED

PARCEL 1A

PART OF

PARCEL 3

(CB=S39°37'07"W)
R=225.00'
CB=S39°06'30"W
(A=5.12') A=5.53'

EAST LINE OF LOT 2
WEST LINE OF LOT 1

S39°48'44"W
(S40°16'14"W)
104.60'
(104.60')
50'

EASEMENT PARCEL A
"TONNE DRIVE"

(S00°01'27"W)
S00°38'20"E
(34.16') 33.24'

32.04'

EASEMENT PARCEL C

SIGN EASEMENT PER
DOC. 0020420409
HEREBY
VACATED

SOUTH LINE OF LOT 4

24' INGRESS/EGRESS
EASEMENT
PER DOC. 22566267,
22566270, 22925493,
22925494
HEREBY VACATED

27.58'
N26°27'17"E
29.24'

(24.38')
(N82°20'08"W) (93.22')
N82°56'59"W 117.52'

10' PUBLIC UTILITY EASEMENT AND
SIDEYARD PER DOC. 26056020,
RELEASED BY IBT PER DOC.
00036846
RELEASED BY NICOR PER
DOC. 002413216
HEREBY VACATED

STOP VACATION HERE

(N89°58'33"W) (152.02')
S89°20'12"W 151.50'

EASEMENT PARCEL A
INGRESS AND EGRESS
EASEMENT PER
DOC. 96291197, 27528475,
91184438

P.O.B.
PARCEL 5A
EXCEPTION

16'

LOT 3
AUGUST BUSSE'S DIV.

GUITAR CENTER PROPERTY

INGRESS/EGRESS
EASEMENT
PER DOC. 26056020,
27528475

PARCEL 6

LOT 2
LINCOLN EXECUTIVE PLAZA SUB.

LOT 1
LINCOLN EXECUTIVE PLAZA SUB.

10' PUBLIC UTILITY EASEMENT
AND SIDEYARD PER DOC.
26056020

(284.77')

EASEMENT PARCEL A
"TONNE DRIVE"

45'

N82°56'59"W 296.00'

EASEMENT PARCEL A
INGRESS/EGRESS EASEMENT
PER DOC. 26056020, 27528475

(382.22')

(505.81')

(450.81')

TOLL RD RAMP

(182.00')

(S8°31'50"E)

SEE SHEET 2 OF 4

LEGEND

- SUBDIVISION BOUNDARY LINE
- EXISTING LOT LINE
- EXISTING EASEMENT LINE
- PROPOSED EASEMENT LINE
- BUILDING SETBACK LINE
- SECTION LINE

B.S.L.	BUILDING SETBACK LINE
N	NORTH
S	SOUTH
E	EAST
W	WEST
CB	CHORD BEARING
A	ARC LENGTH
R	RADIUS
(0.00')	RECORD DATUM
0.00'	CALCULATED DATUM
FIP ○	FOUND IRON PIPE
FIR ○	FOUND IRON ROD
SCM	SET CONCRETE MONUMENT

OWNER

Bradford Allen
300 S. Wacker Drive, 35th Floor
Chicago, Illinois 60606
312 994 5700

SURVEYOR

V3 Companies, Ltd.
7325 Janes Avenue
Woodridge, Illinois 60517
630 724 9200
Project Manager: Anthony Strickland
tstrickland@v3co.com

SURVEYOR'S NOTES:

1. DIMENSIONS ALONG CURVED LINES ARE ARC LENGTHS.
2. DO NOT SCALE ANY DIMENSIONS FROM THIS PLAT.

SHEET 1
SHEET 2

Engineers
Scientists
Surveyors
7325 Janes Avenue, Suite 100
Woodridge, IL 60517
630.724.9200 voice
630.724.0384 fax
v3co.com

PREPARED FOR:
THOMAS ROSZAK ARCHITECTURE
145 S. WELLS STREET
CHICAGO, IL 60606
773.516.3501

REVISIONS

NO.	DATE	DESCRIPTION
1	10-19-23	REVISED PER CLIENT COMMENTS
2	11-10-23	REVISED PER CLIENT COMMENTS
3	11-20-23	REVISED PER CLIENT COMMENTS

PLAT OF ABROGATION, CONFIRMATION, GRANT OF EASEMENTS

ARLINGTON HEIGHTS RESIDENTIAL

DRAFTING COMPLETED: 10/13/23 | DRAWN BY: SPK | PROJECT MANAGER: AJS
FIELD WORK COMPLETED: N/A | CHECKED BY: AJS | SCALE: 1" = 30'

Project No: 230084
Group No: VP10.1
SHEET NO. 1 of 5

PLAT OF ABROGATION, CONFIRMATION AND GRANT OF NEW EASEMENTS

FOR

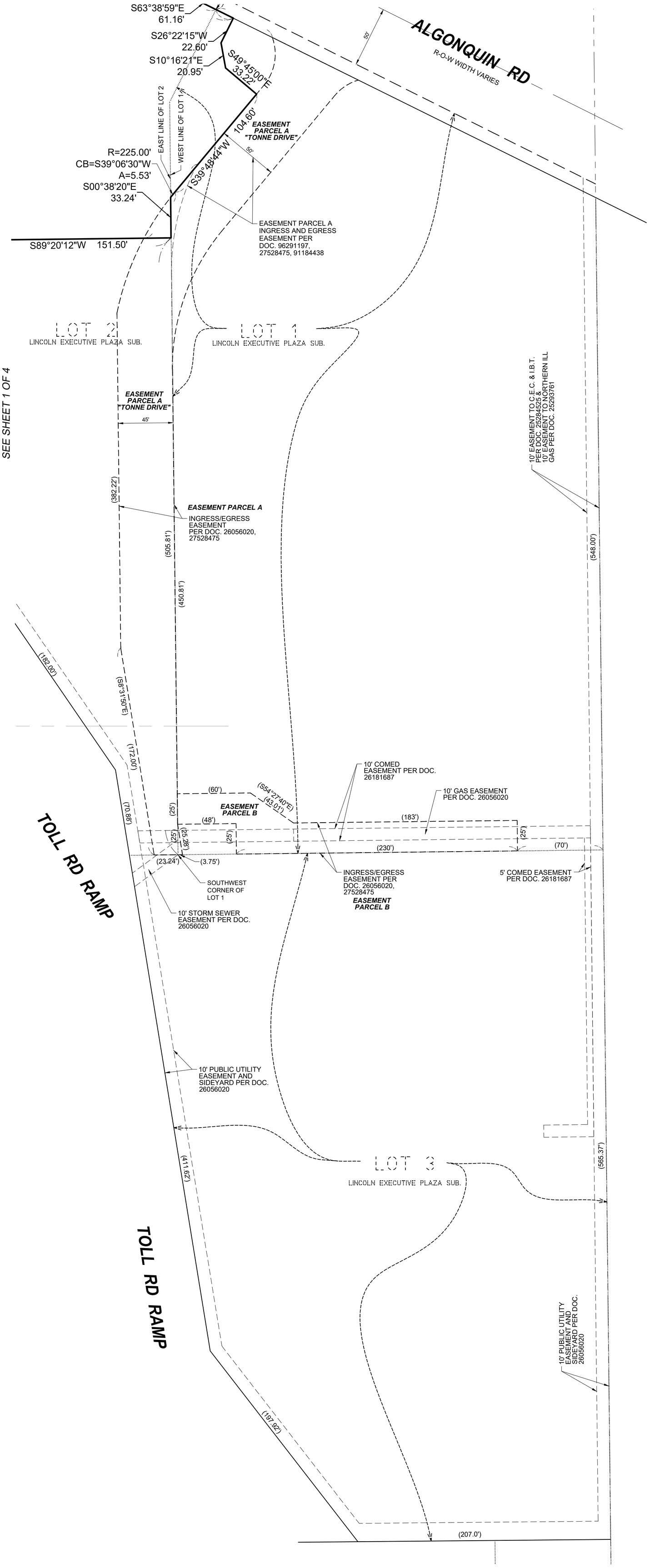
ARLINGTON HEIGHTS RESIDENTIAL

GRAPHIC SCALE

40' 0 20' 40' 80' 160'

1" = 40'

STATE PLANE MERIDIAN



LEGEND

- SUBDIVISION BOUNDARY LINE
- EXISTING LOT LINE
- EXISTING EASEMENT LINE
- PROPOSED EASEMENT LINE
- BUILDING SETBACK LINE
- SECTION LINE

B.S.L.	BUILDING SETBACK LINE
N	NORTH
S	SOUTH
E	EAST
W	WEST
CB	CHORD BEARING
A	ARC LENGTH
R	RADIUS
(0.00')	RECORD DATUM
0.00'	CALCULATED DATUM
FIP ○	FOUND IRON PIPE
FIR ○	FOUND IRON ROD
SCM	SET CONCRETE MONUMENT

Engineers
Scientists
Surveyors

7325 Janes Avenue, Suite 100
Woodridge, IL 60517
630.724.9200 voice
630.724.0384 fax
v3co.com

PREPARED FOR:

THOMAS ROSZAK ARCHITECTURE
145 S. WELLS STREET
CHICAGO, IL 60606
773.516.3501

REVISIONS		
NO.	DATE	DESCRIPTION
1	10-19-23	REVISED PER CLIENT COMMENTS
2	11-10-23	REVISED PER CLIENT COMMENTS
3	11-20-23	REVISED PER CLIENT COMMENTS

PLAT OF ABROGATION, CONFIRMATION, GRANT OF EASEMENTS

ARLINGTON HEIGHTS RESIDENTIAL

Project No: 230084

Group No: VP10.1

DRAFTING COMPLETED: 10/13/23	DRAWN BY: SPK	PROJECT MANAGER: AJS	SHEET NO. 2 of 5
FIELD WORK COMPLETED: N/A	CHECKED BY: AJS	SCALE: 1" = 40'	

PLAT OF ABROGATION, CONFIRMATION AND GRANT OF NEW EASEMENTS

FOR

ARLINGTON HEIGHTS RESIDENTIAL

PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

GRAPHIC SCALE

30 0 15 30 60 120

1" = 30'

STATE PLANE MERIDIAN

S ARLINGTON HEIGHTS RD

ALGONQUIN RD
R-O-W WIDTH VARIES

CONVEYED TO I.D.O.T., CASE NO. 93L51012

CONVEYED TO I.D.O.T., CASE NO. 94L50128

CONVEYED TO I.D.O.T., CASE NO. 93L51106

CONVEYED TO I.D.O.T., CASE NO. 93 L50915

CB=N61° 48'34"E
A=66.00'
R=35.00'

R=35.00'

233.78'

S63°25'53"E 381.08'

N07° 42' 53"E
19.39'

48.56'

36.00'

N26° 34' 07"E
72.05'

S45° 28' 01"W
19.43'

98.73'

S64°20'21"E 126.96'

N07°03'01"E 332.92'

N07°03'01"E 568.34'

LOT 4
AUGUST BUSSE'S DIV.

RELOCATED INGRESS & EGRESS EASEMENT HEREBY GRANTED

89.54'
S26° 34' 07"W

N06°54'03"E 185.01'

S06°54'03"W 156.77'

28.00'

LOT 2
AUGUST BUSSE'S DIV.

PART OF LOT 2

S63°38'59"E
61.16'

S26°22'15"W
22.60'

S10°16'21"E
20.95'

S49°45'00"E
33.22'

EASEMENT PARCEL A
"TONNE DRIVE"

104.60'

S39°48'44"W

50'

INGRESS & EGRESS EASEMENT HEREBY GRANTED

S58° 01' 06"E
16.54'

S77°39'46"E 59.48'

N07°03'01"E
45.99'

32.04'

S82°56'59"E 158.99'

N82°56'59"W 297.44'

N42°36'31"E
17.21'

S31°59'58"E
17.63'

52.14'
N87°51'04"W

EASEMENT PARCEL C

353.30'

N26°27'17"E
29.24'

S82°56'59"E 127.66'

N89°20'12"E 125.43'

R=225.00'
CB=S39°06'30"W
A=5.53'

N65° 26' 31"E
22.99'

S00°38'20"E
33.24'

A=45.62' R=224.75'
CB=S33°55'26"W

EASEMENT PARCEL A
INGRESS AND EGRESS
EASEMENT PER
DOC. 96291197, 27528475,
91184438

N82°56'59"W 117.52'

129.20'

S89°20'12"W 151.50'

LOT 3
AUGUST BUSSE'S DIV.

INGRESS/EGRESS
EASEMENT
PER DOC. 26056020,
27528475

LOT 2
LINCOLN EXECUTIVE PLAZA SUB.

LOT 1
LINCOLN EXECUTIVE PLAZA SUB.

EASEMENT
PARCEL A
"TONNE DRIVE"

45'

EASEMENT PARCEL A
INGRESS/EGRESS EASEMENT
PER DOC. 26056020, 27528475

N82°56'59"W 296.00'

TOLL RD RAMP

LEGEND

- SUBDIVISION BOUNDARY LINE
- EXISTING LOT LINE
- EXISTING EASEMENT LINE
- PROPOSED EASEMENT LINE
- BUILDING SETBACK LINE
- SECTION LINE

B.S.L.	BUILDING SETBACK LINE
N	NORTH
S	SOUTH
E	EAST
W	WEST
CB	CHORD BEARING
A	ARC LENGTH
R	RADIUS
(0.00')	RECORD DATUM
0.00'	CALCULATED DATUM
FIP ○	FOUND IRON PIPE
FIR ○	FOUND IRON ROD
SCM	SET CONCRETE MONUMENT

SHEET 1
SHEET 2

Engineers
Scientists
Surveyors

7325 Janes Avenue, Suite 100
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630.724.9200 voice
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v3co.com

PREPARED FOR:

THOMAS ROSZAK ARCHITECTURE
145 S. WELLS STREET
CHICAGO, IL 60606
773.516.3501

REVISIONS

NO.	DATE	DESCRIPTION
1	10-19-23	REVISED PER CLIENT COMMENTS
2	11-10-23	REVISED PER CLIENT COMMENTS
3	11-20-23	REVISED PER CLIENT COMMENTS

PLAT OF ABROGATION, CONFIRMATION, GRANT OF EASEMENTS

ARLINGTON HEIGHTS RESIDENTIAL

Project No: 230084

Group No: VP10.1

DRAFTING COMPLETED: 10/13/23 | DRAWN BY: SPK | PROJECT MANAGER: AJS

FIELD WORK COMPLETED: N/A | CHECKED BY: AJS | SCALE: 1" = 30'

PLAT OF ABROGATION, CONFIRMATION AND GRANT OF NEW EASEMENTS

FOR

ARLINGTON HEIGHTS RESIDENTIAL

PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

LEGAL DESCRIPTION

PARCEL 1:

THAT PART OF THE FOLLOWING DESCRIBED PARCELS A AND B TAKEN AS A TRACT, LYING EASTERLY OF A LINE DRAWN FROM A POINT ON THE NORTH LINE OF SAID TRACT, SAID POINT BEING 238.93 FEET EAST OF THE NORTH MOST CORNER OF SAID TRACT, AS MEASURED ALONG THE NORTH LINE THEREOF, TO A POINT ON THE SOUTH LINE OF THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF LOT 4 AFORESAID, SAID POINT BEING 286.44 FEET EASTERLY OF THE SOUTHWEST CORNER OF SAID TRACT, AS MEASURED ALONG THE SOUTH LINE THEREOF:

PARCEL A:
THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF LOT 4, TOGETHER WITH THAT PART OF THE WEST 182.08 FEET LYING NORTH OF SAID SOUTH 104.41 FEET AND LYING SOUTH OF THE NORTH 175.00 FEET OF LOT 4, ALL AS MEASURED ALONG AND PERPENDICULAR TO THE WESTERLY LINE THEREOF, IN AUGUST BUSSE'S DIVISION OF PART OF THE EAST 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

EXCEPTING THEREFROM THAT PART TAKEN BY THE DEPARTMENT OF TRANSPORTATION OF THE STATE OF ILLINOIS BY ORDER ENTERED JANUARY 20, 1994 IN CASE NO. 93L50915 AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF SAID LOT 4; THENCE ON AN ASSUMED BEARING OF NORTH 7 DEGREES 01 MINUTES 35 SECONDS EAST ALONG THE WESTERLY LINE OF SAID LOT 4 A DISTANCE OF 227.08 FEET TO THE SOUTH LINE OF THE NORTH 175.00 FEET OF SAID LOT 4; THENCE SOUTH 82 DEGREES 53 MINUTES 55 SECONDS EAST ALONG THE SOUTH LINE OF THE NORTH 175.00 FEET OF SAID LOT 4 A DISTANCE OF 16.00 FEET; THENCE SOUTH 7 DEGREES 01 MINUTES 35 SECONDS WEST ALONG A LINE 16.00 FEET NORMALLY DISTANT EASTERLY OF AND PARALLEL WITH THE WESTERLY LINE OF SAID LOT 4 A DISTANCE OF 227.08 FEET TO THE SOUTH LINE OF THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF SAID LOT 4; THENCE NORTH 82 DEGREES 53 MINUTES 55 SECONDS WEST ALONG SAID SOUTH LINE OF THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF SAID LOT 4 A DISTANCE OF 16.00 FEET TO THE POINT OF BEGINNING.

PARCEL B:

LOT 4 (EXCEPTING THE SOUTH 104.41 FEET THEREOF, AND ALSO EXCEPTING THAT PART OF THE WEST 182.08 FEET LYING NORTH OF SAID SOUTH 104.41 FEET AND LYING SOUTH OF THE NORTH 175.00 FEET OF SAID LOT 4, AND ALSO EXCEPTING THE NORTH 175.00 FEET OF THE WEST 165.08 FEET OF SAID LOT 4, ALL AS MEASURED ALONG AND PERPENDICULAR TO THE WESTERLY LINE OF SAID LOT 4) IN AUGUST BUSSE'S DIVISION OF PARTS OF THE EAST 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

EXCEPTING THEREFROM THAT PART TAKEN BY THE DEPARTMENT OF TRANSPORTATION OF THE STATE OF ILLINOIS BY ORDER ENTERED APRIL 22, 1994 IN CASE NO. 94L50128 AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 4; THENCE ON AN ASSUMED BEARING OF SOUTH 26 DEGREES 24 MINUTES 20 SECONDS WEST ALONG THE EASTERLY LINE OF SAID LOT 4 A DISTANCE OF 13.45 FEET; THENCE NORTH 63 DEGREES 24 MINUTES 45 SECONDS WEST ALONG A LINE 13.45 FEET NORMALLY DISTANT SOUTHWESTERLY OF AND PARALLEL WITH THE NORTHERLY LINE OF SAID LOT 4 A DISTANCE OF 249.44 FEET TO THE EAST LINE OF SAID WEST 165.08 FEET OF LOT 4; THENCE NORTH 7 DEGREES 01 MINUTES 35 SECONDS EAST ALONG SAID EAST LINE OF THE WEST 165.08 FEET OF LOT 4 A DISTANCE OF 14.27 FEET TO THE NORTHERLY LINE OF SAID LOT 4; THENCE SOUTH 63 DEGREES 24 MINUTES 45 SECONDS EAST ALONG SAID NORTHERLY
LINE OF LOT 4 A DISTANCE OF 254.18 FEET TO THE POINT OF BEGINNING.

PARCEL 2:
THAT PART OF LOT 2 IN AUGUST BUSSE'S DIVISION OF PARTS OF THE EAST 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 15, 1928 AS DOCUMENT NO. 10023115 IN BOOK 258 OF PLATS, PAGE 32, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF LOT 2; THENCE SOUTHEASTERLY ALONG THE NORTH LINE OF LOT 2, BEING THE SOUTHERLY LINE OF ALGONQUIN ROAD, FOR 23 FEET; THENCE SOUTHWESTERLY ALONG A LINE PARALLEL TO THE WESTERLY LINE OF SAID LOT 2 FOR 295.92 FEET TO A POINT IN A SOUTHERLY LINE OF SAID LOT 2; THENCE NORTHWESTERLY ALONG THE AFORESAID SOUTHERLY LINE OF SAID LOT 2 FOR 24.38 FEET TO THE MOST WESTERLY CORNER OF LOT 2; THENCE NORTHEASTERLY ALONG A WESTERLY LINE OF LOT 2 FOR 304.02 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

EXCEPTING THEREFROM THAT PART TAKEN BY THE DEPARTMENT OF TRANSPORTATION OF THE STATE OF ILLINOIS BY ORDER ENTERED APRIL 14, 1994 IN CASE NO. 93L51106 AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID LOT 2; THENCE ON AN ASSUMED BEARING OF SOUTH 63 DEGREES 24 MINUTES 45 SECONDS EAST ALONG THE NORTHERLY LINE OF SAID LOT 2 A DISTANCE OF 23.00 FEET; THENCE SOUTH 26 DEGREES 24 MINUTES 20 SECONDS WEST ALONG A LINE PARALLEL WITH THE WESTERLY LINE OF SAID LOT 2 A DISTANCE OF 13.45 FEET; THENCE NORTH 63 DEGREES 24 MINUTES 45 SECONDS WEST ALONG A LINE 13.45 FEET NORMALLY DISTANT SOUTHWESTERLY OF AND PARALLEL WITH THE NORTHERLY LINE OF SAID LOT 2 A DISTANCE OF 23.00 FEET TO THE WESTERLY LINE OF SAID LOT 2; THENCE NORTH 26 DEGREES 24 MINUTES 20 SECONDS EAST ALONG SAID WESTERLY LINE OF LOT 2 A DISTANCE OF 13.45 FEET TO THE POINT OF BEGINNING.

PARCEL 3:

THAT PART OF LOTS 1 AND 2 IN LINCOLN-EXECUTIVE PLAZA RESUBDIVISION, BEING A RESUBDIVISION OF PART OF LOT 2 IN AUGUST BUSSE'S DIVISION OF PART OF THE EAST 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 12, 1981 AS DOCUMENT 26056020, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID LOT 1; THENCE SOUTH 27 DEGREES 05 MINUTES 35 SECONDS WEST ALONG THE WESTERLY LINE OF SAID LOT 1, 11.27 FEET TO A POINT OF BEGINNING AT THE SOUTHWESTERLY LINE OF ALGONQUIN ROAD AS WIDENED; THENCE SOUTH 63 DEGREES 11 MINUTES 02 SECONDS EAST ALONG SAID SOUTHWESTERLY LINE OF ALGONQUIN ROAD AS WIDENED 16.70 FEET (SAID SOUTHWESTERLY LINE OF ALGONQUIN ROAD AS WIDENED BEING A STRAIGHT LINE DRAWN FROM SAID POINT ON THE WESTERLY LINE OF SAID LOT 1, 11.27 FEET, AS MEASURED ALONG SAID WESTERLY LINE SOUTHERLY OF THE NORTHWEST CORNER OF SAID LOT 1 TO A POINT ON THE EAST LINE OF SAID LOT 1, 11.18 FEET AS MEASURED ALONG SAID EAST LINE, SOUTH OF THE NORTHEAST CORNER OF SAID LOT 1); THENCE SOUTH 28 DEGREES 48 MINUTES 58 SECONDS WEST, 21.29 FEET; THENCE SOUTH 06 DEGREES 56 MINUTES 53 SECONDS EAST, 22.07 FEET; THENCE SOUTH 49 DEGREES 43 MINUTES 46 SECONDS EAST, 33.35 FEET; THENCE SOUTH 40 DEGREES 16 MINUTES 14 SECONDS WEST, 104.60 FEET TO A POINT OF CURVATURE; THENCE SOUTHWESTERLY ALONG A CURVED LINE CONVEX NORTHWESTERLY, HAVING A RADIUS OF 225.00 FEET AND BEING TANGENT TO SAID LAST DESCRIBED LINE AT SAID LAST DESCRIBED POINT, AN ARC DISTANCE OF 5.12 FEET TO THE WEST LINE OF SAID LOT 1 (THE CHORD OF SAID ARC BEARS SOUTH 39 DEGREES 37 MINUTES 07 SECONDS WEST, 5.12 FEET); THENCE SOUTH 00 DEGREES 01 MINUTES 27 SECONDS WEST ALONG THE WEST LINE OF SAID LOT, BEING ALSO THE EAST LINE OF SAID LOT 2, 34.16 FEET TO A POINT 505.81 FEET, AS MEASURED ALONG SAID EAST LINE OF LOT 2, NORTH OF THE SOUTHEAST CORNER OF SAID LOT 2; THENCE NORTH 89 DEGREES 58 MINUTES 33 SECONDS WEST, 152.02 FEET TO A CORNER OF SAID LOT 2; THENCE NORTH 82 DEGREES 20 MINUTES 08 SECONDS WEST ALONG A SOUTH LINE OF SAID LOT 2, 93.22 FEET TO A SOUTHWEST CORNER OF SAID LOT 2; THENCE NORTH 27 DEGREES 05 MINUTES 35 SECONDS EAST ALONG THE WESTERLY LINE OF SAID LOT 2, 282.19 FEET TO THE SOUTHWESTERLY LINE OF ALGONQUIN ROAD AS WIDENED; THENCE SOUTH 63 DEGREES 52 MINUTES 35 SECONDS EAST ALONG SAID SOUTHWESTERLY LINE OF ALGONQUIN ROAD AS WIDENED, 126.70 FEET TO AN ANGLE POINT IN SAID LINE; THENCE SOUTH 63 DEGREES 11 MINUTES 02 SECONDS EAST ALONG THE SOUTHWESTERLY LINE OF ALGONQUIN ROAD AS WIDENED, 45.36 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

PARCEL 4:

THAT PART OF LOT 4 IN AUGUST BUSSE'S DIVISION OF PARTS OF THE EAST 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT INTERSECTION OF SOUTHERLY LINE OF ALGONQUIN ROAD WITH THE EASTERLY LINE OF ARLINGTON HEIGHTS ROAD AS LAID OUT IN SAID BUSSE'S DIVISION RUNNING THENCE SOUTHERLY ALONG EASTERLY LINE OF SAID ARLINGTON HEIGHTS ROAD, 175 FEET, THENCE EASTERLY AT RIGHT ANGLES TO SAID EASTERLY LINE OF ROAD 165.08 FEET, THENCE NORTHERLY PARALLEL WITH SAID EASTERLY LINE OF SAID ROAD, 116.92 FEET TO A POINT IN THE SOUTHERLY LINE OF SAID ALGONQUIN ROAD WHICH IS 175 FEET EASTERLY OF THE PLACE OF BEGINNING, THENCE WESTERLY ALONG SAID SOUTHERLY LINE OF ROAD, 175 FEET TO PLACE OF BEGINNING, IN COOK COUNTY, ILLINOIS;

EXCEPTING THEREFROM THAT PORTION OF THE ABOVE DESCRIBED PREMISES CONVEYED BY WARRANTY DEED DATED JANUARY 7, 1970 TO THE STATE OF ILLINOIS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
A PART OF THAT PART OF LOT 4 IN AUGUST BUSSE'S DIVISION OF PARTS OF THE EAST 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE INTERSECTION OF THE SOUTHERLY LINE OF ALGONQUIN ROAD WITH THE EASTERLY LINE OF ARLINGTON HEIGHTS ROAD AS LAID OUT IN THE SUBDIVISION; RUNNING THENCE SOUTHERLY ALONG THE EASTERLY LINE OF SAID ARLINGTON HEIGHTS ROAD, 175 FEET; THENCE EASTERLY AT RIGHT ANGLES TO SAID EASTERLY LINE OF ROAD 165.08 FEET; THENCE NORTHERLY PARALLEL WITH SAID EASTERLY LINE OF SAID ROAD, 116.92 FEET TO A POINT IN THE SOUTHERLY LINE OF SAID ALGONQUIN ROAD WHICH IS 175 FEET EASTERLY OF THE POINT OF BEGINNING; THENCE WESTERLY ALONG SAID SOUTHERLY LINE OF SAID ROAD 175 FEET, TO THE POINT OF BEGINNING; BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE SOUTHERLY LINE OF ALGONQUIN ROAD WITH THE EASTERLY LINE OF ARLINGTON HEIGHTS ROAD AS LAID OUT IN AFOREMENTIONED SUBDIVISION, THENCE SOUTHERLY ALONG THE EASTERLY LINE OF SAID ARLINGTON HEIGHTS ROAD, 25 FEET, TO A POINT; THENCE NORTHEASTERLY ALONG A STRAIGHT LINE, A DISTANCE OF 29.086 FEET MORE OR LESS TO A POINT ON THE SOUTHERLY LINE OF SAID ALGONQUIN ROAD, WHICH IS 25 FEET EASTERLY OF THE POINT OF BEGINNING; THENCE WESTERLY ALONG SAID SOUTHERLY LINE OF SAID ROAD 25 FEET, TO THE POINT OF BEGINNING;

ALSO EXCEPTING THEREFROM THAT PORTION OF THE ABOVE PREMISES CONVEYED TO THE DEPARTMENT OF TRANSPORTATION OF THE STATE OF ILLINOIS BY CONDEMNATION PROCEEDINGS AS SET FORTH IN FINAL JUDGMENT ORDER NO. 93 L 51012, FILED IN THE CIRCUIT COURT OF COOK COUNTY, ILLINOIS ON MAY 2, 1996, SAID PREMISES BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THAT PART OF LOT 4 IN AUGUST BUSSE'S DIVISION, BEING A SUBDIVISION OF PART OF THE EAST 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, ACCORDING TO THE PLAT THEREOF RECORDED MAY 15, 1928 AS DOCUMENT 10023115, DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTHWEST CORNER OF SAID LOT 4; THENCE ON AN ASSUMED BEARING OF SOUTH 63 DEGREES 24 MINUTES 45 SECONDS EAST ALONG THE NORTHERLY LINE OF SAID LOT 4 A DISTANCE OF 25.00 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 63 DEGREES 24 MINUTES 45 SECONDS EAST ALONG THE SAID NORTHERLY LINE OF LOT 4 A DISTANCE OF 150.19 FEET; THENCE SOUTH 7 DEGREES 01 MINUTES 35 SECONDS WEST 14.27 FEET TO A POINT 13.45 FEET NORMALLY DISTANT SOUTHWESTERLY OF THE NORTHERLY LINE OF SAID LOT 4; THENCE NORTH 63 DEGREES 24 MINUTES 45 SECONDS WEST ALONG A LINE 13.45 FEET NORMALLY DISTANT SOUTHWESTERLY AND PARALLEL WITH THE SAID NORTHERLY LINE OF LOT 4 A DISTANCE OF 108.63 FEET; THENCE SOUTHERLY ALONG A TANGENTIAL CURVE CONCAVE TO THE SOUTHEAST, RADIUS 35.00 FEET, CENTRAL ANGLE 109 DEGREES 33 MINUTES 40 SECONDS, 66.93 FEET TO A POINT 16.00 FEET NORMALLY DISTANT EASTERLY OF THE WESTERLY LINE OF SAID LOT 4; THENCE SOUTH 7 DEGREES 01 MINUTES 35 SECONDS WEST ALONG A LINE 16.00 FEET NORMALLY DISTANT EASTERLY AND PARALLEL WITH THE WESTERLY LINE OF SAID LOT 4 A DISTANCE OF 105.48 FEET; THENCE NORTH 82 DEGREES 53 MINUTES 55 SECONDS WEST 16.00 FEET TO THE WESTERLY LINE OF SAID LOT 4; THENCE NORTH 7 DEGREES 01 MINUTES 35 SECONDS EAST ALONG THE WESTERLY LINE OF SAID LOT 4 A DISTANCE OF 150.00 FEET; THENCE NORTH 61 DEGREES 48 MINUTES 25 SECONDS EAST 28.84 FEET, TO THE POINT OF BEGINNING.

PARCEL 5A:

THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF LOT 4, TOGETHER WITH THAT PART OF THE WEST 182.08 FEET LYING NORTH OF SAID SOUTH 104.41 FEET AND LYING SOUTH OF THE NORTH 175.00 FEET OF LOT 4, ALL AS MEASURED ALONG AND PERPENDICULAR TO THE WESTERLY LINE THEREOF, IN AUGUST BUSSE'S DIVISION OF PART OF THE EAST 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

EXCEPTING THEREFROM THAT PART TAKEN BY THE DEPARTMENT OF TRANSPORTATION OF THE STATE OF ILLINOIS BY ORDER ENTERED JANUARY 20, 1994 IN CASE NO. 93L50915 AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF SAID LOT 4; THENCE ON AN ASSUMED BEARING OF NORTH 7 DEGREES 01 MINUTES 35 SECONDS EAST ALONG THE WESTERLY LINE OF SAID LOT 4 A DISTANCE OF 227.08 FEET TO THE SOUTH LINE OF THE NORTH 175.00 FEET OF SAID LOT 4; THENCE SOUTH 82 DEGREES 53 MINUTES 55 SECONDS EAST ALONG THE SOUTH LINE OF THE NORTH 175.00 FEET OF SAID LOT 4 A DISTANCE OF 16.00 FEET; THENCE SOUTH 7 DEGREES 01 MINUTES 35 SECONDS WEST ALONG A LINE 16.00 FEET NORMALLY DISTANT EASTERLY OF AND PARALLEL WITH THE WESTERLY LINE OF SAID LOT 4 A DISTANCE OF 227.08 FEET TO THE SOUTH LINE OF THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF SAID LOT 4; THENCE NORTH 82 DEGREES 53 MINUTES 55 SECONDS WEST ALONG SAID SOUTH LINE OF THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF SAID LOT 4 A DISTANCE OF 16.00 FEET TO THE POINT OF BEGINNING.

PARCEL 5B:

LOT 4 (EXCEPTING THE SOUTH 104.41 FEET THEREOF, AND ALSO EXCEPTING THAT PART OF THE WEST 182.08 FEET LYING NORTH OF SAID SOUTH 104.41 FEET AND LYING SOUTH OF THE NORTH 175.00 FEET OF SAID LOT 4, AND ALSO EXCEPTING THE NORTH 175.00 FEET OF THE WEST 165.08 FEET OF SAID LOT 4, ALL AS MEASURED ALONG AND PERPENDICULAR TO THE WESTERLY LINE OF SAID LOT 4) IN AUGUST BUSSE'S DIVISION OF PARTS OF THE EAST 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

EXCEPTING THEREFROM THAT PART TAKEN BY THE DEPARTMENT OF TRANSPORTATION OF THE STATE OF ILLINOIS BY ORDER ENTERED APRIL 22, 1994 IN CASE NO. 94L50128 AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 4; THENCE ON AN ASSUMED BEARING OF SOUTH 26 DEGREES 24 MINUTES 20 SECONDS WEST ALONG THE EASTERLY LINE OF SAID LOT 4 A DISTANCE OF 13.45 FEET; THENCE NORTH 63 DEGREES 24 MINUTES 45 SECONDS WEST ALONG A LINE 13.45 FEET NORMALLY DISTANT SOUTHWESTERLY OF AND PARALLEL WITH THE NORTHERLY LINE OF SAID LOT 4 A DISTANCE OF 249.44 FEET TO THE EAST LINE OF SAID WEST 165.08 FEET OF LOT 4; THENCE NORTH 7 DEGREES 01 MINUTES 35 SECONDS EAST ALONG SAID EAST LINE OF THE WEST 165.08 FEET OF LOT 4 A DISTANCE OF 14.27 FEET TO THE NORTHERLY LINE OF SAID LOT 4; THENCE SOUTH 63 DEGREES 24 MINUTES 45 SECONDS EAST ALONG SAID NORTHERLY LINE OF LOT 4 A DISTANCE OF 254.18 FEET TO THE POINT OF BEGINNING.

EXCEPTING FROM SAID PARCELS 5A AND 5B ABOVE A TRACT OF LAND LYING EASTERLY OF A LINE DRAWN FROM A POINT ON THE NORTH LINE OF SAID TRACT, SAID POINT BEING 238.93 FEET EAST OF THE NORTH MOST CORNER OF SAID TRACT, AS MEASURED ALONG THE NORTH LINE THEREOF, TO A POINT ON THE SOUTH LINE OF THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF LOT 4 AFORESAID, SAID POINT BEING 286.44 FEET EASTERLY OF THE SOUTHWEST CORNER OF SAID TRACT, AS MEASURED ALONG THE SOUTH LINE THEREOF IN COOK COUNTY, ILLINOIS.

PARCEL 6

THE SOUTH 27.58 FEET, AS MEASURED ALONG THE WESTERLY LINE OF LOT 4 OF AUGUST BUSSE'S DIVISION OF PARTS OF THE EAST 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, TOGETHER WITH THAT PART OF LOT 3 OF SAID AUGUST BUSSE'S DIVISION LYING NORTH OF THE FOLLOWING DESCRIBED PORTION OF SAID LOT 3:

COMMENCING AT THE SOUTH EAST CORNER OF SAID SECTION 16; THENCE NORTHERLY ALONG THE EAST LINE OF SAID SECTION 16, A DISTANCE OF 1083.34 FEET TO THE NORTH EAST CORNER OF LOT 1 OF SAID AUGUST BUSSE'S DIVISION, THENCE WESTERLY ALONG THE NORTH LINE OF SAID LOT 1 A DISTANCE OF 500.00 FEET TO THE SOUTH EAST CORNER OF SAID LOT 3; THENCE NORTHEASTERLY ALONG THE EAST LINE OF SAID LOT 3 A DISTANCE OF 93.3 FEET TO THE POINT OF BEGINNING, SAID POINT OF BEGINNING BEING ON THE NORTHERLY RIGHT OF WAY LINE OF THE NORTHERN ILLINOIS TOLL HIGHWAY; THENCE NORTHWESTERLY ALONG SAID NORTHERLY RIGHT OF WAY LINE FORMING AN ANGLE OF 57 DEGREES 45 MINUTES TO THE LEFT WITH THE LAST DESCRIBED LINE EXTENDED A DISTANCE OF 607.3 FEET TO A POINT ON THE EASTERLY RIGHT OF WAY LINE OF ARLINGTON HEIGHTS ROAD; THENCE NORTHERLY ALONG SAID EASTERLY RIGHT OF WAY LINE FORMING AN ANGLE OF 65 DEGREES, 25 MINUTES, AND 40 SECONDS TO THE RIGHT WITH THE LAST DESCRIBED LINE EXTENDED A DISTANCE OF 506.9 FEET TO A POINT; THENCE EASTERLY ALONG A LINE FORMING AN ANGLE OF 90 DEGREES 00 MINUTES TO THE RIGHT WITH THE LAST DESCRIBED LINE EXTENDED A DISTANCE OF 312.0 FEET TO A POINT; THENCE SOUTHEASTERLY ALONG A LINE FORMING AN ANGLE OF 26 DEGREES 43 MINUTES 30 SECONDS TO THE RIGHT WITH THE LAST DESCRIBED LINE EXTENDED A DISTANCE OF 165.5 FEET TO A POINT ON THE EAST LINE OF SAID LOT 3; THENCE SOUTHERLY ALONG THE EAST LINE OF SAID LOT 3 A DISTANCE OF 691.1 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

Engineers
Scientists
Surveyors

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REVISIONS		
NO.	DATE	DESCRIPTION
1	10-19-23	REVISED PER CLIENT COMMENTS
2	11-10-23	REVISED PER CLIENT COMMENTS
3	11-20-23	REVISED PER CLIENT COMMENTS

PLAT OF ABROGATION, CONFIRMATION, GRANT OF EASEMENTS

ARLINGTON HEIGHTS RESIDENTIAL

DRAFTING COMPLETED: 10/13/23 | DRAWN BY: SPK | PROJECT MANAGER: AJS
FIELD WORK COMPLETED: N/A | CHECKED BY: AJS | SCALE: 1" = N/A

Project No: 230084
Group No: VP10.1

PLAT OF ABROGATION, CONFIRMATION AND GRANT OF NEW EASEMENTS

FOR

ARLINGTON HEIGHTS RESIDENTIAL

PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PIN NUMBERS:
08-16-401-018
08-16-401-019
08-16-401-030
08-16-401-033
08-16-401-036
08-16-401-039
08-16-401-042
08-16-401-043
08-16-401-045
08-16-401-046

OWNER'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF _____)

THIS IS TO CERTIFY THAT BRADFORD ALLEN ARLINGTON HEIGHTS DEVELOPMENT, LLC., IS THE OWNER OF THE PROPERTY DESCRIBED HEREON AND HAS CAUSED THE SAME TO BE PLATTED AS INDICATED ON THE ATTACHED PLAT, FOR THE USES AND PURPOSES THEREON SET FORTH, AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME ON THE STYLE AND TITLE THEREON INDICATED.

DATED AT _____, THIS _____ DAY OF _____, A.D., 20___.

BY: _____ ATTEST: _____

TITLE: _____ TITLE: _____

NOTARY PUBLIC

STATE OF ILLINOIS)
)SS
COUNTY OF _____)

I, _____, A NOTARY PUBLIC IN AND FOR THE RESIDING IN THE COUNTY AND STATE AFORESAID, DO HEREBY CERTIFY THAT

_____ (TITLE) _____ AND

_____(TITLE) _____ _____ OF

_____, WHO PERSONALLY KNOWN TO ME TO BE THE SAME PERSON WHO IS SUBSCRIBED TO THE FOREGOING CERTIFICATE OF OWNERSHIP APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THE EXECUTION OF THIS INSTRUMENT IN THEIR CAPACITY FOR THE USES AND PURPOSES THEREIN SET FORTH AS THE FREE AND VOLUNTARY ACT AND DEED OF SAID CORPORATION.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS _____ DAY OF _____, A.D., 20 ____.

_____
NOTARY PUBLIC

MY COMMISSION EXPIRES: _____

OWNER'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF _____)

THIS IS TO CERTIFY THAT BRADFORD ALLEN ARLINGTON HEIGHTS DEVELOPMENT PHASE II, LLC. IS THE OWNER OF THE PROPERTY DESCRIBED HEREON AND HAS CAUSED THE SAME TO BE PLATTED AS INDICATED ON THE ATTACHED PLAT, FOR THE USES AND PURPOSES THEREON SET FORTH, AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME ON THE STYLE AND TITLE THEREON INDICATED.

DATED AT _____, THIS _____ DAY OF _____, A.D., 20___.

BY: _____ ATTEST: _____

TITLE: _____ TITLE: _____

NOTARY PUBLIC

STATE OF ILLINOIS)
)SS
COUNTY OF _____)

I, _____, A NOTARY PUBLIC IN AND FOR THE RESIDING IN THE COUNTY AND STATE AFORESAID, DO HEREBY CERTIFY THAT

_____ (TITLE) _____ AND

_____(TITLE) _____ _____ OF

_____, WHO PERSONALLY KNOWN TO ME TO BE THE SAME PERSON WHO IS SUBSCRIBED TO THE FOREGOING CERTIFICATE OF OWNERSHIP APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THE EXECUTION OF THIS INSTRUMENT IN THEIR CAPACITY FOR THE USES AND PURPOSES THEREIN SET FORTH AS THE FREE AND VOLUNTARY ACT AND DEED OF SAID CORPORATION.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS _____ DAY OF _____, A.D., 20 ____.

_____
NOTARY PUBLIC

MY COMMISSION EXPIRES: _____

COUNTY RECORDER CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

THIS PLAT WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF COOK COUNTY, ILLINOIS, ON THE _____ DAY

OF _____, A.D., 20_____ AT _____ O'CLOCK __.M. AS

DOCUMENT NUMBER_____

_____
COUNTY RECORDER

EASEMENT VACATION APPROVED AND ACCEPTED

COMMONWEALTH EDISON COMPANY

BY: _____ DATE: _____

TITLE: _____

AMERITECH / SBC

BY: _____ DATE: _____

TITLE: _____

NICOR GAS

BY: _____ DATE: _____

TITLE: _____

COMCAST CABLE

BY: _____ DATE: _____

TITLE: _____

WIDE OPEN WEST, LLC

BY: _____ DATE: _____

TITLE: _____

INGRESS & EGRESS EASEMENT PROVISIONS

THE INGRESS AND EGRESS EASEMENT SHOWN ACROSS THE PLATTED AREA DEFINED HEREIN AS “EASEMENT PARCEL C” SHALL BE A NON-EXCLUSIVE, PERPETUAL AND CONTINUOUS CROSS ACCESS EASEMENT FOR VEHICULAR AND PEDESTRIAN USE, INGRESS, EGRESS AND ACCESS OVER AND ACROSS EASEMENT PARCEL C, WHICH EASEMENT SHALL BE APPURTENANT TO AND INURE TO THE BENEFIT OF THE OWNERS OF LOTS 2, 3 AND 4 (OR ANY PART THEREOF) IN AUGUST BUSSE'S DIVISION OF PARTS OF THE EAST 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, ILLINOIS, INCLUDING THE OWNERS OF LOTS 1, 2 AND 3 IN LINCOLN EXECUTIVE PLAZA RESUBDIVISION (OR ANY PART THEREOF) ACCORDING TO THE PLAT RECORDED ON NOVEMBER 12, 1981 AS DOCUMENT NO. 26056020 IN COOK COUNTY, ILLINOIS. THE RIGHT TO USE EASEMENT PARCEL C BY THE OWNERS OF RECORD OF LAND FOR WHICH SUCH EASEMENT IS APPURTENANT SHALL EXTEND TO THEIR RESPECTIVE AGENTS, CONTRACTORS, GUESTS, VISITORS, TENANTS, EMPLOYEES AND INVITEES. THE USE OF THE EASEMENT FOR THESE PURPOSES IS NOT CONFINED TO THE PRESENT USES OF THE LAND TO WHICH SUCH EASEMENT IS APPURTENANT, THE PRESENT BUILDINGS THEREON, OR THE PRESENT MEANS OF TRANSPORTATION. THE RIGHT TO USE EASEMENT PARCEL C IS NON-EXCLUSIVE, AND EACH OWNER OF RECORD OF LAND ON WHICH A PORTION OF EASEMENT PARCEL C IS LOCATED SHALL HAVE THE RIGHT TO USE SUCH OWNER'S PORTION OF EASEMENT PARCEL C IN ANY MANNER THAT DOES NOT BLOCK OR RESTRICT ACCESS AND THE FREE FLOW OF TRAFFIC TO ANY PROPERTY TO WHICH SUCH EASEMENT IS HEREBY MADE APPURTENANT. THE VILLAGE OF ARLINGTON HEIGHTS AND OTHER GOVERNMENTAL AUTHORITIES HAVING JURISDICTION OVER ALL OR ANY PORTION OF THE LAND FOR WHICH EASEMENT PARCEL C IS AN APPURTENANT EASEMENT ARE HEREBY GRANTED ACCESS OVER EASEMENT PARCEL C FOR INGRESS AND EGRESS AND THE PERFORMANCE OF MUNICIPAL AND OTHER GOVERNMENTAL SERVICES, INCLUDING ACCESS FOR POLICE, FIRE AND EMERGENCY SERVICES, AND FOR WATER, STORM AND SANITARY SEWER SERVICE AND MAINTENANCE.

SURVEYOR'S CERTIFICATE

STATE OF INDIANA)
) SS
COUNTY OF LAKE)

I, ANTHONY J. STRICKLAND, AN ILLINOIS PROFESSIONAL LAND SURVEYOR DO HEREBY CERTIFY THAT THE PLAT HEREON DRAWN WAS PREPARED AT AND UNDER MY DIRECTION. ALL DIMENSIONS SHOWN ARE IN FEET AND DECIMAL PARTS THEREOF.

GIVEN UNDER MY HAND AND SEAL THIS 13TH DAY OF OCTOBER, A.D., 2023.

ANTHONY J. STRICKLAND
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-3437
MY LICENSE EXPIRES ON NOVEMBER 30, 2024.
V3 COMPANIES, LTD. PROFESSIONAL DESIGN FIRM NO. 184000902
THIS DESIGN FIRM NUMBER EXPIRES APRIL 30, 2025.
tstrickland@v3co.com

ANTHONY J. STRICKLAND 035-003437 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS ST. JOHN, INDIANA

Engineers
Scientists
Surveyors

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REVISIONS		
NO.	DATE	DESCRIPTION
1	10-19-23	REVISED PER CLIENT COMMENTS
2	11-10-23	REVISED PER CLIENT COMMENTS
3	11-20-23	REVISED PER CLIENT COMMENTS

PLAT OF ABROGATION, CONFIRMATION, GRANT OF EASEMENTS
ARLINGTON HEIGHTS RESIDENTIAL

Project No: 230084
Group No: VP10.1

DRAFTING COMPLETED: 10/13/23 | DRAWN BY: SPK | PROJECT MANAGER: AJS
FIELD WORK COMPLETED: N/A | CHECKED BY: AJS | SCALE: 1" = N/A

SHEET NO. 5 of 5

SOUTHWEST CORNER STREET VIEW

NORTHWEST CORNER STREET VIEW

NORTHEAST CORNER STREET VIEW

SOUTHEAST AERIAL VIEW

NORTHWEST AERIAL VIEW

NORTHEAST AERIAL VIEW

CITY STAMP

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NOVEMBER 30, 2024

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No.	Date	Description
4	9/15/2023	90% CD's
2	7/25/2023	80% CD's
1	6/30/2023	50% CD's

ARLINGTON HEIGHTS PHASE I

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Arlington Heights, IL 60005

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MECHANICAL DESIGN/BUILD CONTRACTOR

PLUMBING DESIGN/BUILD CONTRACTOR

ELECTRICAL DESIGN/BUILD CONTRACTOR

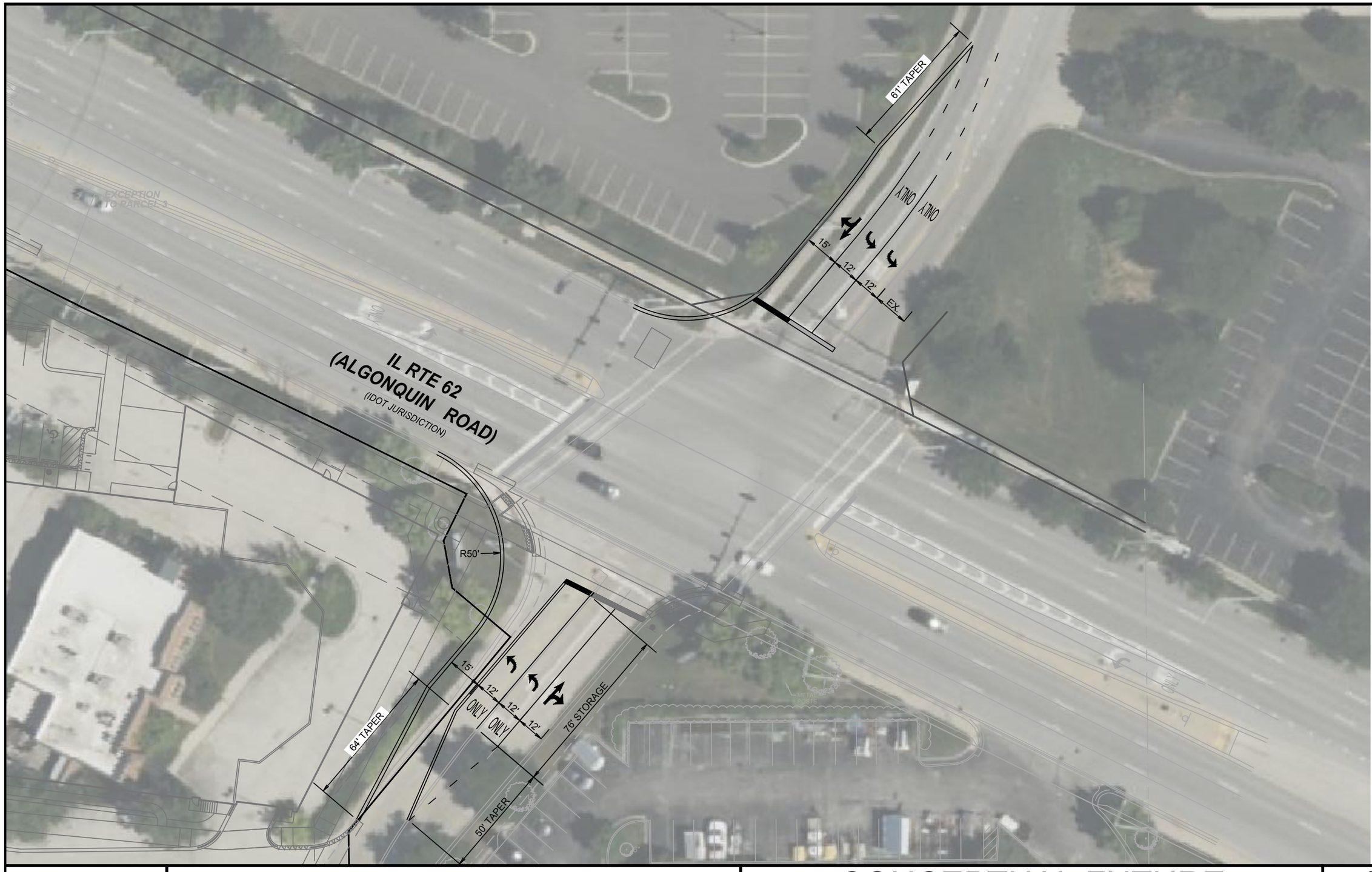
FIRE PROTECTION DESIGN/BUILD CONTRACTOR

SHEET TITLE
CONCEPTUAL RENDERINGS

SCALE

DATE
09/07/2023

SHEET NUMBER
G-013



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ARLINGTON HEIGHTS

ARLINGTON HEIGHTS *ILLINOIS*

CONCEPTUAL FUTURE INTERSECTION LAYOUT EXHIBIT

DATE: 11-20-23

0 20 40

SCALE: 1"=40'

N:\2023\230084\Drawings\ACAD\LD\S04\Misc Drawings\IP_Full Future Intersection Exhibit230084.dwg 11/20/23

Traffic and Parking Study
Proposed Mixed-Use Development

Arlington Heights, Illinois

Prepared For:

Moceri+Roszak

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

October 18, 2023

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 Arlington Heights, Illinois. This site is located in the southeast quadrant of the intersection of Algonquin Road (IL 62) with Arlington Heights Road and currently contains the following uses:

- The 125, 135, and 145 Algonquin Road office buildings
- Guitar Center
- The vacant 2335 Arlington Heights Road office building
- A vacant commercial building
- A former drive-through bank
- The vacant/former Applebee's restaurant
- The vacant/former Daily Herald office building

Primary access to the various uses is provided via Tonne Road and its signalized intersection with Algonquin Road. In addition, access is provided via four right-turn in/right-turn out access drives on Arlington Heights Road and four right-turn in/right-turn out access drives on Algonquin Road.

As proposed, the project is to be developed in several phases with Phase 1 of the development to be located in the southeast corner of the Arlington Heights Road/Algonquin Road intersection and to consist of 301 residential units, 25,000 square feet of commercial space, and approximately 558 parking spaces. It should be noted that the development of the future phases of the of the overall development is conceptual at this time as several parcels are under different ownership and any future phases will need to be approved by the Village. Currently, the overall development is anticipated to consist of approximately 901 residential units, a 200-room business hotel, 76,600 square feet of medical office space, 76,600 square feet of general office space, 45,000 square feet of commercial space, and approximately 2,540 parking spaces. Access to Phase 1 and the overall development will be provided via Tonne Road and its signalized intersection with Algonquin Road, via a right-in/right-out access drive on Arlington Heights Road, and via a right-in/right-out access drive on Algonquin Road.

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 the 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.

The sections of this report present the following:

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

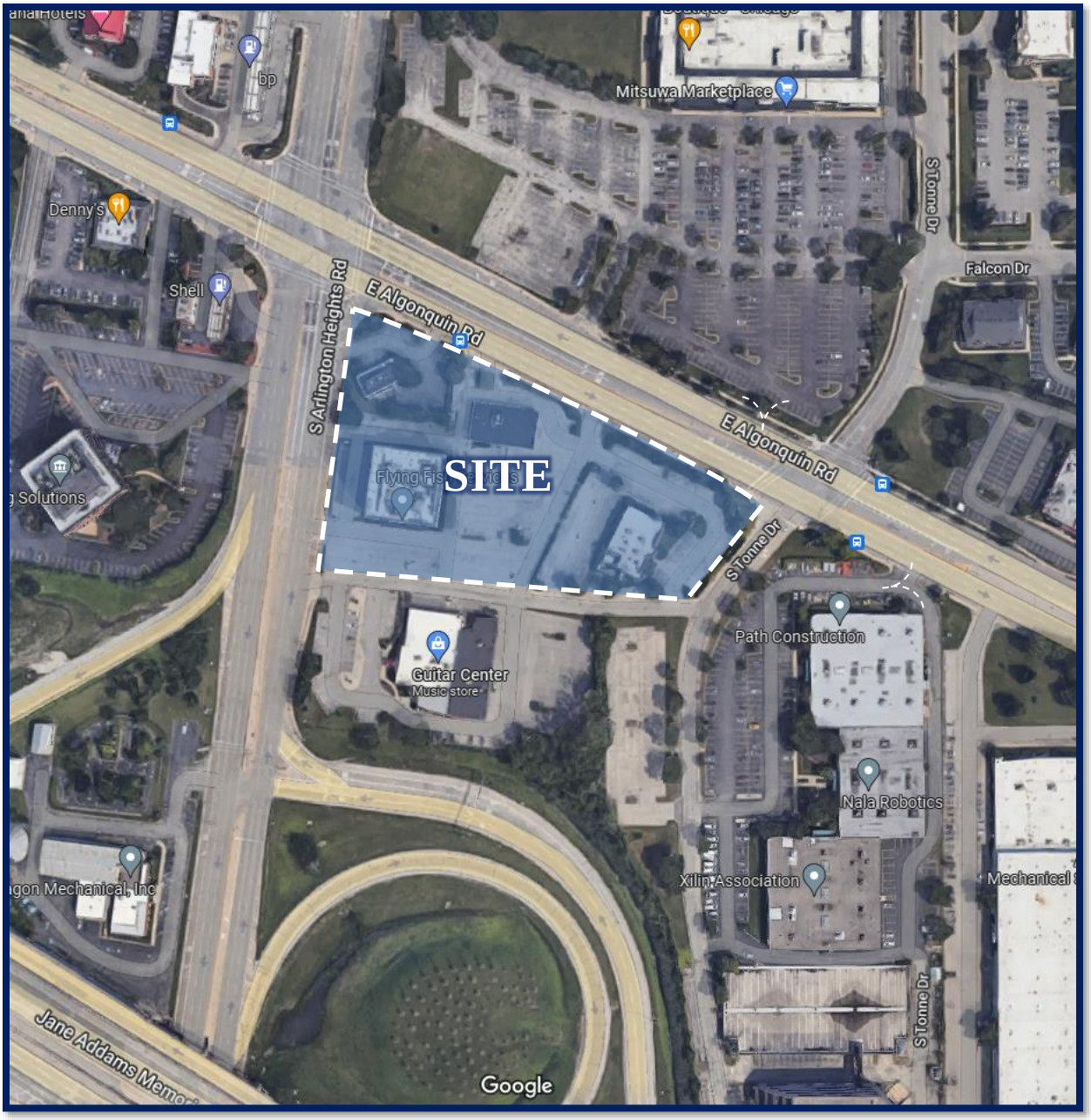
Traffic capacity analyses were conducted for the weekday morning and weekday evening peak hours for the following conditions:

1. Existing Conditions – Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.

2. Year 2029 No-Build Conditions – Analyzes the capacity of the future roadway system using the no-build traffic volumes that include the existing traffic volumes, an ambient traffic growth factor, and traffic generated by other area developments.

3. Year 2029 Total Projected Conditions – Analyzes the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes, ambient traffic growth, traffic generated by other area developments, and the traffic estimated to be generated by the full buildout of the proposed development.

Site Location **Figure 1**



Aerial View of Site **Figure 2**

2. Existing Conditions

Existing transportation conditions in the vicinity of the site were documented 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.

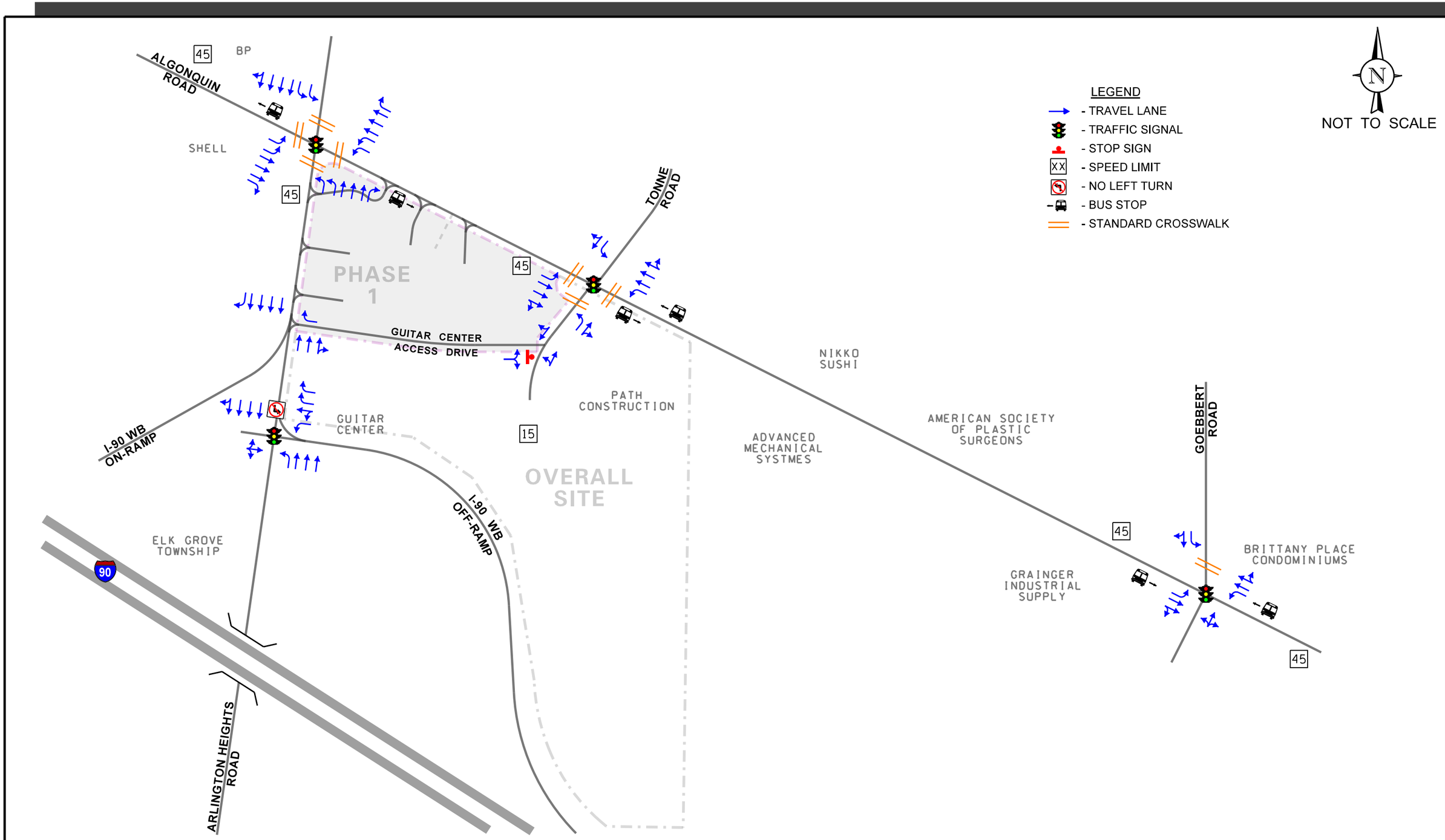
Site Location

The site of the overall development is bounded by Algonquin Road on the north, Arlington Heights Road on the west, I-90 and its interchange with Arlington Heights on the south and west, and an a industrial/warehouse building on the east. Currently, the site contains several office and commercial buildings with most of the buildings currently vacant. Land uses in the vicinity of the site are primarily commercial and office. Office developments are located west of the site on the west side of Arlington Heights Road.

Existing Roadway System Characteristics

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

Algonquin Road (IL 62) is a southeast-to-northwest, minor arterial roadway that provides three lanes in each direction between Arlington Heights Road and Tonne Road and provides two lanes in each direction between Tonne Road and Goebbert Road. At its signalized intersection with Arlington Heights Road, Algonquin Road provides dual left-turn lanes, three through lanes, and an exclusive right-turn lane on the eastbound and westbound approaches. Crosswalks and pedestrian signals are provided on the eastbound and westbound approaches of this intersection. At its signalized intersection with Tonne Road, Algonquin Road provides an exclusive left-turn lane, two through lanes, and a shared through/right-turn lane on the eastbound and westbound approaches. Crosswalks and pedestrian signals are present on the eastbound and westbound approaches of this intersection. At its signalized intersection with Goebbert Road, Algonquin Road provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on the eastbound and westbound approaches. Algonquin Road is under the jurisdiction of the Illinois Department of Transportation (IDOT), carries an Annual Average Daily Traffic (AADT) volume of 17,100 vehicles east of Arlington Heights Road and 24,000 vehicles west of Arlington Heights Road (IDOT 2021), and has a posted speed limit of 45 miles per hour in the vicinity of the site.



MIXED-USE DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

EXISTING ROADWAY CHARACTERISTICS

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Job No: 23-086 Figure: 3

Arlington Heights Road is a is a north-south, minor arterial roadway that provides three lanes in each direction. At its signalized intersection with Algonquin Road, Arlington Heights Road provides dual left-turn lanes, three through lanes, and an exclusive right-turn lane on the northbound approach and dual left-turn lanes, three through lanes, and a shared through/right-turn lane on the southbound approach. Crosswalks and pedestrian signals are provided on the northbound and southbound approaches of this intersection. At its signalized intersection with the I-90 exit ramp, Arlington Heights Road provides an exclusive left-turn lane, two through lanes, and a shared through/right-turn lane on the northbound approach and three through lanes and a shared through/right-turn lane on the southbound approach. Arlington Heights Road is under the jurisdiction of IDOT, carries an AADT volume of 26,700 vehicles north of Algonquin Road and 38,800 vehicles south of Algonquin Road (IDOT 2021), and has a posted speed limit of 35 miles per hour in the vicinity of the site.

Tonne Road is generally a north-south, local roadway that provides one lane in each direction and currently extends through the subject site. At its signalized intersection with Algonquin Road, Tonne Road provides an exclusive left-turn lane and a shared through/right-turn lane on the northbound and southbound approaches. Crosswalks and pedestrian signals are present on both northbound and southbound approaches of this intersection. Tonne Road is under the jurisdiction of the Village of Arlington Heights.

Goebbert Road is a is a north-south, local roadway that provides one lane in each direction. At its signalized intersection with Algonquin Road, Goebbert Road provides an exclusive left-turn lane and a shared through/right-turn lane on the southbound approach and a shared left-turn/through/right-turn lane on the northbound approach. Goebbert Road is under the jurisdiction of the Village of Arlington Heights.

Interstate 90 Exit Ramp (I-90) provides two lanes along the exit ramps. At its signalized intersection with Arlington Heights Road, the I-90 exit ramp provides an exclusive left-turn lane, a shared through/left-turn lane, and dual right-turn lanes. The I-90 exit ramp is under the jurisdiction of IDOT, carries an AADT volume of 9,200 vehicles (IDOT 2020), and has a posted speed limit of 35 miles per hour.

Traffic Signal Interconnect

The signalized intersections of Arlington Heights Road with Algonquin Road, Algonquin Road with Tonne Road, and Algonquin Road with Goebbert Road are part of a twenty-one-signal coordinated system. The signals are interconnected along Arlington Heights Road from IL 72 (Higgins Road) to Central Road, along Golf Road from New Wilke Road to Busse Road, and along Algonquin Road from the Loews access drive to Goebbert Road.

Public Transportation

The study area is also served by Pace Suburban Bus Route 606 which provides daily service between the Rosemont CTA station and Woodfield Corporate Center and serves Woodfield Mall and business and commercial areas in Schaumburg, Arlington Heights, Rolling Meadows, and Mount Prospect. The bus route has several bus stops along Algonquin Road within the vicinity of the site. Notable stops include the Arlington Heights Road with Algonquin Road intersection and the Tonne Road with Algonquin Road intersection in addition to the Goebbert Road with Algonquin Road intersection.

Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period vehicle, pedestrian, and bicycle counts utilizing Miovision Scout Collection Units at the following intersections:

- Algonquin Road with Arlington Heights Road
- Algonquin Road with Tonne Road
- Algonquin Road with Goebbert Road
- Arlington Heights Road with the I-90 westbound off ramp
- Arlington Heights Road with the commercial access drives

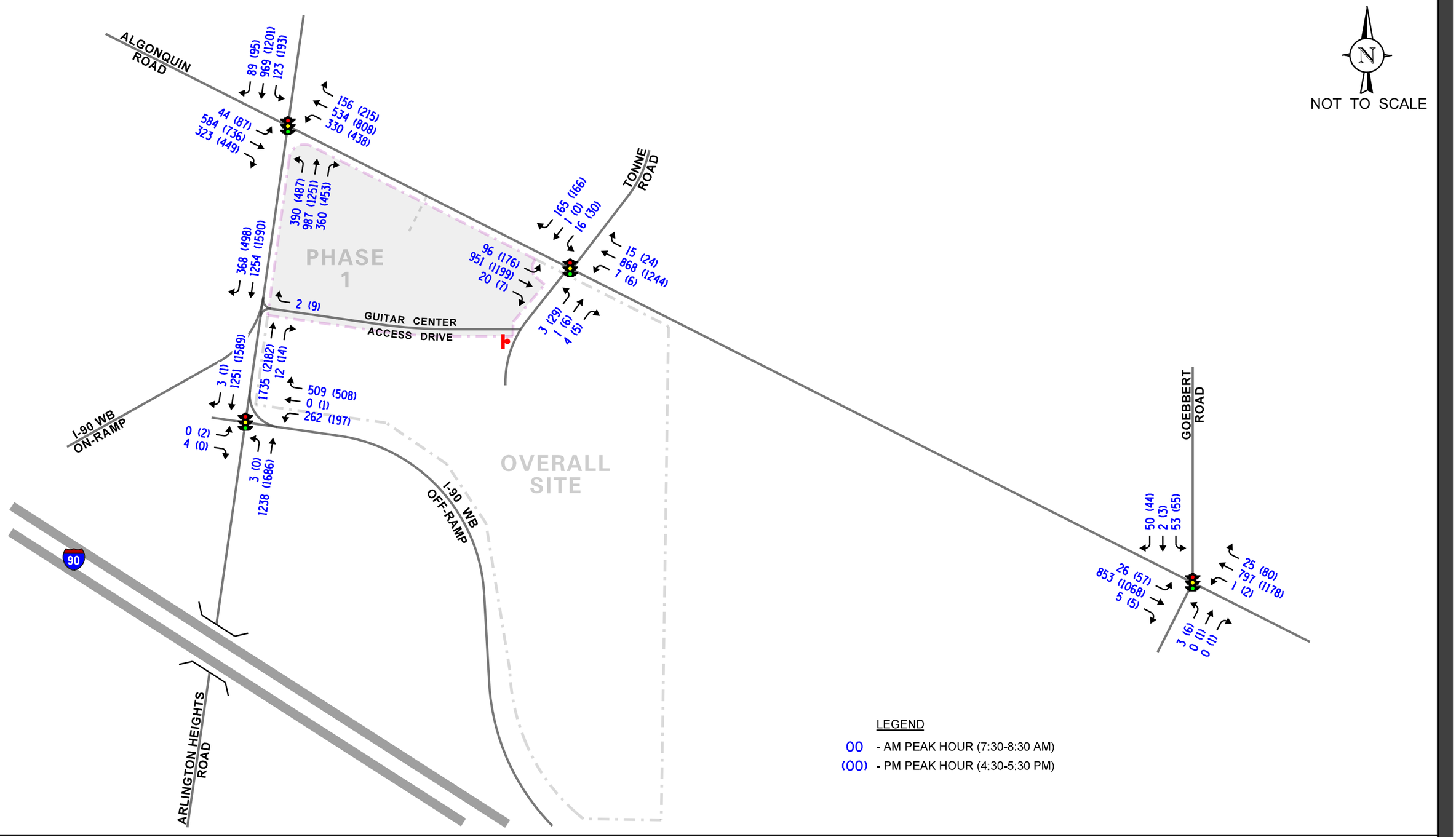
The traffic counts were generally performed on Thursday, June 16, 2022, during the weekday morning (7:00 to 9:00 A.M.) and weekday evening (4:00 to 6:00 P.M.) peak periods. In addition, updated traffic counts were performed on Thursday, May 11, 2023 at the Algonquin Road/Arlington Heights Road and Algonquin Road/Tonne Road intersections. The results of the traffic counts indicated that the weekday morning peak hour of traffic occurs from 7:30 A.M. to 8:30 A.M. and the weekday evening peak hour of traffic occurs from 4:30 P.M. to 5:30 P.M. It should be noted that the bicycle and pedestrian activity at any of the intersections was very low.

Figure 4 illustrates the existing peak hour traffic volumes. Copies of the traffic count summary sheets are included in the Appendix.

Crash Data Summary

KLOA, Inc. obtained crash data[1] for the most recent available past five years (2017 to 2021) for the intersections of Algonquin Road with Arlington Heights Road, Algonquin Road with Tonne Road, and Algonquin Road with Goebbert Road. The crash data for the intersections are summarized in **Tables 1** through **3**. A review of the crash data indicated that no fatalities were reported at the study area intersections between 2017 and 2021.

[1] IDOT 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.



MIXED-USE DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

EXISTING TRAFFIC VOLUMES

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Job No: 23-086 Figure: 4

Table 1
ALGONQUIN ROAD WITH ARLINGTON HEIGHTS ROAD – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2017	0	0	0	19	4	6	0	29
2018	0	0	0	20	1	11	0	32
2019	2	0	1	10	0	2	1	16
2020	0	0	0	18	3	4	1	26
2021	0	0	0	9	0	3	0	12
Total	**2**	**0**	**1**	**76**	**8**	**27**	**2**	**115**
Average	**<1.0**	**--**	**<1.0**	**15.2**	**1.6**	**5.4**	**<1.0**	**23.0**

Table 2
ALGONQUIN ROAD WITH TONNE ROAD– CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2017	1	0	0	6	0	8	0	15
2018	0	0	0	2	0	2	0	4
2019	0	0	0	2	0	2	0	4
2020	0	0	0	2	0	1	0	3
2021	0	0	0	1	0	2	0	3
Total	**1**	**0**	**0**	**13**	**0**	**15**	**0**	**29**
Average	**<1.0**	**--**	**--**	**2.6**	**--**	**3.0**	**--**	**5.8**

Table 3
ALGONQUIN ROAD WITH GOEBBERT ROAD – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2017	1	0	1	1	0	3	0	6
2018	2	0	0	2	0	0	0	4
2019	0	0	0	1	0	1	0	2
2020	0	0	0	1	0	0	0	1
2021	0	0	0	2	0	1	0	3
Total	**3**	**0**	**1**	**7**	**0**	**5**	**0**	**16**
Average	**<1.0**	**--**	**<1.0**	**1.4**	**--**	**1.0**	**--**	**3.2**

3. Traffic Characteristics of the Proposed Development

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

Proposed Site and Development Plan

As proposed, the project is to be developed in several phases with Phase 1 of the development to be located in the southeast corner of the Arlington Heights Road/Algonquin Road intersection and to consist of 301 residential units, 25,000 square feet of commercial space, and approximately 558 parking spaces. As discussed previously, the development of the future phases of the of the overall development is conceptual at this time as several parcels are under different ownership and any future phases will need to be approved by the Village. Currently, the overall development is anticipated to consist of approximately 901 residential units, a 200-room business hotel, 76,600 square feet of medical office space, 76,600 square feet of general office space, 45,000 square feet of commercial space, and approximately 2,540 parking spaces. Access to Phase 1 and the overall development will be provided via the following:

- Primary access to Phase 1 and the overall development will be provided via Tonne Road and its signalized intersection with Algonquin Road. Both approaches of Tonne Road provide a separate left-turn lane and shared through/right-turn lane. In addition, a separate left-turn lane is provided on both approaches of Algonquin Road serving Tonne Road.

- Secondary access to the development will be provided via a restricted right-turn in/right-turn out access road on Arlington Heights Road located approximately 785 feet south of Algonquin Road. As proposed, the two-lane access road is to extend from Arlington Heights Road to Tonne Road and will provide access to the Phase 1 and 3 buildings. At its intersection with Arlington Heights Road, the access road should provide one inbound lane and one outbound lane that will be restricted to right-turn movements only due to the barrier median along Arlington Heights Road. The outbound lane will be under stop sign control. It is important to note that the access road will replace the four existing right-turn in/right-turn out access drives serving the site. Further, the access road will be under stop sign control at its intersection with Tonne Road.

- Secondary access to the development will be provided via a restricted right-turn in/right-turn out access drive on Algonquin Road located approximately 420 feet southeast of Arlington Heights Road. At its intersection with Algonquin Road, the access drive should provide one inbound lane and one outbound lane that will be restricted to right-turn movements only due to the barrier median along Algonquin Road. The outbound lane will be under stop sign control. It is important to note that the access road will replace the four existing right-turn in/right-turn out access drives serving the site.

- Access to the Phase 2 and 4 buildings will be provided via three access drives located on the east side of Tonne Road. Each access drive should provide a minimum of one inbound lane and one outbound lane with the outbound lane under stop sign control.

- Access to the Phase 1 and 3 buildings will be provided via several access drives located on the east-west circulation road. Each access drive should provide a minimum of one inbound lane and one outbound lane with the outbound lane under stop sign control.

A copy of the site plan is included in the Appendix.

Directional Distribution

The directions from which residents, patrons, and employees will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 5** illustrates the directional distribution of the development-generated traffic.

Peak Hour Traffic Volumes

The number of peak hour trips estimated to be generated by the proposed development was based on the following vehicle trip generation rates contained in *Trip Generation Manual*, 11th Edition, published by the Institute of Transportation Engineers (ITE):

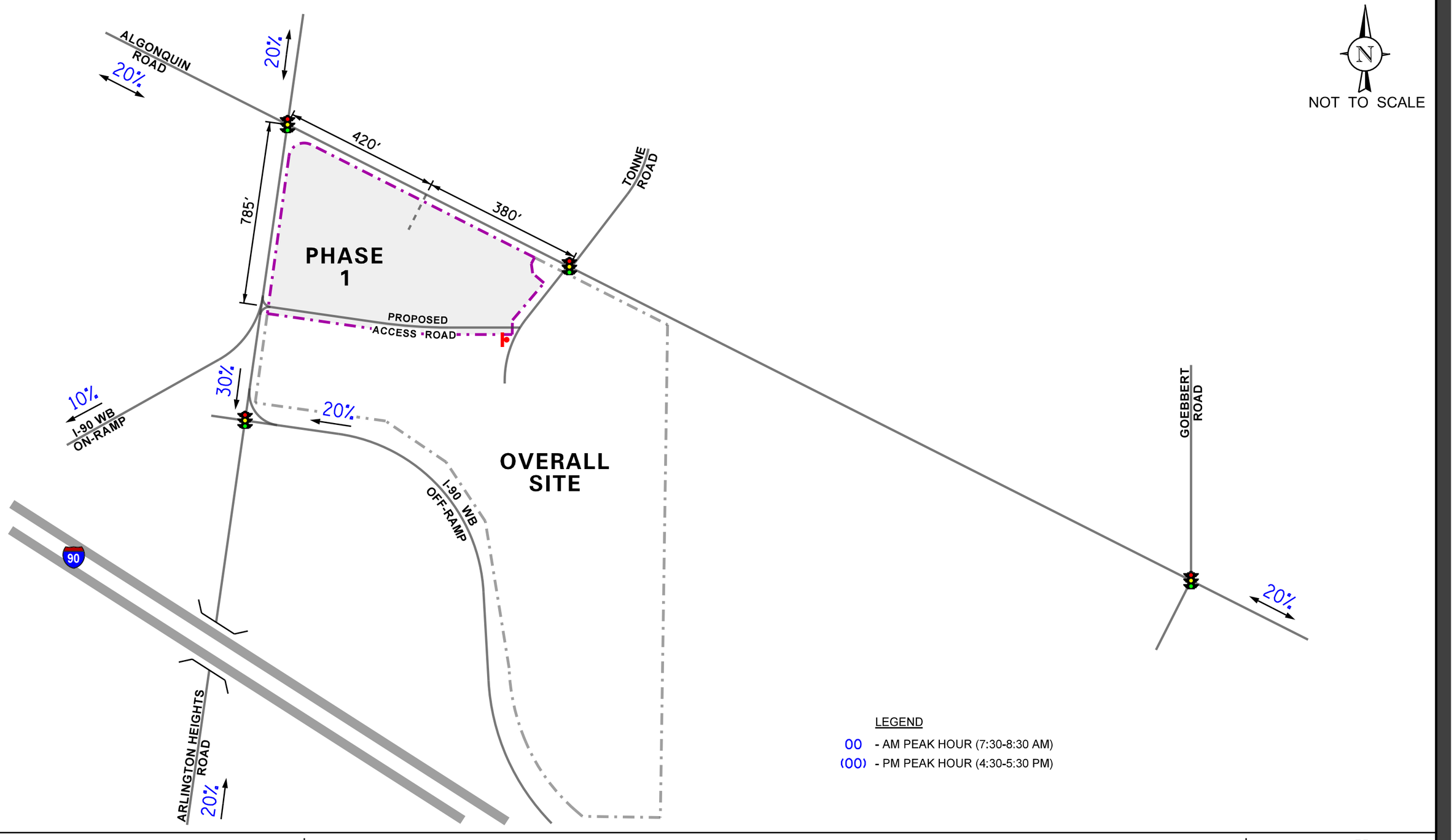
- The Multifamily Housing – Mid Rise (ITE Land-Use Code 221) trip rates were utilized for the proposed residential units.
- The Strip Retail Plaza (<40k) (ITE Land-Use Code 822) trip rates were utilized for the proposed ground floor retail space.
- The General Office Building (ITE Land-Use Code 710) trip rates were utilized for the proposed general office space.
- The Medical-Dental Office Building (ITE Land-Use Code 720) trip rates were utilized for the proposed medical office space.
- The Business Hotel (ITE Land-Use Code 312) trip rates were utilized for the proposed business hotel.

It is important to note that the traffic to be generated by the development was reduced to account for the following factors:

- The current traffic generated by the various uses that occupy the site will be eliminated with the full buildout of the development and, as such, was subtracted from the total traffic to be generated by the overall development.

- The traffic to be generated by the office and commercial portions of the development was reduced by 10 percent to account for the interaction and multi-purpose trips that will be generated by the mixed-use development.

- The traffic to be generated by the commercial portion of the overall development was reduced by 20 percent to account for pass-by trips that will be generated by the mixed-use development.



MIXED-USE DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

DIRECTIONAL DISTRIBUTION

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Job No: 23-086 Figure: 5

Table 4 summarizes the number of trips estimated to be generated by Phase 1 of the development and the overall development.

Table 4
ESTIMATED SITE-GENERATED TRAFFIC VOLUMES

ITE Land Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
		In	Out	Total	In	Out	Total
Phase 1 of the Development							
221	Multifamily Housing (301 units)	28	93	121	72	46	118
822	Commercial (25,000 sq. ft.)	32	21	53	75	74	149
	Subtotal	60	114	174	147	120	267
	Interaction Reduction[1]	*-3*	*-2*	*-5*	*-8*	*-8*	*-16*
	Total	**57**	**112**	**169**	**139**	**112**	**251**
Total Buildout of the Development							
221	Multifamily Housing (901 units)	89	296	385	215	137	352
312	Business Hotel (200 rooms)	28	44	72	28	40	68
710	General Office (76,600 sq. ft.)	117	16	133	23	110	133
720	Medical Office (76,600 sq. ft.)	150	40	190	93	216	309
822	Commercial (45,000 sq. ft.)	47	31	78	113	113	226
	Subtotal	**431**	**427**	**858**	**472**	**616**	**1,088**
	Interaction Reduction[1]	*-30*	*-9*	*-39*	*-30*	*-55*	*-85*
	Pass-By Reduction[2]	-9	-6	-15	-22	-22	-44
	Existing Traffic Volumes	-40	-10	-50	-23	-44	-67
	Total New Trips	**352**	**402**	**754**	**397**	**495**	**892**

1. Assumes a 10 percent reduction in the traffic generated by the commercial and office portions of the development to account for the interaction and multi-purpose trips to be generated by the overall mixed-use development
2. Assumes a 20 precent reduction in the traffic generated by the commercial portion of the overall mixed-use development to account for pass-by trips.

4. Projected Traffic Conditions

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

Development Traffic Assignment

The estimated weekday morning and evening peak hour traffic volumes that will be generated by Phase 1 of the development and the overall development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). **Figure 6** illustrates the traffic assignment of Phase 1 of the development. **Figure 7** illustrates the traffic assignment for the new trips generated by the overall development and **Figure 8** illustrates assignment of the pass-by trips.

Background (No-Build) Traffic Conditions

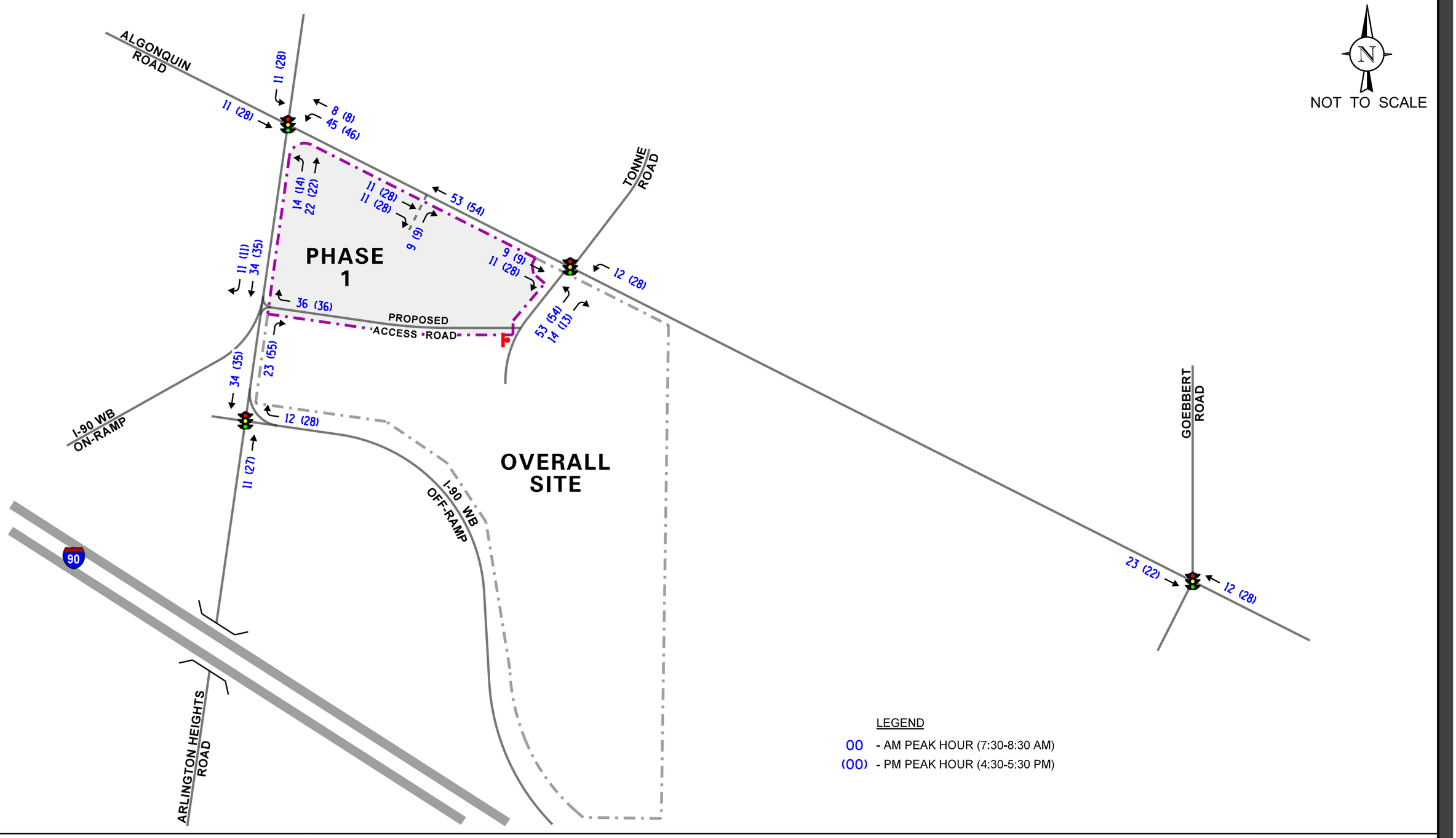
The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on Annual Average Daily Traffic (AADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes are projected to increase by an annual compounded growth rate of approximately 0.6 percent. As such, traffic volumes were increased by four percent to represent Year 2029 no-build conditions. A copy of the CMAP projections letter is included in the Appendix.

Additionally, the traffic estimated to be generated by the luxury senior housing development located in the southeast quadrant of the intersection of Arlington Heights Road with Seegers Road and the full buildout of the industrial development located in the southeast quadrant of the intersection of Algonquin Road with Meijer Drive were included in the Year 2029 no-build conditions.

The Year 2029 no-build traffic volumes, which include the existing traffic volumes increased by the regional growth factor and the traffic generated by other area developments, are illustrated in **Figure 9**.

Total Projected Traffic Volumes

The development-generated traffic was added to the existing traffic volumes taking into account background growth and the traffic to be generated by other area developments to determine the Year 2029 projected traffic volumes for Phase 1 of the development (**Figure 10)** and the overall development (**Figure 11**).



MIXED-USE DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

SITE-GENERATED TRAFFIC VOLUMES - PHASE 1

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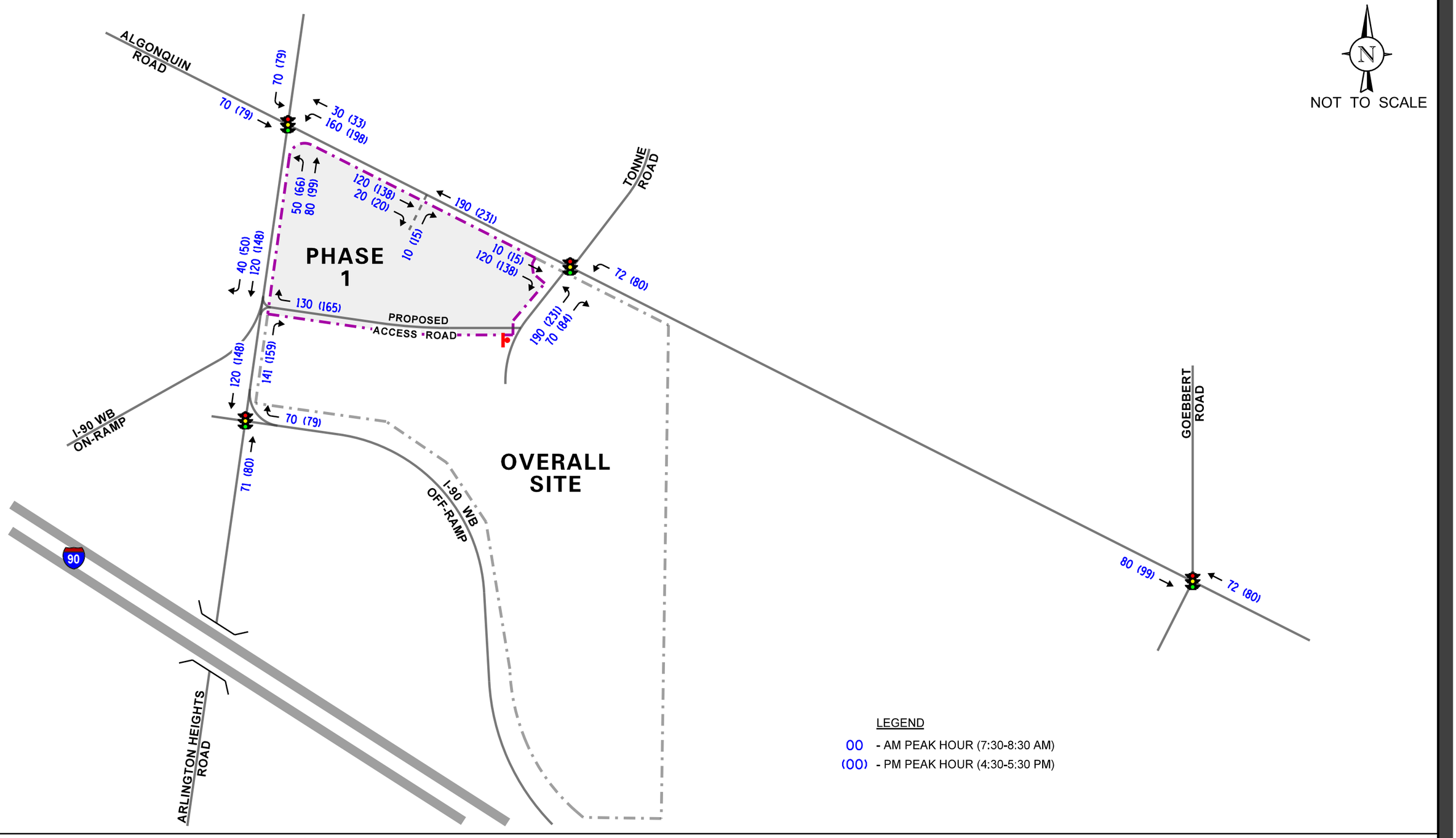
Job No: 23-086 Figure: 6



MIXED-USE DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

NEW SITE-GENERATED TRAFFIC VOLUMES - OVERALL DEVELOPMENT

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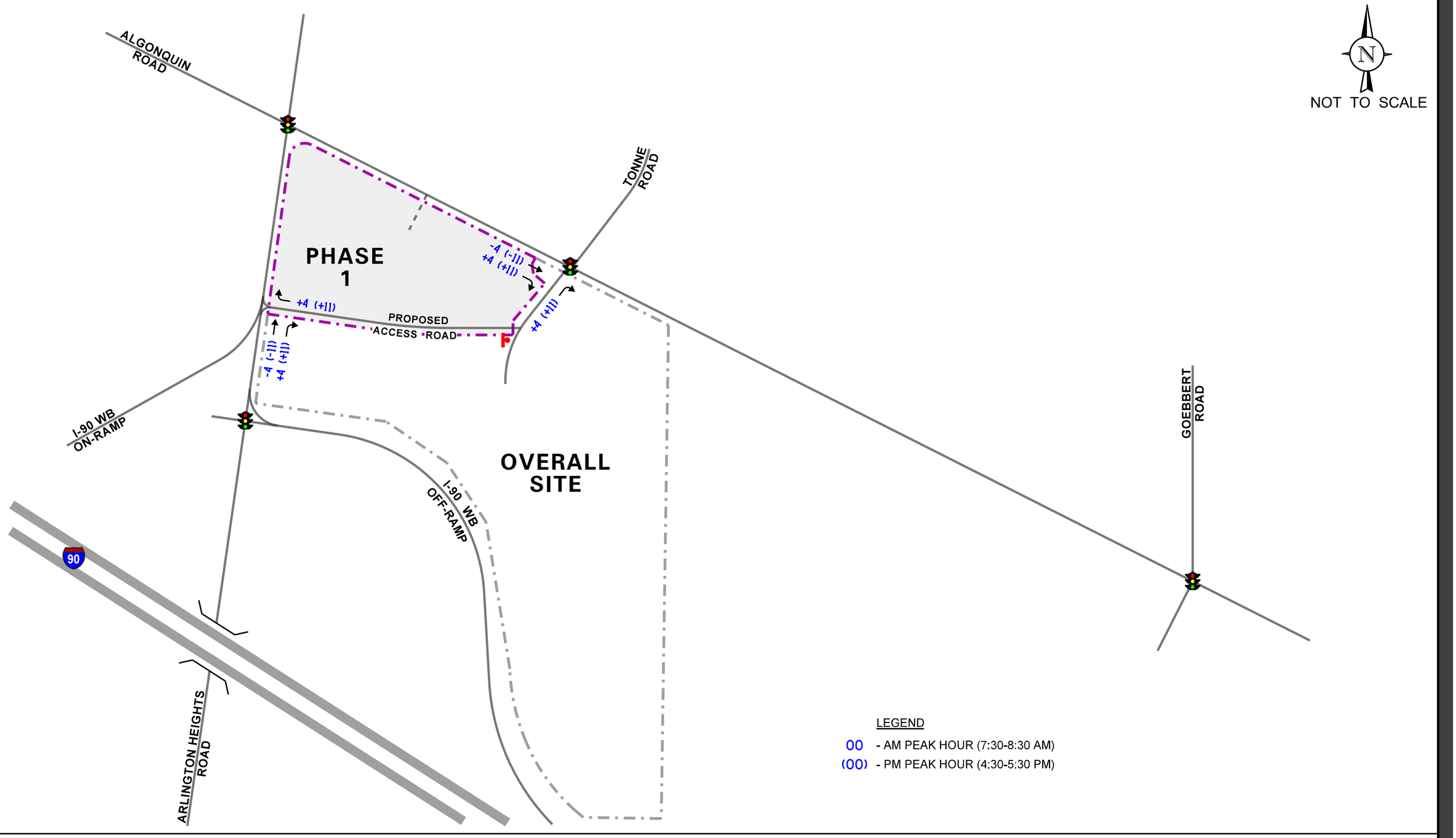
Job No: 23-086 Figure: 7



MIXED-USE DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

PASS-BY TRAFFIC VOLUMES - OVERALL DEVELOPMENT

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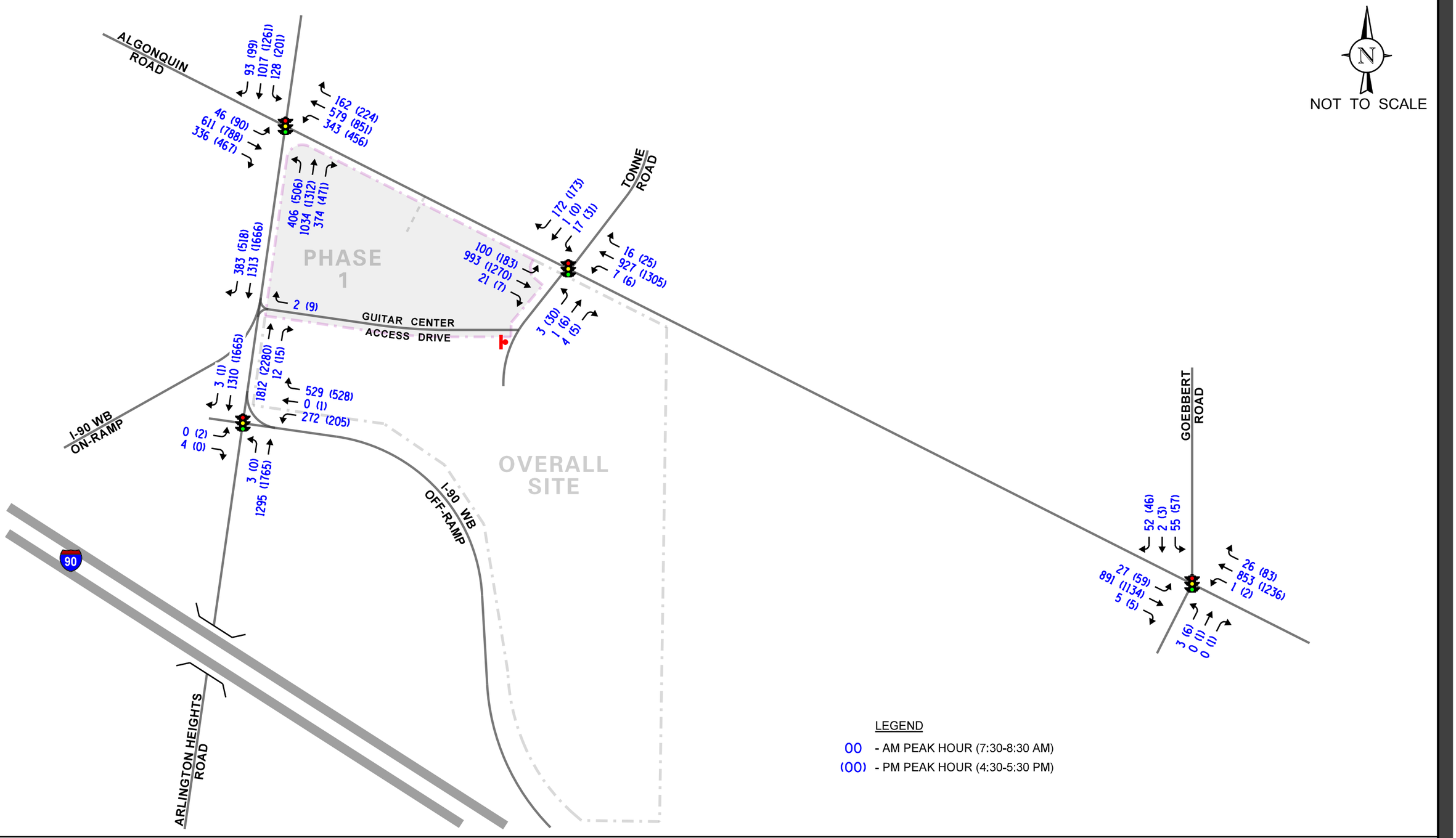
Job No: 23-086 Figure: 8



MIXED-USE DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

YEAR 2029 NO-BUILD TRAFFIC VOLUMES

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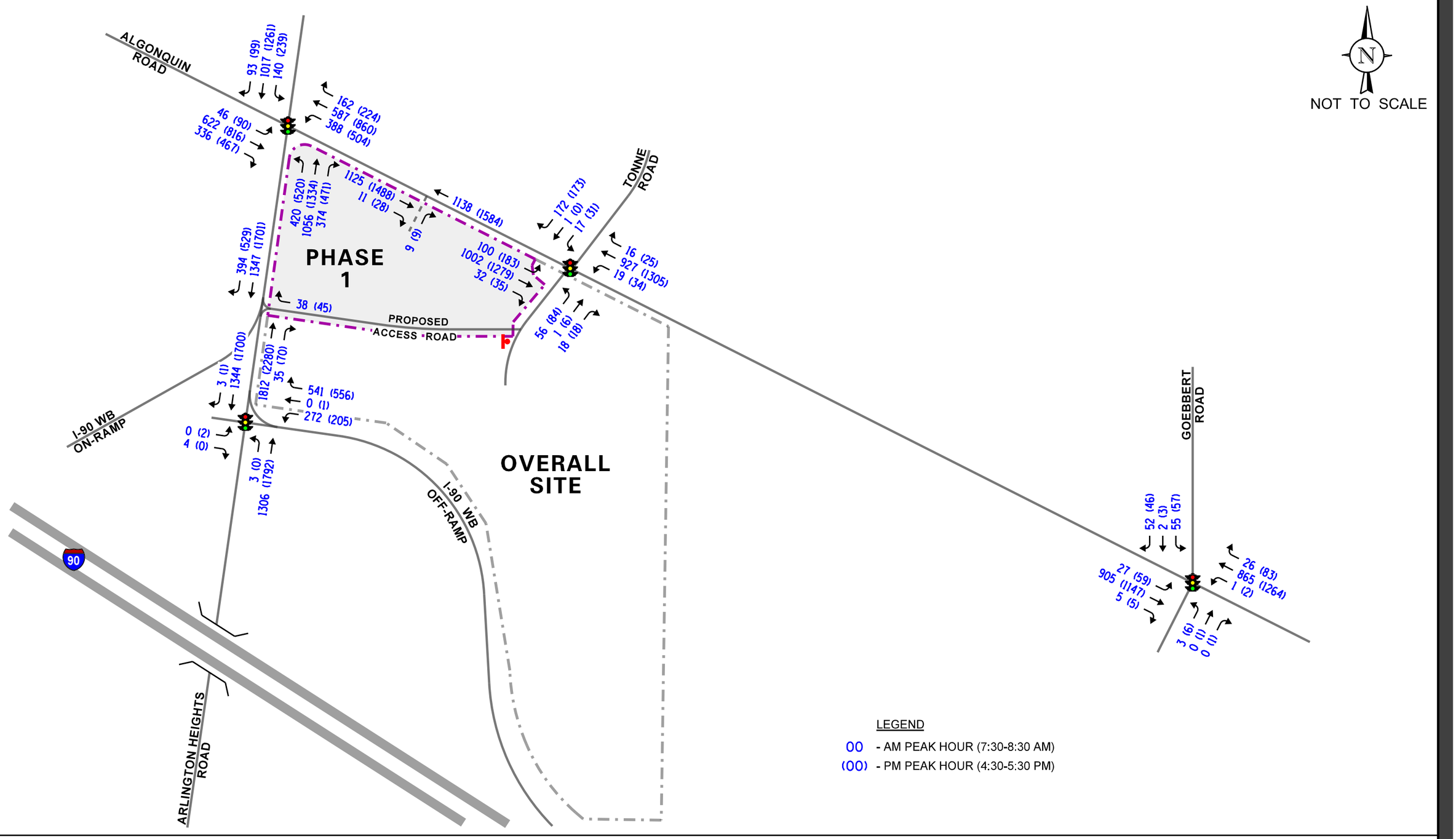
Job No: 23-086 Figure: 9



MIXED-USE DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

YEAR 2029 TOTAL TRAFFIC VOLUMES - PHASE 1

KLOA
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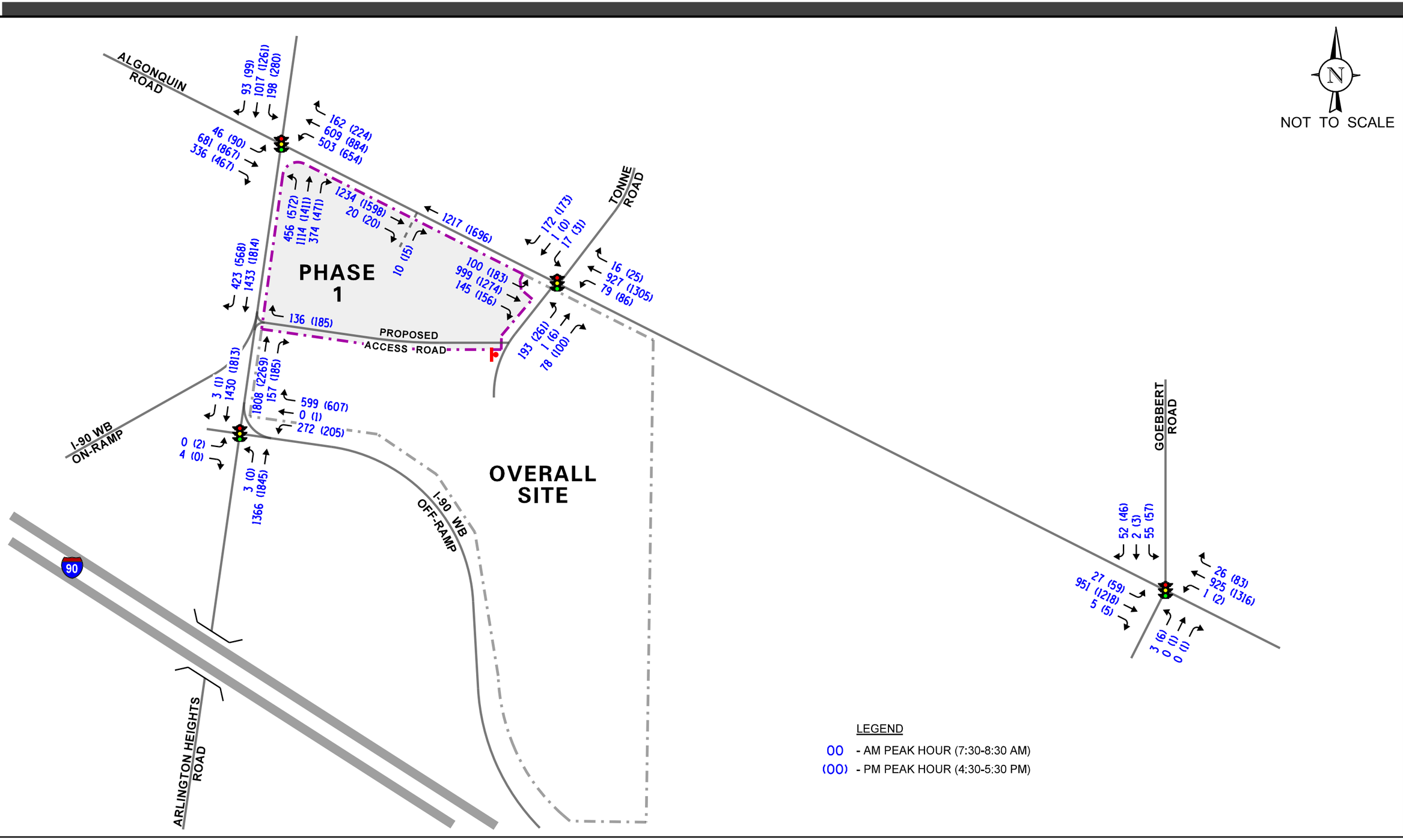
Job No: 23-086 Figure: 10



MIXED-USE DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

YEAR 2029 TOTAL TRAFFIC VOLUMES - OVERALL DEVELOPMENT

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

Job No: 23-086 Figure: 11

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 evening peak hours for the Year 2023 existing, Year 2029 no-build, and Year 2029 projected traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 6th Edition and analyzed using Synchro/SimTraffic 11 software. The analysis for the traffic-signal controlled intersections, to determine the average overall vehicle delay and levels of service, were accomplished using 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 base, no-build, and total projected conditions are presented in **Tables 5** through **12**. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 5
CAPACITY ANALYSIS RESULTS – ALGONQUIN ROAD WITH ARLINGTON HEIGHTS ROAD – SIGNALIZED

	Peak Hour	Eastbound			Westbound			Northbound			Southbound		Overall
		L	T	R	L	T	R	L	T	R	L	T/R	
Existing Conditions	Weekday Morning	E 72.2	D 53.9	D 35.8	E 64.9	C 33.4	C 24.2	E 78.0	C 22.9	B 12.9	E 75.3	D 40.8	D 40.8
		D – 48.6			D – 42.2			C – 33.2			D – 44.4		
	Weekday Evening	E 74.2	D 53.6	D 35.6	F 88.1	C 33.3	C 20.4	E 57.7	D 38.6	C 27.5	E 76.5	D 53.8	D 47.6
		D – 48.7			D – 47.8			D – 40.6			E – 56.8		
Year 2029 No-Build Conditions	Weekday Morning	E 72.3	D 53.4	D 35.3	E 65.4	C 32.7	C 22.6	E 79.1	C 24.0	B 13.5	E 75.5	D 43.0	D 41.4
		D – 48.1			D – 41.6			C – 34.2			D – 46.4		
	Weekday Evening	E 74.4	D 54.3	D 36.0	F 95.1	C 30.4	B 19.1	E 57.8	D 39.7	C 28.4	E 77.2	E 56.9	D 48.7
		D – 49.3			D – 48.0			D – 41.3			E – 59.5		
Year 2029 Phase I Projected Conditions	Weekday Morning	E 72.3	D 54.1	D 35.4	E 62.4	C 33.4	C 24.1	F 80.3	C 26.3	B 14.0	E 76.2	D 44.8	D 42.7
		D – 48.7			D – 42.0			D – 36.1			D – 48.3		
	Weekday Evening	E 74.4	E 55.1	D 35.9	F 96.6	C 29.8	B 18.6	E 59.0	D 41.7	C 29.0	F 81.7	E 58.6	D 50.3
		D – 49.9			D – 49.4			D – 43.0			E – 62.1		
Year 2029 Total Buildout Projected Conditions	Weekday Morning	E 72.3	E 55.9	D 35.3	E 64.8	C 27.8	C 19.6	F 82.0	C 29.5	B 14.0	F 83.6	D 48.8	D 45.1
		D – 50.1			D – 41.4			D – 38.8			D – 54.0		
	Weekday Evening	E 74.4	E 56.9	D 35.5	F 99+	C 29.5	B 18.7	E 66.2	D 44.5	C 29.2	F 90.0	E 62.6	E 57.4
		D – 51.0			E – 68.4			D – 45.1			E – 67.3		

Letter denotes Level of Service
Delay is measured in seconds.
L – Left Turn
T – Through
R – Right Turn

Table 6
CAPACITY ANALYSIS RESULTS – ALGONQUIN ROAD WITH TONNE ROAD – SIGNALIZED

	Peak Hour	Eastbound		Westbound		Northbound		Southbound		Overall
		L	T/R	L	T/R	L	T/R	L	T/R	
Existing Conditions	Weekday Morning	A 5.5	A 5.4	A 4.1	B 11.0	D 51.3	D 51.0	D 52.9	E 79.1	B 13.9
		A – 5.4		B – 10.9		D – 51.1		E – 76.8		
	Weekday Evening	B 15.4	A 2.9	A 1.5	A 3.0	E 68.3	E 62.0	E 68.3	E 77.8	A 7.1
		A – 4.5		A – 3.0		E – 66.7		E – 74.8		
Year 2029 No-Build Conditions	Weekday Morning	A 6.1	A 5.4	A 4.6	A 9.8	D 51.0	D 50.6	D 52.6	E 79.8	B 13.5
		A – 5.5		A – 9.8		D – 50.8		E – 77.5		
	Weekday Evening	C 24.9	A 4.1	A 2.0	A 5.8	E 67.9	E 55.8	E 58.8	F 92.8	B 12.5
		A – 6.7		A – 5.8		E – 64.8		F – 87.7		
Year 2029 Phase I Projected Conditions	Weekday Morning	A 5.8	A 6.5	A 4.3	A 9.6	E 73.5	D 53.1	D 52.7	E 79.8	B 15.4
		A – 6.4		A – 9.5		E – 68.3		E – 77.5		
	Weekday Evening	C 25.0	A 5.2	A 2.6	A 5.8	F 99+	E 57.4	E 58.7	F 91.3	B 15.4
		A – 7.6		A – 5.7		F – 99+		F – 86.3		
Year 2029 Total Buildout Projected Conditions	Weekday Morning	A 7.5	B 11.4	A 7.4	B 11.8	F 99+	D 54.2	D 50.5	E 58.8	C 22.6
		B – 11.1		B – 11.4		F – 92.8		E – 58.1		
	Weekday Evening	C 24.6	A 5.6	A 5.7	A 6.2	F 99+	E 71.1	E 59.9	F 84.8	E 67.6
		A – 7.7		A – 6.2		F – 99+		F – 81.0		

Letter denotes Level of Service
Delay is measured in seconds.
L – Left Turn
T – Through
R – Right Turn

Table 7
CAPACITY ANALYSIS RESULTS – ALGONQUIN ROAD WITH GOEBBERT ROAD – SIGNALIZED

	Peak Hour	Eastbound		Westbound		Northbound	Southbound		Overall
		L	T/R	L	T/R	L/T/R	L	T/R	
Existing Conditions	**Weekday Morning**	A 3.0	A 4.9	A 5.0	A 4.9	E – 61.0	E 79.0	E 74.7	A 9.1
		A – 4.8		A – 4.9			E – 76.9		
	Weekday Evening	A 2.9	A 3.2	A 5.0	A 6.5	E 62.8	E 78.5	E 71.5	A 8.0
		A – 3.5		A – 6.5			E – 75.3		
Year 2029 No-Build Conditions	**Weekday Morning**	A 1.6	A 3.9	A 4.0	A 4.9	E 63.7	F 85.9	E 79.5	A 8.9
		A – 3.8		A – 4.9			F – 82.8		
	Weekday Evening	A 3.1	A 3.5	A 5.0	A 6.8	E 62.4	E 78.7	E 71.6	A 8.2
		A – 3.4		A – 6.8			E – 75.4		
Year 2029 Total Phase 1 Conditions	**Weekday Morning**	A 1.6	A 3.7	A 4.0	A 5.0	E 63.7	F 85.9	E 79.5	A 8.8
		A – 3.7		A – 5.0			F – 82.8		
	Weekday Evening	A 3.3	A 3.4	A 5.0	A 6.9	E 62.4	E 78.7	E 71.6	A 8.2
		A – 3.4		A – 6.9			E – 75.4		
Year 2029 Total Buildout Conditions	**Weekday Morning**	A 1.8	A 4.8	A 4.0	A 5.3	E 64.7	F 90.6	F 81.9	A 8.4
		A – 4.7		A – 5.3			F – 86.4		
	Weekday Evening	A 3.3	A 3.0	A 5.0	A 7.0	E 62.4	E 78.7	E 71.6	A 8.0
		A – 3.0		A – 7.0			E – 75.4		

Letter denotes Level of Service
Delay is measured in seconds.
L – Left Turn
T – Through
R – Right Turn

Table 8
CAPACITY ANALYSIS RESULTS – ARLINGTON HEIGHTS ROAD WITH I-90 WB OFF RAMP – SIGNALIZED

	Peak Hour	Eastbound	Westbound			Northbound		Southbound	Overall
		L/T/R	L	T	R	L	T/R	L/T/R	
Existing Conditions	**Weekday Morning**	E 69.8	D 49.5	D 49.5	E 65.7	E 70.3	B 12.8	A 7.7	C 22.2
			E – 60.2			B – 12.9			
	Weekday Evening	E 67.5	D 48.2	D 48.3	E 58.8	--	B 14.2	B 12.6	C 21.0
			E – 55.9			B – 14.2			
Year 2029 No-Build Conditions	**Weekday Morning**	E 69.8	D 48.4	D 48.4	E 63.9	E 70.3	B 13.8	A 8.1	C 22.2
			E – 58.6			B – 13.9			
	Weekday Evening	E 67.5	D 47.3	D 47.4	E 57.8	--	B 15.3	B 13.8	C 21.7
			D – 54.8			B – 15.3			
Year 2029 Total Phase 1 Conditions	**Weekday Morning**	E 69.8	D 47.6	D 47.6	E 63.1	E 70.3	B 14.2	A 9.2	C 22.6
			E – 57.9			B – 14.3			
	Weekday Evening	E 67.5	D 47.3	D 47.4	E 59.6	--	B 15.5	B 14.1	C 22.3
			E – 56.3			B – 15.5			
Year 2029 Total Buildout Conditions	**Weekday Morning**	E 69.8	D 43.0	D 43.0	E 55.3	E 70.3	B 17.8	B 13.0	C 24.0
			D – 51.5			B – 17.9			
	Weekday Evening	E 67.5	D 47.3	D 47.4	E 64.5	--	B 15.7	B 16.4	C 24.1
			E – 60.1			B – 15.7			

Letter denotes Level of Service
Delay is measured in seconds.
L – Left Turn
T – Through
R – Right Turn

Table 9
CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Arlington Heights Road with Right-In/Right-Out Access Drive				
• ICU Level of Service	A	43.8%	A	52.5%

LOS = Level of Service; delay is measured in seconds.
The operation of this intersection is based on a critical volume to saturation flow (v/s) evaluation also known as the Intersection Capacity Utilization (ICU) method.

Table 10
CAPACITY ANALYSIS RESULTS – NO-BUILD CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Arlington Heights Road with Right-In/Right-Out Access Drive				
• ICU Level of Service	A	45.3%	A	54.4%

LOS = Level of Service; delay is measured in seconds.
The operation of this intersection is based on a critical volume to saturation flow (v/s) evaluation also known as the Intersection Capacity Utilization (ICU) method.

Table 11
CAPACITY ANALYSIS RESULTS – YEAR 2029 PHASE 1 PROJECTED CONDITIONS
UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Arlington Heights Road with Right-In/Right-Out Access Drive[1]				
• ICU Level of Service	A	45.8%	B	55.6%
Algonquin Road with Right-Out Only Access Drive				
• Northbound Approach	B	14.6	C	18.0

LOS = Level of Service; delay is measured in seconds.
1 - The operation of this intersection is based on a critical volume to saturation flow (v/s) evaluation also known as the Intersection Capacity Utilization (ICU) method.

Table 12
CAPACITY ANALYSIS RESULTS
YEAR 2029 TOTAL BUILDOUT PROJECTED CONDITIONS - UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Arlington Heights Road with Right-In/Right-Out Access Drive[1]				
• ICU Level of Service	A	53.5%	C	66.1%
Algonquin Road with Right-Out Only Access Drive				
• Northbound Approach	C	15.6	C	19.4

LOS = Level of Service; delay is measured in seconds.
1 - The operation of this intersection is based on a critical volume to saturation flow (v/s) evaluation also known as the Intersection Capacity Utilization (ICU) method.

Discussion and Recommendations

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

Algonquin Road with Arlington Heights Road

The results of the capacity analysis indicate that that this signalized intersection currently operates at an overall Level of Service (LOS) D during the weekday morning peak hour and weekday evening peak hour. All of the intersection movements operate at LOS D or better during both peak hours except the left-turn movements, which currently operate at LOS E/F. The lower level of service is due to the fact that the left-turn movements operate on a protected phase only and receive a limited amount of green time as well as the long cycle length of the traffic signal.

Under Year 2029 no-build conditions, this intersection is projected to continue to operate at an overall LOS D during the weekday morning peak hour and weekday evening peak hour. Further, all of the movements are projected to operate at LOS D or better during both peak hours except the left-turn movements, which are projected to operate at LOS E/F, and the southbound through movement, which is projected to operate at LOS E during the evening peak hour.

Under Year 2029 Phase 1 total conditions, this intersection is projected to continue to operate at an overall LOS D during the weekday morning and weekday evening peak hours. Further, all of the movements are projected to continue to operate at LOS D or better during both peak hours except the left-turn movements, which are projected to continue to operate at LOS E/F, and the southbound and eastbound through movements, which are projected to operate on the threshold between LOS D and E during the evening peak hour. As such, this intersection generally has sufficient reserve capacity to accommodate the traffic to be generated by Phase 1 of the development and no roadway improvements or traffic control modifications are required.

If the Year 2029 overall development projected traffic volumes are realized, this intersection is projected to continue to operate at an overall LOS D during the weekday morning peak hour and on a threshold between LOS D and E during the weekday evening peak hour. Further, all of the movements are projected to continue to operate at LOS D or better during both peak hours except the left-turn movements, which are projected to continue to operate at LOS E/F, and the southbound and eastbound through movements, which are projected to continue to operate at LOS E. If the Year 2029 overall development projected traffic volumes are realized, the traffic signal timings at this intersection should reoptimized.

Algonquin Road with Tonne Road

The results of the capacity analysis indicate that that this signalized intersection currently operates at an overall LOS B during the weekday morning peak hour and LOS A during the weekday evening peak hour. All of the intersection movements operate at LOS D or better during both peak hours except a few of the Tonne Road movements, which currently operate at LOS E. The lower level of service is due to the fact that the Tonne Road movements receive a limited amount of green time and the long cycle length of the traffic signal.

Under Year 2029 no-build conditions, this intersection is projected to operate at an overall LOS B during the weekday morning and weekday evening peak hours. Further, all of the movements are projected to operate at LOS D or better during both peak hours except a few of the Tonne Road movements, which are projected to operate at LOS E or F.

Under Year 2029 Phase 1 total conditions, this intersection is projected to continue to operate at an overall LOS B during the weekday morning and weekday evening peak hours. Further, all of the movements are projected to continue to operate at LOS D or better during both peak hours except a few of the Tonne Road movements, which are projected to operate at LOS E or F. It should be noted that the Tonne Road northbound left-turn movement is projected to operate at a poor level of service with longer delays and queues during the weekday evening peak hour. The Tonne Road movements are projected to operate significantly better with the reallocation of four to five seconds of green time from the Algonquin Road approaches to the Tonne Road approaches as shown in **Table 13**. With the reallocation of the green time during the evening peak hour, the northbound left-turn movement is projected to operate at LOS E with an estimated delay of 72.3 seconds and the southbound through/right-turn movement is projected to operate at LOS D. The lower level of service for the northbound left-turn movement is due in part to the fact that the Tonne Road movements receive a limited amount of green time and the long cycle length of the traffic signal. This is evident in the fact that the northbound left-turn movement is projected to have a volume to capacity (V/C) ratio of 0.58 and a 95th percentile queue of 150 feet assuming the reallocation of the green time. As such, this intersection has sufficient reserve capacity to accommodate the additional traffic to be generated by Phase 1 of the development and no roadway improvements are required other than the optimization of the traffic signal timings.

Under Year 2029 overall development total conditions, this intersection is projected to operate at an overall LOS C during the weekday morning peak hour and LOS E during the weekday evening peak hour. Further, the Tonne Road northbound left-turn movement is projected to operate at a very poor level of service with longer delays and queues during the weekday evening peak hour. If the Year 2029 overall development traffic volumes are realized, the intersection will need to be improved (1) to provide dual left-turn lanes on the northbound and southbound approaches of Tonne Road and (2) the traffic signal will need to be modified to provide a separate left-turn phase for northbound and southbound Tonne Road. With the improvements, the intersection is projected to operate at an overall LOS B (see Table 13) during the weekday morning and evening peak hours. Further, all of the movements are projected to operate at LOS D or better during both peak hours except the Tonne Road northbound left-turn movement and the southbound through/right-turn movement, which are projected to operate at LOS E.

Table 13
CAPACITY ANALYSIS RESULTS – ALGONQUIN ROAD WITH TONNE ROAD – SIGNALIZED
PROPOSED SIGNAL MODIFICATIONS AND GEOMETRIC IMPROVEMENTS

	Peak Hour	Eastbound		Westbound		Northbound		Southbound		Overall
		L	T/R	L	T/R	L	T/R	L	T/R	
Year 2029 Phase I Projected Conditions[1]	Weekday Morning	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
		n.a.		n.a.		n.a.		n.a		
	Weekday Evening	C 30.4	A 6.9	A 3.9	A 8.6	E 72.6	C 25.0	D 53.5	B 14.1	B 11.7
		A – 9.8		A – 8.5		E – 62.1		C – 20.1		
Year 2029 Total Buildout Projected Conditions[2]	Weekday Morning	A 7.3	B 11.6	A 7.3	B 11.4	E 67.7	B 14.7	E 74.5	C 21.3	B 16.3
		B – 11.3		B – 11.1		D – 52.3		C – 25.9		
	Weekday Evening	C 33.9	A 9.6	A 9.7	B 11.2	E 72.8	B 16.2	E 77.0	D 40.5	B 18.3
		B – 12.4		B – 11.1		E – 56.6		D – 46.1		

Letter denotes Level of Service L – Left Turn R – Right Turn
Delay is measured in seconds. T – Through

1. The Year 2029 Phase 1 Projected Conditions assumes the relocation of approximately five seconds of green time from the Algonquin Road approaches to the Tonne Road approaches during the weekday evening peak hour.
2. The Year 2029 Total Buildout Projected Conditions assumes the addition of a second left-turn lane on the northbound approach of Tonne Road and modifications to the traffic signal timings and phasing.

Algonquin Road with Goebbert Road

The results of the capacity analysis indicate that that this signalized intersection currently operates at an overall LOS A during the weekday morning and weekday evening peak hours. All of the Algonquin Road movements operate at LOS A and the Goebbert Road movements operate at LOS E. The lower level of service is due to the fact that the Goebbert Road movements receive a limited amount of green time and the long cycle length of the traffic signal.

Under Year 2029 no-build conditions, this intersection is projected to continue to operate at an overall LOS A during the weekday morning and weekday evening peak hours. All of the Algonquin Road movements are projected to continue to operate at LOS A and the Goebbert Road movements are projected to continue to operate at LOS E or F.

Under Year 2029 Phase 1 and overall development total conditions, this intersection is projected to continue to operate at an overall LOS A during the weekday morning and weekday evening peak hours. Further, All of the Algonquin Road movements are projected to continue to operate at LOS A and the Goebbert Road movements are projected to continue to operate operate at LOS E or F. As such, this intersection has sufficient reserve capacity to accommodate the traffic to be generated by Phase 1 and the overall development and no roadway improvements or traffic control modifications are required.

Arlington Heights Road with the I-90 Westbound Off Ramp

The results of the capacity analysis indicate that that this signalized intersection currently operates at an overall LOS C during the weekday morning and weekday evening peak hours. All of the intersection movements operate at LOS D or better during both peak hours except the I-90 westbound ramp movements and the access drive, which currently operate at LOS E. The lower level of service is due to the fact that the I-90 westbound ramp movements and the access drive receive a reduced amount of green time and the long cycle length of the traffic signal.

Under Year 2029 no-build conditions, this intersection is projected to continue to operate at an overall LOS C during the weekday morning and weekday evening peak hours. Further, all of the movements are projected to operate at LOS D or better during both peak hours except the I-90 westbound ramp movements and the access drive, which are projected to continue to operate at LOS E.

Under Year 2029 Phase 1 and overall development total conditions, this intersection is projected to continue to operate at an overall LOS C during the weekday morning and weekday evening peak hours. Further, all of the movements are projected to continue to operate at LOS D or better during both peak hours except the I-90 westbound ramp movements and the access drive, which are projected to continue to operate at LOS E. As such, this intersection has sufficient reserve capacity to accommodate the traffic to be generated by Phase 1 and the overall buildout of the development and no roadway improvements or traffic control modifications are required.

Arlington Heights Road with Access Drive

Because of the traffic control configuration of this intersection, the intersection could not be analyzed using HCM procedures and was analyzed using the Intersection Capacity Utilization (ICU) level of service. The ICU indicates how much reserve capacity is available or how much an intersection is over capacity.

Based on the ICU analysis, the intersection currently operates at LOS A utilizing approximately 40 to 45 percent of the capacity of the intersection during the weekday morning peak hour and operates at LOS A utilizing approximately 50 to 55 percent of the capacity of the intersection during the weekday evening peak hour.

Secondary access to the development will be provided via a restricted right-turn in/right-turn out access road on Arlington Heights Road located approximately 785 feet south of Algonquin Road. At its intersection with the Arlington Heights Road, the access road should provide one inbound lane and one outbound lane that will be restricted to right-turn movements only due to the barrier median along Arlington Heights Road. The outbound lane will be under stop sign control. It is important to note that the access road will replace the four existing right-turn in/right-turn out access drives serving the site.

Under Year 2029 Phase 1 and overall development total conditions, this intersection is projected to operate at LOS A during the weekday morning peak hour utilizing 45 to 54 percent of the capacity of the intersection and LOS B/C during the weekday evening peak hour utilizing 55 to 66 percent of the capacity of the intersection.

Algonquin Road with Proposed Right-Out Access Drive

Secondary access to the development will be provided via a restricted right-turn in/right-turn out access drive on Algonquin Road located approximately 420 feet southeast of Arlington Heights Road. At its intersection with Algonquin Road, the access drive should provide one inbound lane and one outbound lane that will be restricted to right-turn movements only due to the barrier median along Algonquin Road. The outbound lane will be under stop sign control. It is important to note that the access road will replace the four existing right-turn in/right-turn out access drives serving the site.

Under 2029 Phase 1 and overall development total conditions, the northbound approach will operate at LOS C or better during the weekday morning and weekday evening peak hours. As a result, the access drive will operate efficiently with limited impact on Algonquin Road.

6. Parking Analysis

As proposed, the project is to be developed in several phases with the first phase of the development to consist of 301 residential units, 25,000 square feet of commercial space, and approximately 558 parking spaces. The overall development is currently anticipated to consist of approximately 901 residential units, a 200-room business hotel, 76,600 square feet of medical office space, 76,600 square feet of general office space, 45,000 square feet of commercial space, and approximately 2,540 parking spaces.

The parking demand of the first phase of the development and the overall development was determined based on the (1) Village of Arlington Heights requirements and (2) parking rates provided in the ITE *Parking Generation Manual*, 6th Edition.

Village of Arlington Heights Requirements

Per the Village of Arlington Heights Zoning Ordinance and the South Arlington Heights Road Overlay District, **Table 14** shows the parking that is required for both Phase 1 of the development and the overall development. It should be noted that the Village's requirements provide for a worst-case scenario, as they do not take into consideration (1) the shared parking that will occur between the various uses and (2) the mixed-use nature (interaction) of the development. For example, the residential and hotel peak parking demand occurs at night while the peak parking demand for the commercial and the general/medical office occurs during the day. Further, it is anticipated that many residents or guests of the hotel will walk to the commercial uses or work or use the services of the general/medical office. Nevertheless, with a total of 558 parking spaces proposed as part of Phase 1 and 2,540 parking spaces proposed as part of the overall development, it can be seen that the parking to be provided by the development meets the requirements of the Village of Arlington Heights.

Peak Parking Demand per ITE Parking Generation Rates

The peak parking demand of Phase 1 and the overall development was also determined based on the following parking generation rates contained in ITE *Parking Generation Manual*, 6th Edition:

- The Multifamily Housing (Mid-Rise) (ITE Land-Use Code 221) parking rates
- The Hotel (ITE Land-Use Code 310) parking rates
- The Medical-Dental Office Building (ITE Land-Use Code 720) parking rates
- The Shopping Center (ITE Land-Use Code 820) parking rates

Table 15 shows the estimated peak parking demand for the first phase of the development and the overall development. With a total of 558 parking spaces proposed as part of Phase 1 and 2,540 parking spaces proposed as part of the overall development, it can be seen that the parking to be provided by the development meets the estimated peak parking demand of the development based on the ITE parking rates.

As discussed above, it is important to note that the peak parking demand determined based on the ITE parking rates provides for a worst-case estimate, as it does not take into consideration (1) the shared parking that will occur between the various uses and (2) the mixed-use nature (interaction) of the development. For example, the estimated peak parking demand (1,099 vehicles) of the residential portion of the development will occur during the overnight hours when the medical office and commercial portions of the development are closed. The 901 residential units are estimated to have a peak parking demand between 540 to 735 vehicles during weekday days (9:00 A.M. to 5:00 P.M.), which is approximately 0.33 to 0.50 percent less than the peak parking demand. As such, the actual parking demand of the overall development is projected to be less than that shown in Table 14.

Table 14
PARKING REQUIREMENTS PER
THE VILLAGE OF ARLINGTON HEIGHTS ZONING ORDINANCE

Land Use	Size	Requirements	Parking Spaces
Phase 1			
Residential – Studios	49 units	1 space per unit	49
Residential – 1 Bedroom	157 units	1.5 spaces per unit	236
Residential – 2/3 Bedroom	95 units	2 spaces per unit	190
Commercial	25,000 s.f.	1 space per 300 square feet	83
Total			**558**
Total Development			
Residential – Studios	147 units	1 space per unit	147
Residential – 1 Bedroom	470 units	1.5 spaces per unit	705
Residential – 2/3 Bedroom	285 units	2 spaces per unit	570
Commercial	45,000 s.f.	1 space per 300 square feet	150
Hotel	200 keys	1 space per key	200
Office	153,200	1 space per 300 square feet	766
Total			**2,538**

Table 15
ESTIMATED PEAK PARKING DEMAND PER
ITE *PARKING GENERATION MANUAL*

Land Use	Size	Parking Demand (Vehicles)	
		Weekday	Weekend
Phase 1			
Residential	301 units	395	367
Commercial	25,000 s.f.	138	109
Total		**533**	**476**
Total Development			
Residential	901 units	1,199	1,099
Commercial	45,000 s.f.	167	164
Hotel	200 keys	161	223
Office	153,200	506	86
Total		**2,033**	**1,572**

7. Conclusion

Based on existing conditions and the traffic capacity analyses for the full buildout of the development, the findings and recommendations of this study are outlined below:

- The volume of traffic to be generated by the development will be reduced to account for pass-by trips and multi-purpose trips as well as the fact that some of the uses on the site are operating and generating traffic.

- Access to the development is to be provided via the following three access drives:

    - Primary access to the overall development and Phase 1 will be provided via Tonne Road and its signalized intersection with Algonquin Road. Both approaches of Tonne Road provide a separate left-turn lane and shared through/right-turn lane. In addition, a separate left-turn lane is provided on both approaches of Algonquin Road serving Tonne Road.

    - Secondary access to the development will be provided via a restricted right-turn in/right-turn out access road on Arlington Heights Road located approximately 785 feet south of Algonquin Road. As proposed, the two-lane access road is to extend from Arlington Heights Road to Tonne Road and will provide access to the Phase 1 and 3 buildings. At its intersection with Arlington Heights Road, the access road should provide one inbound lane and one outbound lane that will be restricted to right-turn movements only due to the barrier median along Arlington Heights Road. The outbound lane will be under stop sign control. It is important to note that the access road will replace the four existing right-turn in/right-turn out access drives serving the site. Further, the access road will be under stop sign control at its intersection with Tonne Road.

    - Secondary access to the development will be provided via a restricted right-turn in/right-turn out access drive on Algonquin Road located approximately 420 feet southeast of Arlington Heights Road. At its intersection with Algonquin Road, the access drive should provide one inbound lane and one outbound lane that will be restricted to right-turn movements only due to the barrier median along Algonquin Road. The outbound lane will be under stop sign control. It is important to note that the access road will replace the four existing right-turn in/right-turn out access drives serving the site.

    - Access to the Phase 2 and 4 buildings will be provided via three access drives located on the east side of Tonne Road. Each access drive should provide a minimum of one inbound lane and one outbound lane with the outbound lane under stop sign control.

- Access to the Phase 1 and 3 buildings will be provided via several access drives located on the east-west circulation road. Each access drive should provide a minimum of one inbound lane and one outbound lane with the outbound lane under stop sign control.

- The proposed access system will provide flexible and efficient access to and from the site.

- The roadway system generally has sufficient reserve capacity to accommodate the traffic to be generated by Phase 1 of the development. Other than traffic signal timing adjustments that may be required at the Algonquin Road/Tonne Road intersection, no other roadway improvements or traffic control modifications are required.

- If the Year 2029 total projected traffic volumes assuming the overall development are realized, the following improvements will be required:

  - The traffic signal timings at the Algonquin Road/Arlington Heights Road intersection will need to reoptimized.

  - Dual left-turn lanes will be required on the northbound and southbound approaches of Tonne Road at its intersection with Algonquin Road and the traffic signal will need to be modified to provide a separate left-turn phase for northbound and southbound Tonne Road.

- Phase 1 of the development is proposed to provide approximately 558 parking spaces and the overall development is proposed to provide approximately 2,540 parking spaces. The total number of parking spaces to be provided in Phase 1 and the overall development (1) meet the requirements of the Village of Arlington Heights and (2) exceed the estimated peak parking demand based on ITE parking generation rates.

Appendix

Traffic Count Summary Sheets
Site Plan
CMAP Projections Letter
Level of Service Criteria
Capacity Analysis Summary Sheets
Algonquin Road with Tonne Road Intersection – Traffic Signal Modifications and Improvements

Traffic Count Summary Sheets

S Arlington Heights Rd with E Algonquin Rd - TMC

Thu Jun 16, 2022
Full Length (7 AM-9 AM, 4 PM-6 PM, 11:30 AM-2 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 966117, Location: 42.044284, -87.983099

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

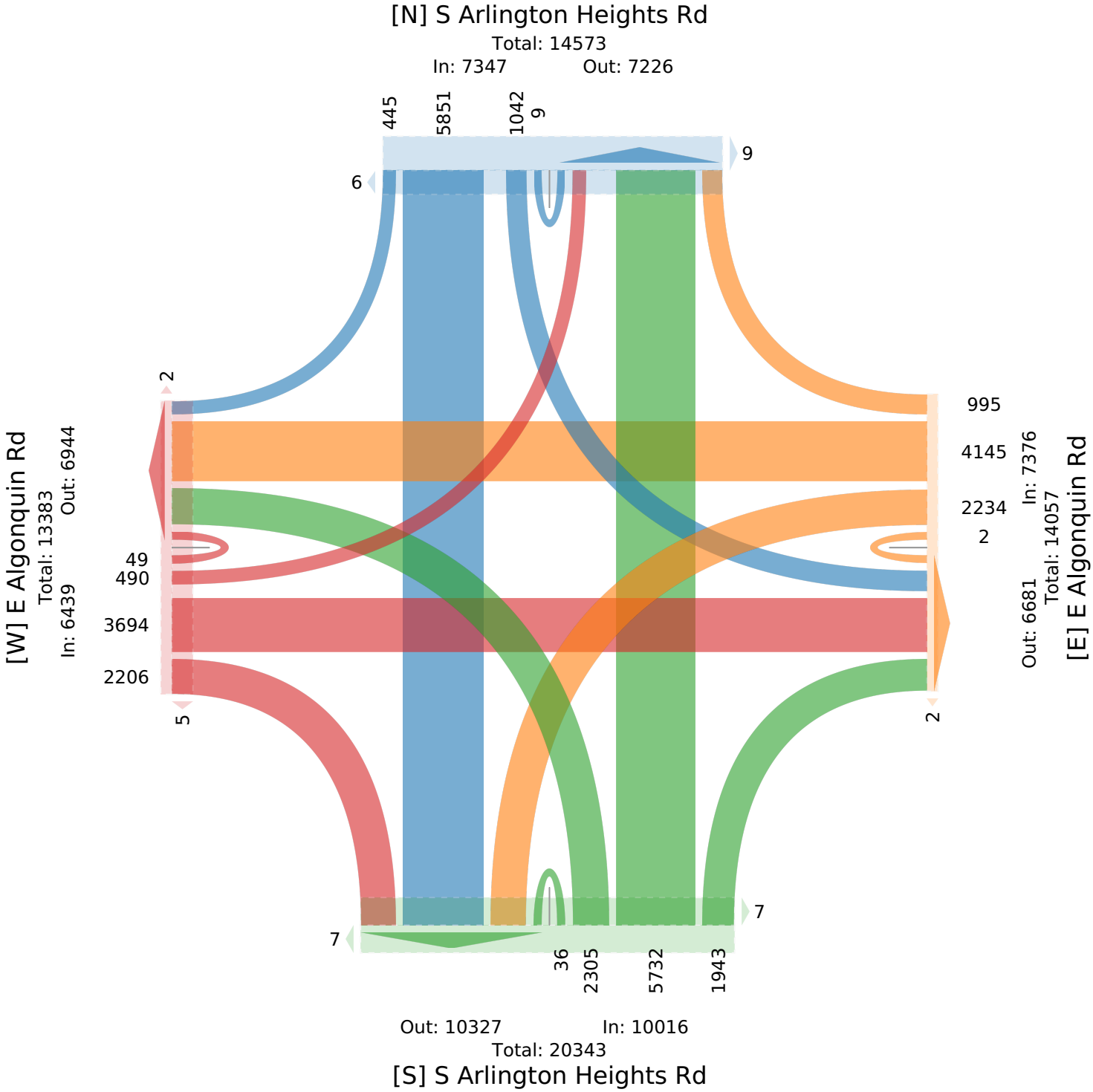
Leg	E Algonquin Rd						E Algonquin Rd						S Arlington Heights Rd						S Arlington Heights Rd						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-06-16 7:00AM	72	121	6	2	**201**	2	25	72	83	0	**180**	0	55	147	69	0	**271**	1	19	197	22	1	**239**	1	**891**
7:15AM	71	110	7	3	**191**	0	30	117	62	0	**209**	0	51	166	65	1	**283**	0	17	218	28	0	**263**	1	**946**
7:30AM	98	142	10	1	**251**	0	26	125	82	0	**233**	0	62	213	87	0	**362**	0	16	218	41	0	**275**	1	**1121**
7:45AM	86	154	6	0	**246**	0	30	117	92	0	**239**	0	83	252	102	1	**438**	0	22	281	41	0	**344**	0	**1267**
Hourly Total	327	527	29	6	**889**	2	111	431	319	0	**861**	0	251	778	323	2	**1354**	1	74	914	132	1	**1121**	3	**4225**
8:00AM	76	106	16	0	**198**	0	31	101	66	0	**198**	0	74	179	79	1	**333**	0	24	245	32	0	**301**	1	**1030**
8:15AM	75	118	10	4	**207**	0	42	125	81	0	**248**	0	64	200	93	0	**357**	0	15	222	32	0	**269**	0	**1081**
8:30AM	81	112	8	3	**204**	0	42	104	74	0	**220**	0	63	203	89	0	**355**	0	16	200	27	0	**243**	0	**1022**
8:45AM	57	119	8	1	**185**	0	35	132	66	0	**233**	0	53	212	78	2	**345**	0	10	200	30	2	**242**	2	**1005**
Hourly Total	289	455	42	8	**794**	0	150	462	287	0	**899**	0	254	794	339	3	**1390**	0	65	867	121	2	**1055**	3	**4138**
4:00PM	125	155	24	1	**305**	0	53	190	108	0	**351**	1	89	214	86	1	**390**	2	11	258	32	0	**301**	0	**1347**
4:15PM	91	160	23	2	**276**	0	38	200	105	0	**343**	0	99	248	110	1	**458**	0	15	218	42	0	**275**	1	**1352**
4:30PM	142	139	20	0	**301**	0	48	211	124	0	**383**	0	83	243	82	1	**409**	1	30	248	46	0	**324**	0	**1417**
4:45PM	97	182	21	1	**301**	0	45	217	105	0	**367**	0	82	230	123	1	**436**	0	21	247	45	0	**313**	0	**1417**
Hourly Total	455	636	88	4	**1183**	0	184	818	442	0	**1444**	1	353	935	401	4	**1693**	3	77	971	165	0	**1213**	1	**5533**
5:00PM	99	141	25	3	**268**	2	57	233	90	0	**380**	0	101	267	116	0	**484**	3	19	225	58	0	**302**	0	**1434**
5:15PM	106	195	21	0	**322**	0	45	208	81	0	**334**	0	107	311	116	0	**534**	1	11	228	49	0	**288**	0	**1478**
5:30PM	108	158	27	1	**294**	0	52	181	90	0	**323**	0	93	269	88	0	**450**	0	15	237	38	0	**290**	0	**1357**
5:45PM	76	136	25	4	**241**	1	35	169	78	0	**282**	0	98	289	90	2	**479**	0	11	205	53	0	**269**	0	**1271**
Hourly Total	389	630	98	8	**1125**	3	189	791	339	0	**1319**	0	399	1136	410	2	**1947**	4	56	895	198	0	**1149**	0	**5540**
2022-06-18 11:30AM	70	154	25	0	**249**	1	27	179	84	0	**290**	0	71	165	103	6	**345**	0	21	226	42	0	**289**	1	**1173**
11:45AM	68	150	35	2	**255**	1	33	140	91	0	**264**	0	64	209	89	4	**366**	0	16	233	58	0	**307**	1	**1192**
Hourly Total	138	304	60	2	**504**	2	60	319	175	0	**554**	0	135	374	192	10	**711**	0	37	459	100	0	**596**	2	**2365**
12:00PM	68	119	18	1	**206**	0	30	183	88	2	**303**	0	65	211	77	1	**354**	0	31	252	40	2	**325**	3	**1188**
12:15PM	67	141	20	1	**229**	0	41	155	82	0	**278**	0	62	206	96	3	**367**	0	11	168	55	1	**235**	0	**1109**
12:30PM	78	154	24	5	**261**	0	44	185	85	0	**314**	0	75	217	68	3	**363**	0	18	214	49	0	**281**	1	**1219**
12:45PM	79	167	21	0	**267**	0	33	143	71	0	**247**	0	81	214	70	0	**365**	2	16	214	29	0	**259**	1	**1138**
Hourly Total	292	581	83	7	**963**	0	148	666	326	2	**1142**	0	283	848	311	7	**1449**	2	76	848	173	3	**1100**	5	**4654**
1:00PM	79	141	25	2	**247**	0	31	147	81	0	**259**	0	67	229	86	1	**383**	2	12	210	48	0	**270**	0	**1159**
1:15PM	76	143	24	5	**248**	0	39	142	82	0	**263**	0	70	234	87	1	**392**	1	22	225	41	0	**288**	1	**1191**
1:30PM	76	138	23	4	**241**	0	34	163	98	0	**295**	1	77	205	76	4	**362**	1	13	186	38	1	**238**	0	**1136**
1:45PM	85	139	18	3	**245**	0	49	206	85	0	**340**	0	54	199	80	2	**335**	0	13	276	26	2	**317**	0	**1237**
Hourly Total	316	561	90	14	**981**	0	153	658	346	0	**1157**	1	268	867	329	8	**1472**	4	60	897	153	3	**1113**	1	**4723**
Total	2206	3694	490	49	**6439**	7	995	4145	2234	2	**7376**	2	1943	5732	2305	36	**10016**	14	445	5851	1042	9	**7347**	15	**31178**
% Approach	34.3%	57.4%	7.6%	0.8%	**-**	-	13.5%	56.2%	30.3%	0%	**-**	-	19.4%	57.2%	23.0%	0.4%	**-**	-	6.1%	79.6%	14.2%	0.1%	**-**	-	-
% Total	7.1%	11.8%	1.6%	0.2%	**20.7%**	-	3.2%	13.3%	7.2%	0%	**23.7%**	-	6.2%	18.4%	7.4%	0.1%	**32.1%**	-	1.4%	18.8%	3.3%	0%	**23.6%**	-	-
Lights	2140	3547	484	49	**6220**	-	965	4005	2158	2	**7130**	-	1859	5624	2253	36	**9772**	-	439	5720	1011	9	**7179**	-	30301
% Lights	97.0%	96.0%	98.8%	100%	**96.6%**	-	97.0%	96.6%	96.6%	100%	**96.7%**	-	95.7%	98.1%	97.7%	100%	**97.6%**	-	98.7%	97.8%	97.0%	100%	**97.7%**	-	97.2%
Single-Unit Trucks	49	93	6	0	**148**	-	21	70	29	0	**120**	-	30	58	39	0	**127**	-	5	95	20	0	**120**	-	515
% Single-Unit Trucks	2.2%	2.5%	1.2%	0%	**2.3%**	-	2.1%	1.7%	1.3%	0%	**1.6%**	-	1.5%	1.0%	1.7%	0%	**1.3%**	-	1.1%	1.6%	1.9%	0%	**1.6%**	-	1.7%
Articulated Trucks	16	25	0	0	**41**	-	3	37	43	0	**83**	-	50	40	12	0	**102**	-	1	27	7	0	**35**	-	261
% Articulated Trucks	0.7%	0.7%	0%	0%	**0.6%**	-	0.3%	0.9%	1.9%	0%	**1.1%**	-	2.6%	0.7%	0.5%	0%	**1.0%**	-	0.2%	0.5%	0.7%	0%	**0.5%**	-	0.8%
Buses	1	29	0	0	**30**	-	6	33	4	0	**43**	-	4	9	1	0	**14**	-	0	5	4	0	**9**	-	96
% Buses	0%	0.8%	0%	0%	**0.5%**	-	0.6%	0.8%	0.2%	0%	**0.6%**	-	0.2%	0.2%	0%	0%	**0.1%**	-	0%	0.1%	0.4%	0%	**0.1%**	-	0.3%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	4	0	0	**4**	-	5
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%
Pedestrians	-	-	-	-	-	7	-	-	-	-	-	2	-	-	-	-	-	14	-	-	-	-	-	15	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

S Arlington Heights Rd with E Algonquin Rd - TMC

Thu Jun 16, 2022
Full Length (7 AM-9 AM, 4 PM-6 PM, 11:30 AM-2 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 966117, Location: 42.044284, -87.983099

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



S Arlington Heights Rd with E Algonquin Rd - TMC

Thu Jun 16, 2022
AM Peak (Jun 16 2022 7:30AM - 8:30 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 966117, Location: 42.044284, -87.983099

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	E Algonquin Rd						E Algonquin Rd						S Arlington Heights Rd						S Arlington Heights Rd						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2022-06-16 7:30AM	98	142	10	1	**251**	0	26	125	82	0	**233**	0	62	213	87	0	**362**	0	16	218	41	0	**275**	1	**1121**
7:45AM	86	154	6	0	**246**	0	30	117	92	0	**239**	0	83	252	102	1	**438**	0	22	281	41	0	**344**	0	**1267**
8:00AM	76	106	16	0	**198**	0	31	101	66	0	**198**	0	74	179	79	1	**333**	0	24	245	32	0	**301**	1	**1030**
8:15AM	75	118	10	4	**207**	0	42	125	81	0	**248**	0	64	200	93	0	**357**	0	15	222	32	0	**269**	0	**1081**
Total	335	520	42	5	**902**	0	129	468	321	0	**918**	0	283	844	361	2	**1490**	0	77	966	146	0	**1189**	2	**4499**
% Approach	37.1%	57.6%	4.7%	0.6%	**-**	-	14.1%	51.0%	35.0%	0%	**-**	-	19.0%	56.6%	24.2%	0.1%	**-**	-	6.5%	81.2%	12.3%	0%	**-**	-	-
% Total	7.4%	11.6%	0.9%	0.1%	**20.0%**	-	2.9%	10.4%	7.1%	0%	**20.4%**	-	6.3%	18.8%	8.0%	0%	**33.1%**	-	1.7%	21.5%	3.2%	0%	**26.4%**	-	-
PHF	0.855	0.844	0.656	0.313	**0.898**	-	0.768	0.936	0.872	-	**0.925**	-	0.852	0.837	0.885	0.500	**0.850**	-	0.802	0.859	0.890	-	**0.864**	-	0.888
Lights	311	488	40	5	**844**	-	118	420	299	0	**837**	-	264	808	346	2	**1420**	-	76	937	133	0	**1146**	-	4247
% Lights	92.8%	93.8%	95.2%	100%	**93.6%**	-	91.5%	89.7%	93.1%	0%	**91.2%**	-	93.3%	95.7%	95.8%	100%	**95.3%**	-	98.7%	97.0%	91.1%	0%	**96.4%**	-	94.4%
Single-Unit Trucks	22	24	2	0	**48**	-	8	24	9	0	**41**	-	6	21	10	0	**37**	-	1	22	8	0	**31**	-	157
% Single-Unit Trucks	6.6%	4.6%	4.8%	0%	**5.3%**	-	6.2%	5.1%	2.8%	0%	**4.5%**	-	2.1%	2.5%	2.8%	0%	**2.5%**	-	1.3%	2.3%	5.5%	0%	**2.6%**	-	3.5%
Articulated Trucks	2	4	0	0	**6**	-	1	10	12	0	**23**	-	12	13	5	0	**30**	-	0	6	4	0	**10**	-	69
% Articulated Trucks	0.6%	0.8%	0%	0%	**0.7%**	-	0.8%	2.1%	3.7%	0%	**2.5%**	-	4.2%	1.5%	1.4%	0%	**2.0%**	-	0%	0.6%	2.7%	0%	**0.8%**	-	1.5%
Buses	0	4	0	0	**4**	-	2	14	1	0	**17**	-	1	2	0	0	**3**	-	0	1	1	0	**2**	-	26
% Buses	0%	0.8%	0%	0%	**0.4%**	-	1.6%	3.0%	0.3%	0%	**1.9%**	-	0.4%	0.2%	0%	0%	**0.2%**	-	0%	0.1%	0.7%	0%	**0.2%**	-	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%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

S Arlington Heights Rd with E Algonquin Rd - TMC

Thu Jun 16, 2022
AM Peak (Jun 16 2022 7:30AM - 8:30 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 966117, Location: 42.044284, -87.983099

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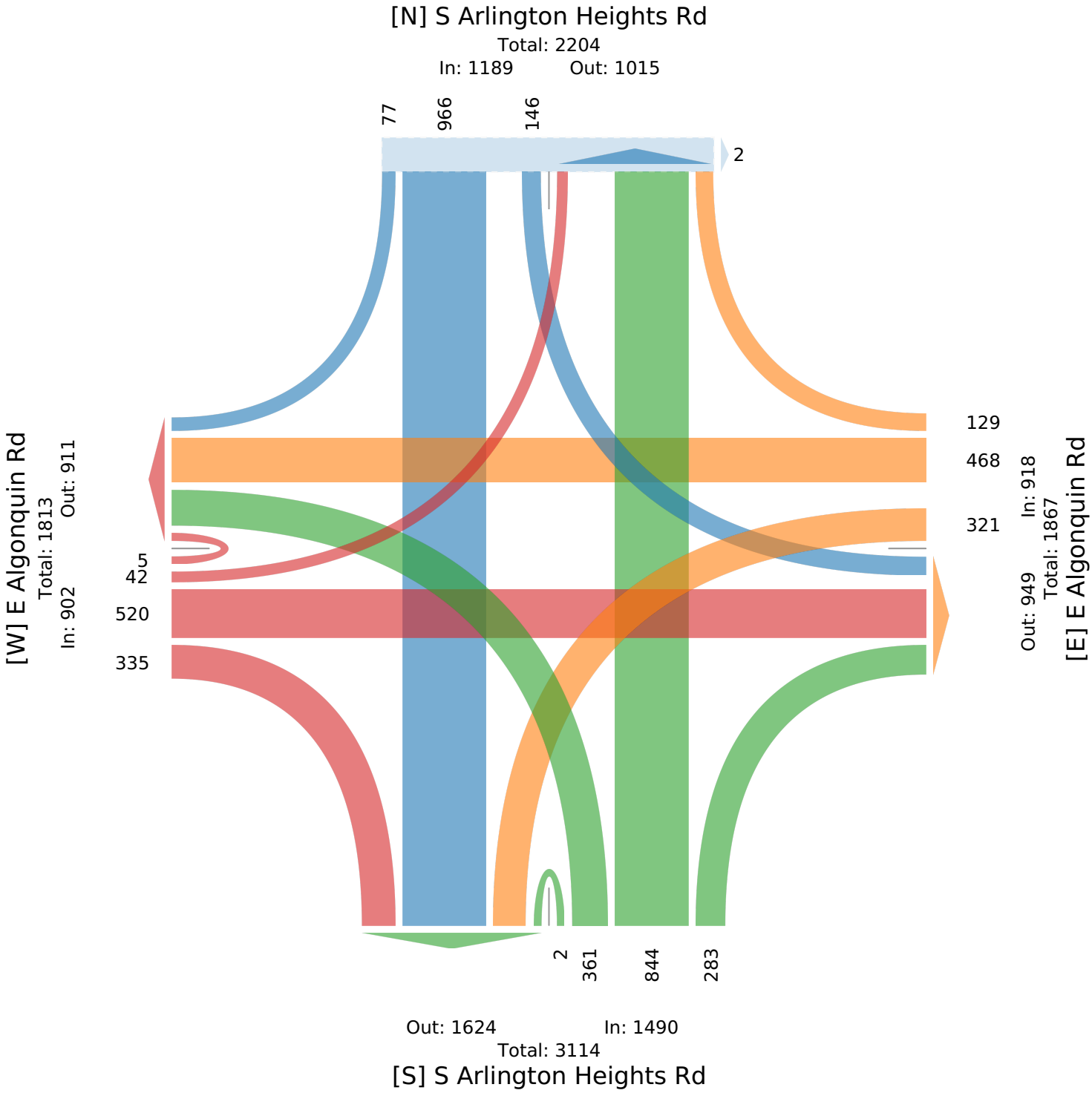


S Arlington Heights Rd with E Algonquin Rd - TMC

Thu Jun 16, 2022
PM Peak (Jun 16 2022 4:30PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 966117, Location: 42.044284, -87.983099

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

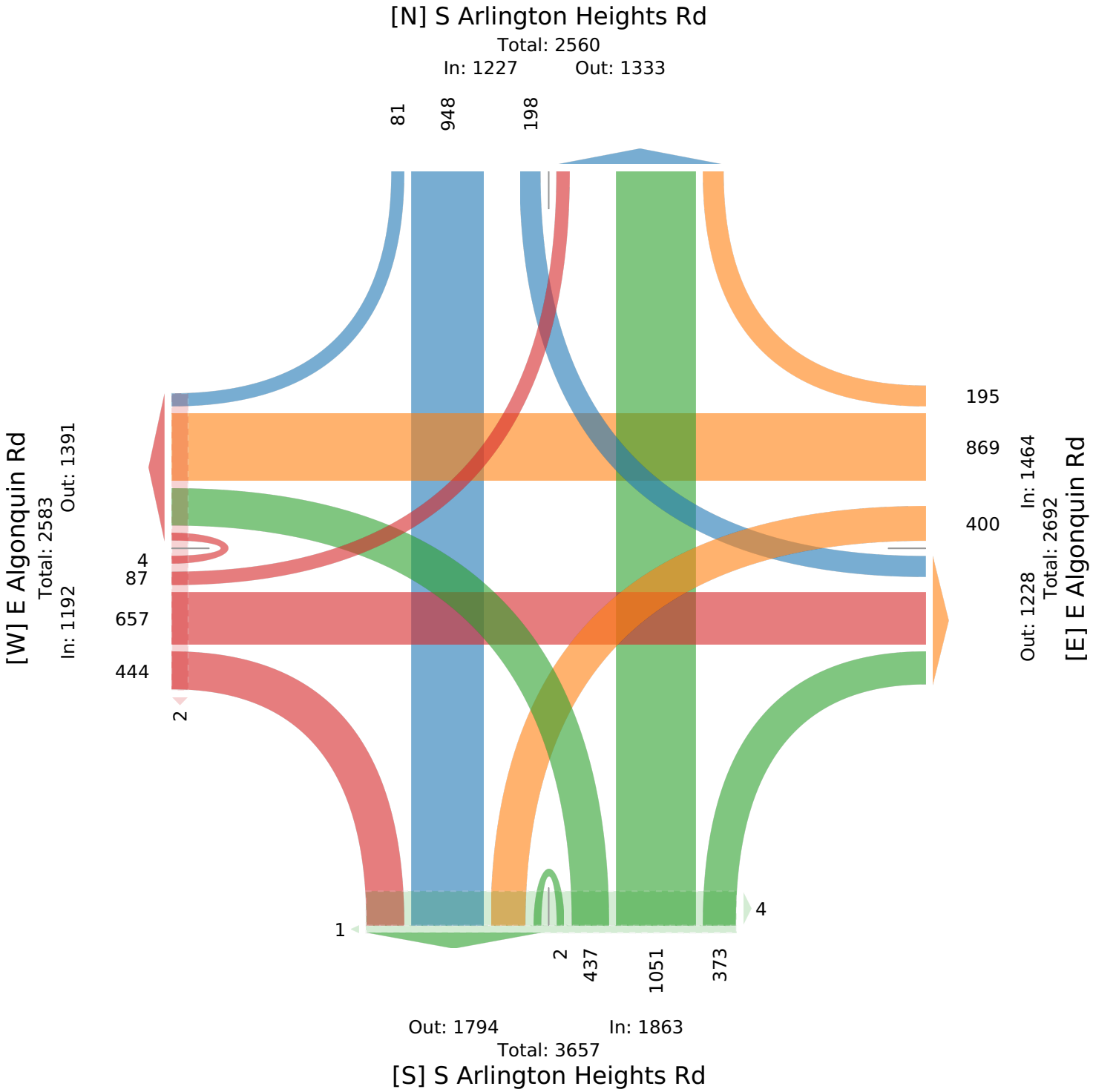
Leg	E Algonquin Rd						E Algonquin Rd						S Arlington Heights Rd						S Arlington Heights Rd						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2022-06-16 4:30PM	142	139	20	0	**301**	0	48	211	124	0	**383**	0	83	243	82	1	**409**	1	30	248	46	0	**324**	0	**1417**
4:45PM	97	182	21	1	**301**	0	45	217	105	0	**367**	0	82	230	123	1	**436**	0	21	247	45	0	**313**	0	**1417**
5:00PM	99	141	25	3	**268**	2	57	233	90	0	**380**	0	101	267	116	0	**484**	3	19	225	58	0	**302**	0	**1434**
5:15PM	106	195	21	0	**322**	0	45	208	81	0	**334**	0	107	311	116	0	**534**	1	11	228	49	0	**288**	0	**1478**
Total	444	657	87	4	**1192**	2	195	869	400	0	**1464**	0	373	1051	437	2	**1863**	5	81	948	198	0	**1227**	0	**5746**
% Approach	37.2%	55.1%	7.3%	0.3%	**-**	-	13.3%	59.4%	27.3%	0%	**-**	-	20.0%	56.4%	23.5%	0.1%	**-**	-	6.6%	77.3%	16.1%	0%	**-**	-	-
% Total	7.7%	11.4%	1.5%	0.1%	**20.7%**	-	3.4%	15.1%	7.0%	0%	**25.5%**	-	6.5%	18.3%	7.6%	0%	**32.4%**	-	1.4%	16.5%	3.4%	0%	**21.4%**	-	-
PHF	0.782	0.842	0.870	0.333	**0.925**	-	0.855	0.932	0.806	-	**0.956**	-	0.871	0.845	0.888	0.500	**0.872**	-	0.675	0.956	0.853	-	**0.947**	-	0.972
Lights	436	631	87	4	**1158**	-	190	853	394	0	**1437**	-	361	1046	433	2	**1842**	-	79	939	192	0	**1210**	-	5647
% Lights	98.2%	96.0%	100%	100%	**97.1%**	-	97.4%	98.2%	98.5%	0%	**98.2%**	-	96.8%	99.5%	99.1%	100%	**98.9%**	-	97.5%	99.1%	97.0%	0%	**98.6%**	-	98.3%
Single-Unit Trucks	7	12	0	0	**19**	-	3	5	1	0	**9**	-	4	1	2	0	**7**	-	2	6	3	0	**11**	-	46
% Single-Unit Trucks	1.6%	1.8%	0%	0%	**1.6%**	-	1.5%	0.6%	0.3%	0%	**0.6%**	-	1.1%	0.1%	0.5%	0%	**0.4%**	-	2.5%	0.6%	1.5%	0%	**0.9%**	-	0.8%
Articulated Trucks	1	8	0	0	**9**	-	1	9	5	0	**15**	-	8	3	2	0	**13**	-	0	3	3	0	**6**	-	43
% Articulated Trucks	0.2%	1.2%	0%	0%	**0.8%**	-	0.5%	1.0%	1.3%	0%	**1.0%**	-	2.1%	0.3%	0.5%	0%	**0.7%**	-	0%	0.3%	1.5%	0%	**0.5%**	-	0.7%
Buses	0	6	0	0	**6**	-	1	2	0	0	**3**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	10
% Buses	0%	0.9%	0%	0%	**0.5%**	-	0.5%	0.2%	0%	0%	**0.2%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

S Arlington Heights Rd with E Algonquin Rd - TMC

Thu Jun 16, 2022
PM Peak (Jun 16 2022 4:30PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 966117, Location: 42.044284, -87.983099

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



S Arlington Heights Rd with E Algonquin Rd - TMC

Sat Jun 18, 2022
Midday Peak (WKND), PM Peak (WKND) (Jun 18 2022 1PM - 2 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 966117, Location: 42.044284, -87.983099

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

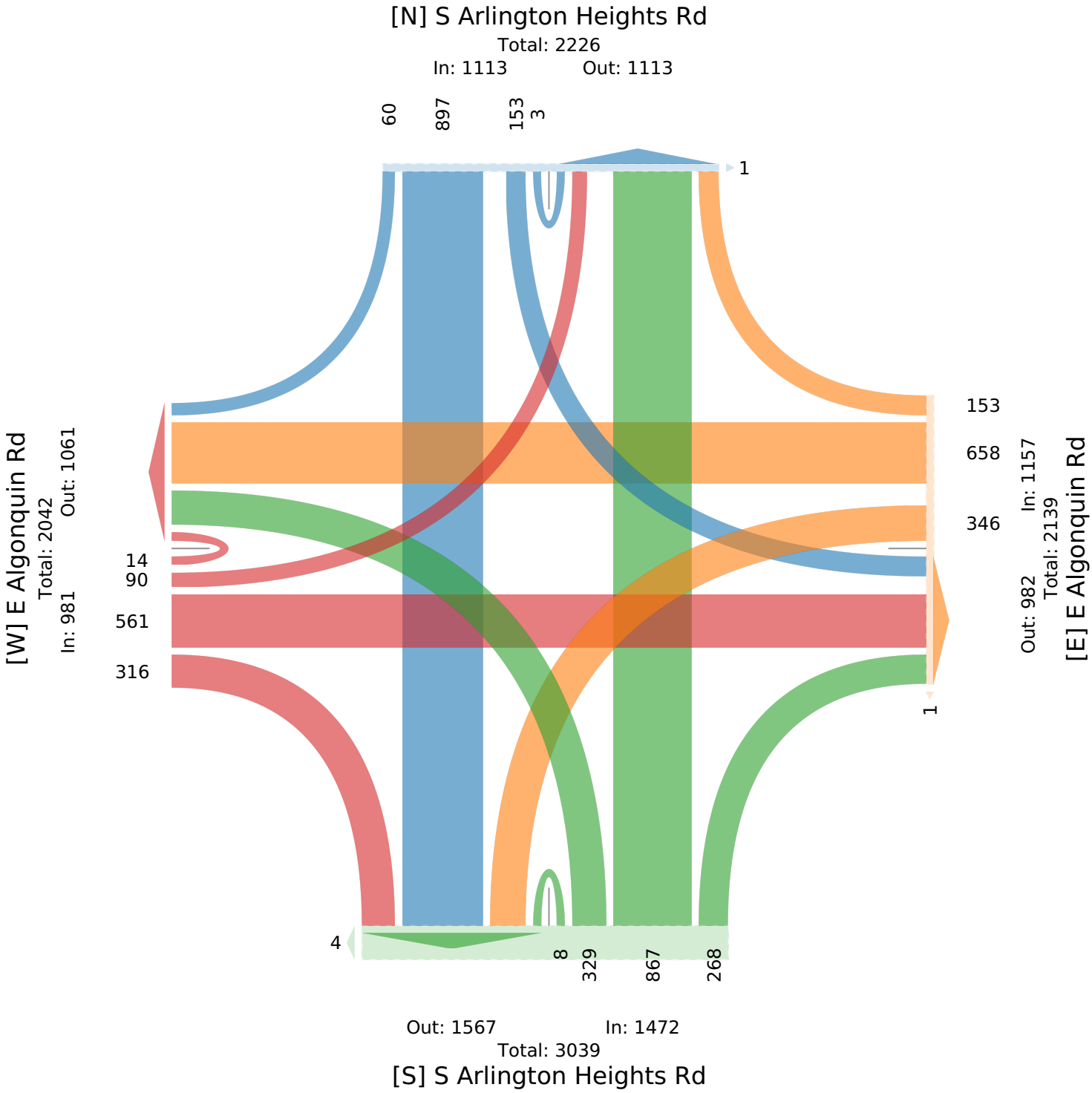
Leg	E Algonquin Rd						E Algonquin Rd						S Arlington Heights Rd						S Arlington Heights Rd						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2022-06-18 1:00PM	79	141	25	2	**247**	0	31	147	81	0	**259**	0	67	229	86	1	**383**	2	12	210	48	0	**270**	0	**1159**
1:15PM	76	143	24	5	**248**	0	39	142	82	0	**263**	0	70	234	87	1	**392**	1	22	225	41	0	**288**	1	**1191**
1:30PM	76	138	23	4	**241**	0	34	163	98	0	**295**	1	77	205	76	4	**362**	1	13	186	38	1	**238**	0	**1136**
1:45PM	85	139	18	3	**245**	0	49	206	85	0	**340**	0	54	199	80	2	**335**	0	13	276	26	2	**317**	0	**1237**
Total	316	561	90	14	**981**	0	153	658	346	0	**1157**	1	268	867	329	8	**1472**	4	60	897	153	3	**1113**	1	**4723**
% Approach	32.2%	57.2%	9.2%	1.4%	**-**	-	13.2%	56.9%	29.9%	0%	**-**	-	18.2%	58.9%	22.4%	0.5%	**-**	-	5.4%	80.6%	13.7%	0.3%	**-**	-	-
% Total	6.7%	11.9%	1.9%	0.3%	**20.8%**	-	3.2%	13.9%	7.3%	0%	**24.5%**	-	5.7%	18.4%	7.0%	0.2%	**31.2%**	-	1.3%	19.0%	3.2%	0.1%	**23.6%**	-	-
PHF	0.929	0.981	0.900	0.700	**0.989**	-	0.781	0.799	0.883	-	**0.851**	-	0.870	0.925	0.945	0.500	**0.938**	-	0.682	0.813	0.797	0.375	**0.878**	-	0.954
Lights	315	554	90	14	**973**	-	151	650	343	0	**1144**	-	262	860	321	8	**1451**	-	58	879	152	3	**1092**	-	4660
% Lights	99.7%	98.8%	100%	100%	**99.2%**	-	98.7%	98.8%	99.1%	0%	**98.9%**	-	97.8%	99.2%	97.6%	100%	**98.6%**	-	96.7%	98.0%	99.3%	100%	**98.1%**	-	98.7%
Single-Unit Trucks	1	2	0	0	**3**	-	1	5	2	0	**8**	-	4	4	8	0	**16**	-	1	12	1	0	**14**	-	41
% Single-Unit Trucks	0.3%	0.4%	0%	0%	**0.3%**	-	0.7%	0.8%	0.6%	0%	**0.7%**	-	1.5%	0.5%	2.4%	0%	**1.1%**	-	1.7%	1.3%	0.7%	0%	**1.3%**	-	0.9%
Articulated Trucks	0	1	0	0	**1**	-	1	1	1	0	**3**	-	1	1	0	0	**2**	-	1	2	0	0	**3**	-	9
% Articulated Trucks	0%	0.2%	0%	0%	**0.1%**	-	0.7%	0.2%	0.3%	0%	**0.3%**	-	0.4%	0.1%	0%	0%	**0.1%**	-	1.7%	0.2%	0%	0%	**0.3%**	-	0.2%
Buses	0	4	0	0	**4**	-	0	2	0	0	**2**	-	1	1	0	0	**2**	-	0	1	0	0	**1**	-	9
% Buses	0%	0.7%	0%	0%	**0.4%**	-	0%	0.3%	0%	0%	**0.2%**	-	0.4%	0.1%	0%	0%	**0.1%**	-	0%	0.1%	0%	0%	**0.1%**	-	0.2%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	3	0	0	**3**	-	4
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0.3%	0%	0%	**0.3%**	-	0.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	- 100%	-	-	-	-	-	- 100%	-	-	-	-	-	- 100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

S Arlington Heights Rd with E Algonquin Rd - TMC

Sat Jun 18, 2022
Midday Peak (WKND), PM Peak (WKND) (Jun 18 2022 1PM - 2 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 966117, Location: 42.044284, -87.983099

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Algonquin+Road+and+Arlington+Heights+Road TMC - TMC

Thu May 11, 2023
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1066698, Location: 42.044284, -87.983099

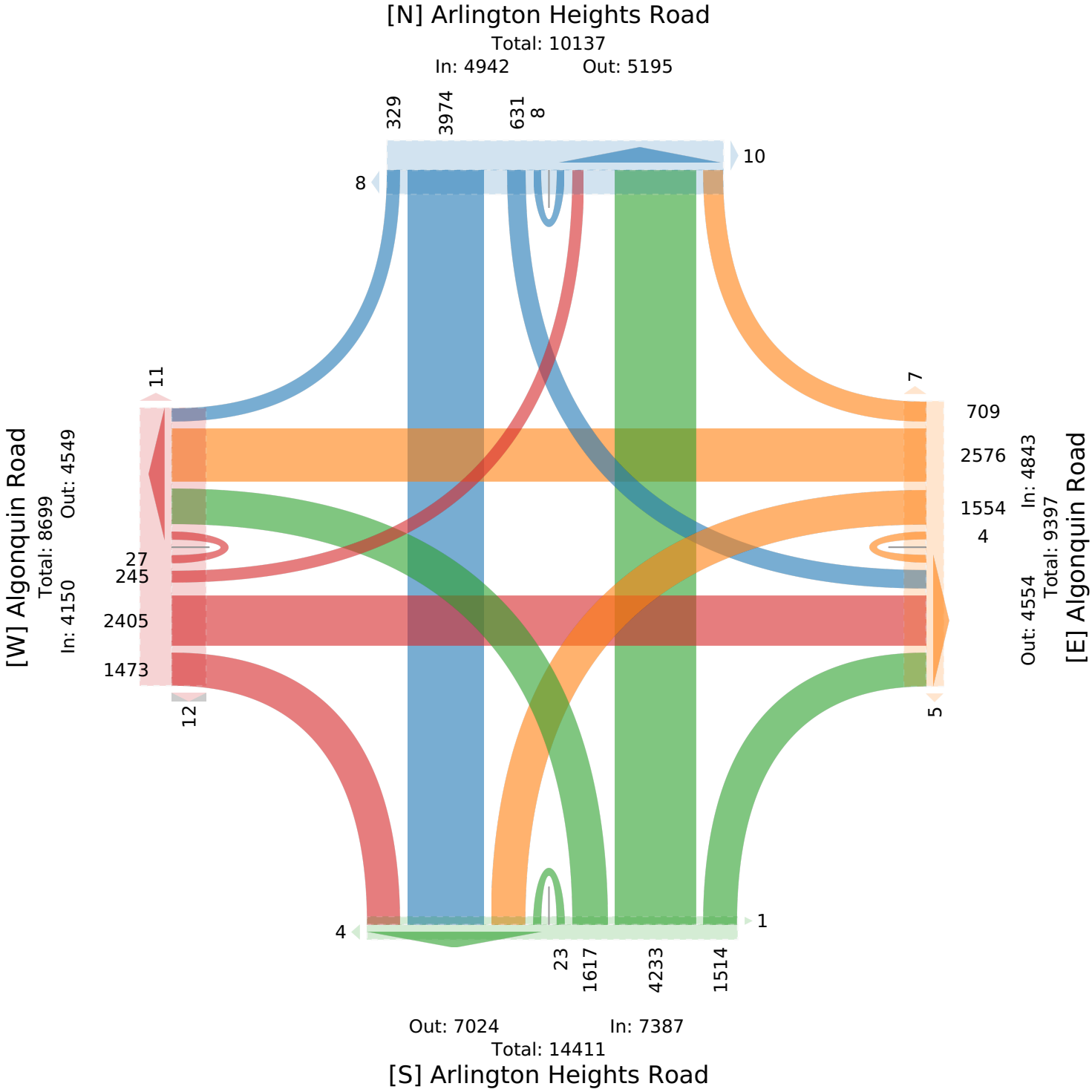
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	Algonquin Road						Algonquin Road						Arlington Heights Road						Arlington Heights Road						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2023-05-11 7:00AM	63	105	12	1	**181**	0	22	84	79	0	**185**	0	58	187	84	0	**329**	0	12	176	41	0	**229**	0	**924**
7:15AM	96	124	6	1	**227**	1	30	121	102	0	**253**	0	75	196	55	0	**326**	0	15	225	22	0	**262**	0	**1068**
7:30AM	67	142	9	2	**220**	1	35	117	84	0	**236**	0	85	277	110	0	**472**	1	21	253	39	0	**313**	1	**1241**
7:45AM	84	154	11	0	**249**	1	42	139	87	0	**268**	0	88	244	94	0	**426**	0	27	223	32	0	**282**	0	**1225**
Hourly Total	310	525	38	4	**877**	3	129	461	352	0	**942**	0	306	904	343	0	**1553**	1	75	877	134	0	**1086**	1	**4458**
8:00AM	80	131	12	1	**224**	0	32	137	97	0	**266**	1	90	236	106	3	**435**	0	23	240	25	0	**288**	0	**1213**
8:15AM	92	138	12	0	**242**	0	47	125	92	0	**264**	0	97	230	74	3	**404**	0	18	253	27	0	**298**	0	**1208**
8:30AM	71	127	14	0	**212**	0	32	141	74	0	**247**	0	73	246	98	2	**419**	0	23	190	54	0	**267**	2	**1145**
8:45AM	79	88	17	3	**187**	0	37	137	67	0	**241**	0	87	208	86	1	**382**	0	26	152	40	1	**219**	0	**1029**
Hourly Total	322	484	55	4	**865**	0	148	540	330	0	**1018**	1	347	920	364	9	**1640**	0	90	835	146	1	**1072**	2	**4595**
4:00PM	120	172	18	2	**312**	4	58	211	135	0	**404**	2	94	294	103	0	**491**	0	19	282	35	1	**337**	5	**1544**
4:15PM	109	162	14	4	**289**	3	65	202	93	1	**361**	2	109	305	108	0	**522**	0	21	285	42	1	**349**	2	**1521**
4:30PM	142	181	20	2	**345**	5	55	201	122	0	**378**	1	105	273	100	0	**478**	1	27	300	61	3	**391**	2	**1592**
4:45PM	99	163	20	0	**282**	7	48	174	115	0	**337**	4	109	327	146	0	**582**	0	27	320	40	0	**387**	5	**1588**
Hourly Total	470	678	72	8	**1228**	19	226	788	465	1	**1480**	9	417	1199	457	0	**2073**	1	94	1187	178	5	**1464**	14	**6245**
5:00PM	121	192	33	2	**348**	0	66	232	113	0	**411**	0	123	305	112	4	**544**	1	23	314	45	0	**382**	0	**1685**
5:15PM	87	200	14	4	**305**	0	46	201	88	0	**335**	1	116	346	129	0	**591**	1	18	267	44	0	**329**	0	**1560**
5:30PM	83	166	13	3	**265**	1	47	181	101	1	**330**	0	110	304	102	6	**522**	0	16	253	42	2	**313**	1	**1430**
5:45PM	80	160	20	2	**262**	0	47	173	105	2	**327**	1	95	255	110	4	**464**	1	13	241	42	0	**296**	0	**1349**
Hourly Total	371	718	80	11	**1180**	1	206	787	407	3	**1403**	2	444	1210	453	14	**2121**	3	70	1075	173	2	**1320**	1	**6024**
Total	1473	2405	245	27	**4150**	23	709	2576	1554	4	**4843**	12	1514	4233	1617	23	**7387**	5	329	3974	631	8	**4942**	18	**21322**
% Approach	35.5%	58.0%	5.9%	0.7%	**-**	-	14.6%	53.2%	32.1%	0.1%	**-**	-	20.5%	57.3%	21.9%	0.3%	**-**	-	6.7%	80.4%	12.8%	0.2%	**-**	-	**-**
% Total	6.9%	11.3%	1.1%	0.1%	**19.5%**	-	3.3%	12.1%	7.3%	0%	**22.7%**	-	7.1%	19.9%	7.6%	0.1%	**34.6%**	-	1.5%	18.6%	3.0%	0%	**23.2%**	-	**-**
Lights	1443	2276	240	27	**3986**	-	672	2452	1488	4	**4616**	-	1441	4137	1567	23	**7168**	-	324	3899	588	8	**4819**	-	20589
% Lights	98.0%	94.6%	98.0%	100%	**96.0%**	-	94.8%	95.2%	95.8%	100%	**95.3%**	-	95.2%	97.7%	96.9%	100%	**97.0%**	-	98.5%	98.1%	93.2%	100%	**97.5%**	-	96.6%
Single-Unit Trucks	21	66	2	0	**89**	-	15	54	21	0	**90**	-	26	54	34	0	**114**	-	4	45	20	0	**69**	-	362
% Single-Unit Trucks	1.4%	2.7%	0.8%	0%	**2.1%**	-	2.1%	2.1%	1.4%	0%	**1.9%**	-	1.7%	1.3%	2.1%	0%	**1.5%**	-	1.2%	1.1%	3.2%	0%	**1.4%**	-	1.7%
Articulated Trucks	8	32	2	0	**42**	-	4	40	39	0	**83**	-	36	30	10	0	**76**	-	1	18	2	0	**21**	-	222
% Articulated Trucks	0.5%	1.3%	0.8%	0%	**1.0%**	-	0.6%	1.6%	2.5%	0%	**1.7%**	-	2.4%	0.7%	0.6%	0%	**1.0%**	-	0.3%	0.5%	0.3%	0%	**0.4%**	-	1.0%
Buses	1	31	1	0	**33**	-	18	29	6	0	**53**	-	11	12	6	0	**29**	-	0	12	21	0	**33**	-	148
% Buses	0.1%	1.3%	0.4%	0%	**0.8%**	-	2.5%	1.1%	0.4%	0%	**1.1%**	-	0.7%	0.3%	0.4%	0%	**0.4%**	-	0%	0.3%	3.3%	0%	**0.7%**	-	0.7%
Bicycles on Road	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	23	-	-	-	-	-	12	-	-	-	-	-	5	-	-	-	-	-	18	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Algonquin+Road+and+Arlington+Heights+Road TMC - TMC
Thu May 11, 2023
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1066698, Location: 42.044284, -87.983099

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Algonquin+Road+and+Arlington+Heights+Road TMC - TMC

Thu May 11, 2023
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1066698, Location: 42.044284, -87.983099

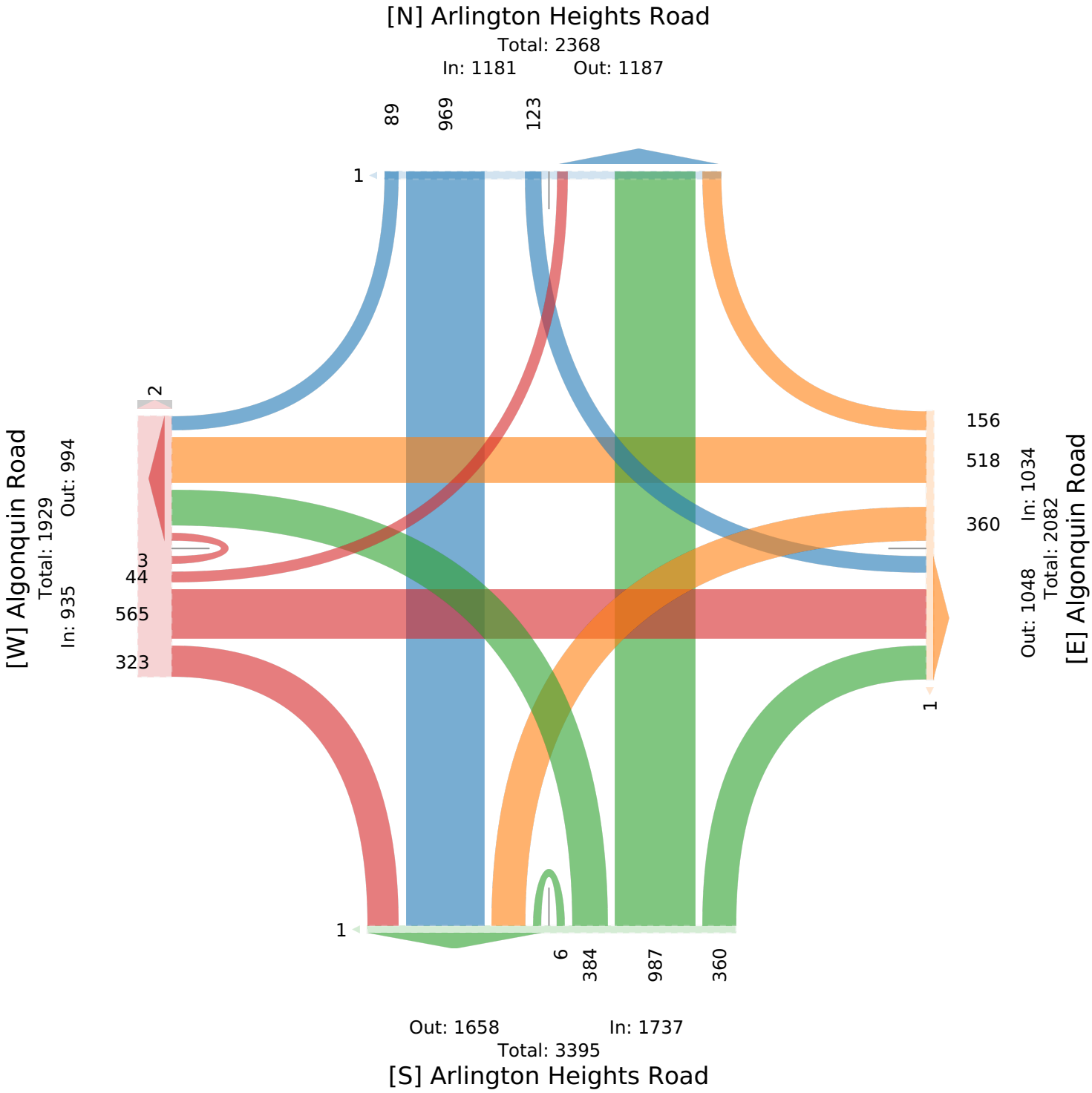
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	Algonquin Road						Algonquin Road						Arlington Heights Road						Arlington Heights Road						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-05-11 7:30AM	67	142	9	2	**220**	1	35	117	84	0	**236**	0	85	277	110	0	**472**	1	21	253	39	0	**313**	1	**1241**
7:45AM	84	154	11	0	**249**	1	42	139	87	0	**268**	0	88	244	94	0	**426**	0	27	223	32	0	**282**	0	**1225**
8:00AM	80	131	12	1	**224**	0	32	137	97	0	**266**	1	90	236	106	3	**435**	0	23	240	25	0	**288**	0	**1213**
8:15AM	92	138	12	0	**242**	0	47	125	92	0	**264**	0	97	230	74	3	**404**	0	18	253	27	0	**298**	0	**1208**
Total	323	565	44	3	**935**	2	156	518	360	0	**1034**	1	360	987	384	6	**1737**	1	89	969	123	0	**1181**	1	**4887**
% Approach	34.5%	60.4%	4.7%	0.3%	**-**	-	15.1%	50.1%	34.8%	0%	**-**	-	20.7%	56.8%	22.1%	0.3%	**-**	-	7.5%	82.0%	10.4%	0%	**-**	-	**-**
% Total	6.6%	11.6%	0.9%	0.1%	**19.1%**	-	3.2%	10.6%	7.4%	0%	**21.2%**	-	7.4%	20.2%	7.9%	0.1%	**35.5%**	-	1.8%	19.8%	2.5%	0%	**24.2%**	-	**-**
PHF	0.878	0.917	0.917	0.375	**0.939**	-	0.830	0.932	0.928	-	**0.965**	-	0.928	0.891	0.873	0.500	**0.920**	-	0.824	0.958	0.788	-	**0.943**	-	0.984
Lights	309	539	42	3	**893**	-	137	479	340	0	**956**	-	333	955	366	6	**1660**	-	88	945	111	0	**1144**	-	4653
% Lights	95.7%	95.4%	95.5%	100%	**95.5%**	-	87.8%	92.5%	94.4%	0%	**92.5%**	-	92.5%	96.8%	95.3%	100%	**95.6%**	-	98.9%	97.5%	90.2%	0%	**96.9%**	-	95.2%
Single-Unit Trucks	10	17	1	0	**28**	-	5	15	5	0	**25**	-	11	18	12	0	**41**	-	1	13	4	0	**18**	-	112
% Single-Unit Trucks	3.1%	3.0%	2.3%	0%	**3.0%**	-	3.2%	2.9%	1.4%	0%	**2.4%**	-	3.1%	1.8%	3.1%	0%	**2.4%**	-	1.1%	1.3%	3.3%	0%	**1.5%**	-	2.3%
Articulated Trucks	4	3	1	0	**8**	-	1	15	12	0	**28**	-	11	8	3	0	**22**	-	0	8	0	0	**8**	-	66
% Articulated Trucks	1.2%	0.5%	2.3%	0%	**0.9%**	-	0.6%	2.9%	3.3%	0%	**2.7%**	-	3.1%	0.8%	0.8%	0%	**1.3%**	-	0%	0.8%	0%	0%	**0.7%**	-	1.4%
Buses	0	6	0	0	**6**	-	13	9	3	0	**25**	-	5	6	3	0	**14**	-	0	3	8	0	**11**	-	56
% Buses	0%	1.1%	0%	0%	**0.6%**	-	8.3%	1.7%	0.8%	0%	**2.4%**	-	1.4%	0.6%	0.8%	0%	**0.8%**	-	0%	0.3%	6.5%	0%	**0.9%**	-	1.1%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Algonquin+Road+and+Arlington+Heights+Road TMC - TMC
Thu May 11, 2023
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1066698, Location: 42.044284, -87.983099

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Algonquin+Road+and+Arlington+Heights+Road TMC - TMC

Thu May 11, 2023
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1066698, Location: 42.044284, -87.983099

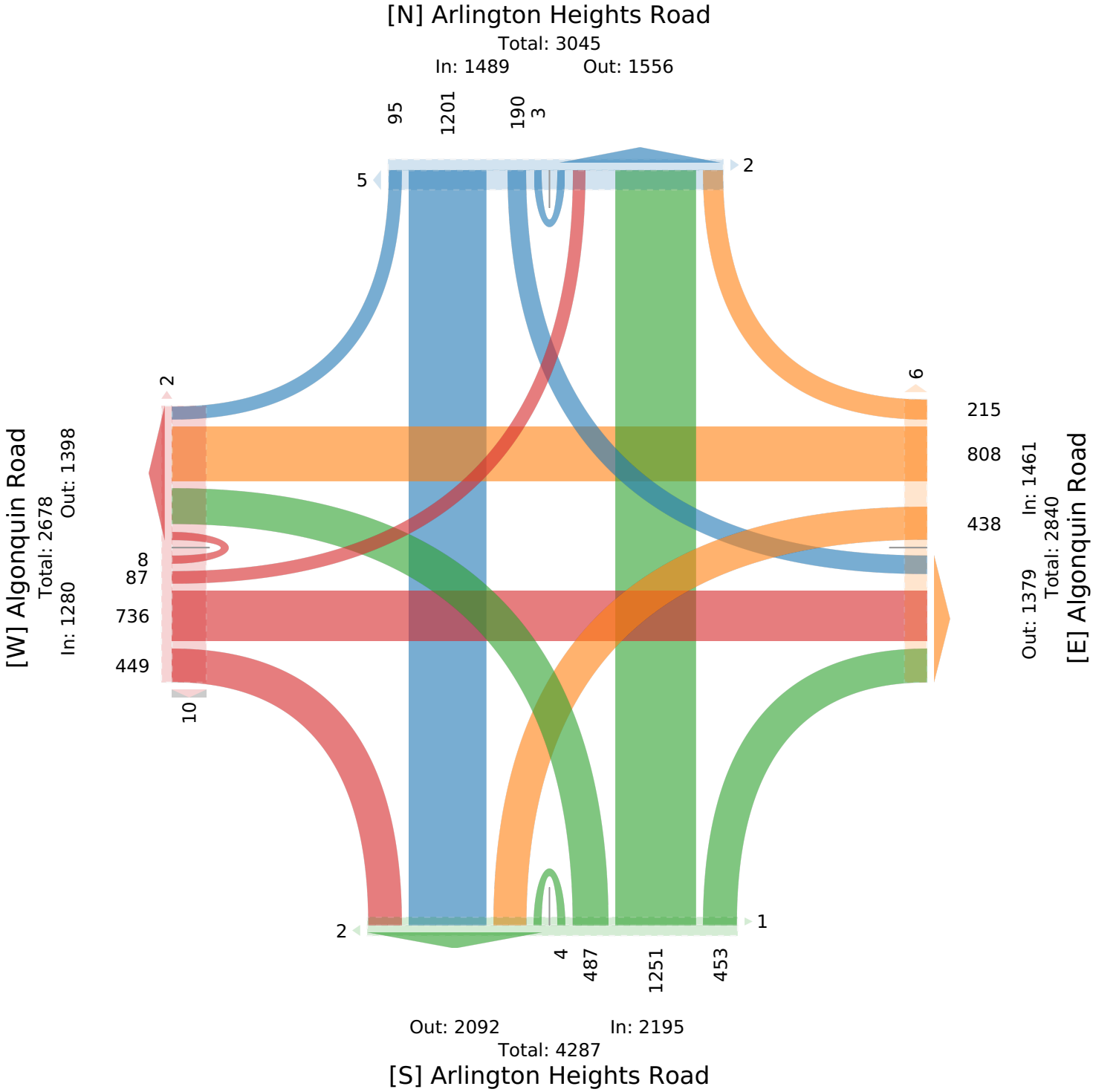
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg / Direction	Algonquin Road Eastbound						Algonquin Road Westbound						Arlington Heights Road Northbound						Arlington Heights Road Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-05-11 4:30PM	142	181	20	2	**345**	5	55	201	122	0	**378**	1	105	273	100	0	**478**	1	27	300	61	3	**391**	2	**1592**
4:45PM	99	163	20	0	**282**	7	48	174	115	0	**337**	4	109	327	146	0	**582**	0	27	320	40	0	**387**	5	**1588**
5:00PM	121	192	33	2	**348**	0	66	232	113	0	**411**	0	123	305	112	4	**544**	1	23	314	45	0	**382**	0	**1685**
5:15PM	87	200	14	4	**305**	0	46	201	88	0	**335**	1	116	346	129	0	**591**	1	18	267	44	0	**329**	0	**1560**
Total	449	736	87	8	**1280**	12	215	808	438	0	**1461**	6	453	1251	487	4	**2195**	3	95	1201	190	3	**1489**	7	**6425**
% Approach	35.1%	57.5%	6.8%	0.6%	**-**	-	14.7%	55.3%	30.0%	0%	**-**	-	20.6%	57.0%	22.2%	0.2%	**-**	-	6.4%	80.7%	12.8%	0.2%	**-**	-	-
% Total	7.0%	11.5%	1.4%	0.1%	**19.9%**	-	3.3%	12.6%	6.8%	0%	**22.7%**	-	7.1%	19.5%	7.6%	0.1%	**34.2%**	-	1.5%	18.7%	3.0%	0%	**23.2%**	-	-
PHF	0.790	0.920	0.659	0.500	**0.920**	-	0.814	0.870	0.898	-	**0.888**	-	0.921	0.904	0.834	0.250	**0.929**	-	0.880	0.938	0.779	0.250	**0.952**	-	0.953
Lights	447	695	87	8	**1237**	-	213	789	431	0	**1433**	-	439	1238	481	4	**2162**	-	94	1188	182	3	**1467**	-	6299
% Lights	99.6%	94.4%	100%	100%	**96.6%**	-	99.1%	97.6%	98.4%	0%	**98.1%**	-	96.9%	99.0%	98.8%	100%	**98.5%**	-	98.9%	98.9%	95.8%	100%	**98.5%**	-	98.0%
Single-Unit Trucks	1	18	0	0	**19**	-	2	7	4	0	**13**	-	3	6	6	0	**15**	-	1	12	4	0	**17**	-	64
% Single-Unit Trucks	0.2%	2.4%	0%	0%	**1.5%**	-	0.9%	0.9%	0.9%	0%	**0.9%**	-	0.7%	0.5%	1.2%	0%	**0.7%**	-	1.1%	1.0%	2.1%	0%	**1.1%**	-	1.0%
Articulated Trucks	1	16	0	0	**17**	-	0	9	3	0	**12**	-	10	7	0	0	**17**	-	0	1	0	0	**1**	-	47
% Articulated Trucks	0.2%	2.2%	0%	0%	**1.3%**	-	0%	1.1%	0.7%	0%	**0.8%**	-	2.2%	0.6%	0%	0%	**0.8%**	-	0%	0.1%	0%	0%	**0.1%**	-	0.7%
Buses	0	7	0	0	**7**	-	0	2	0	0	**2**	-	1	0	0	0	**1**	-	0	0	4	0	**4**	-	14
% Buses	0%	1.0%	0%	0%	**0.5%**	-	0%	0.2%	0%	0%	**0.1%**	-	0.2%	0%	0%	0%	**0%**	-	0%	0%	2.1%	0%	**0.3%**	-	0.2%
Bicycles on Road	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	12	-	-	-	-	-	6	-	-	-	-	-	3	-	-	-	-	-	7	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Algonquin+Road+and+Arlington+Heights+Road TMC - TMC
Thu May 11, 2023
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1066698, Location: 42.044284, -87.983099

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Arlington Heights Road with Tonne Drive - TMC

Thu May 11, 2023
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1071718, Location: 42.043225, -87.980451

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

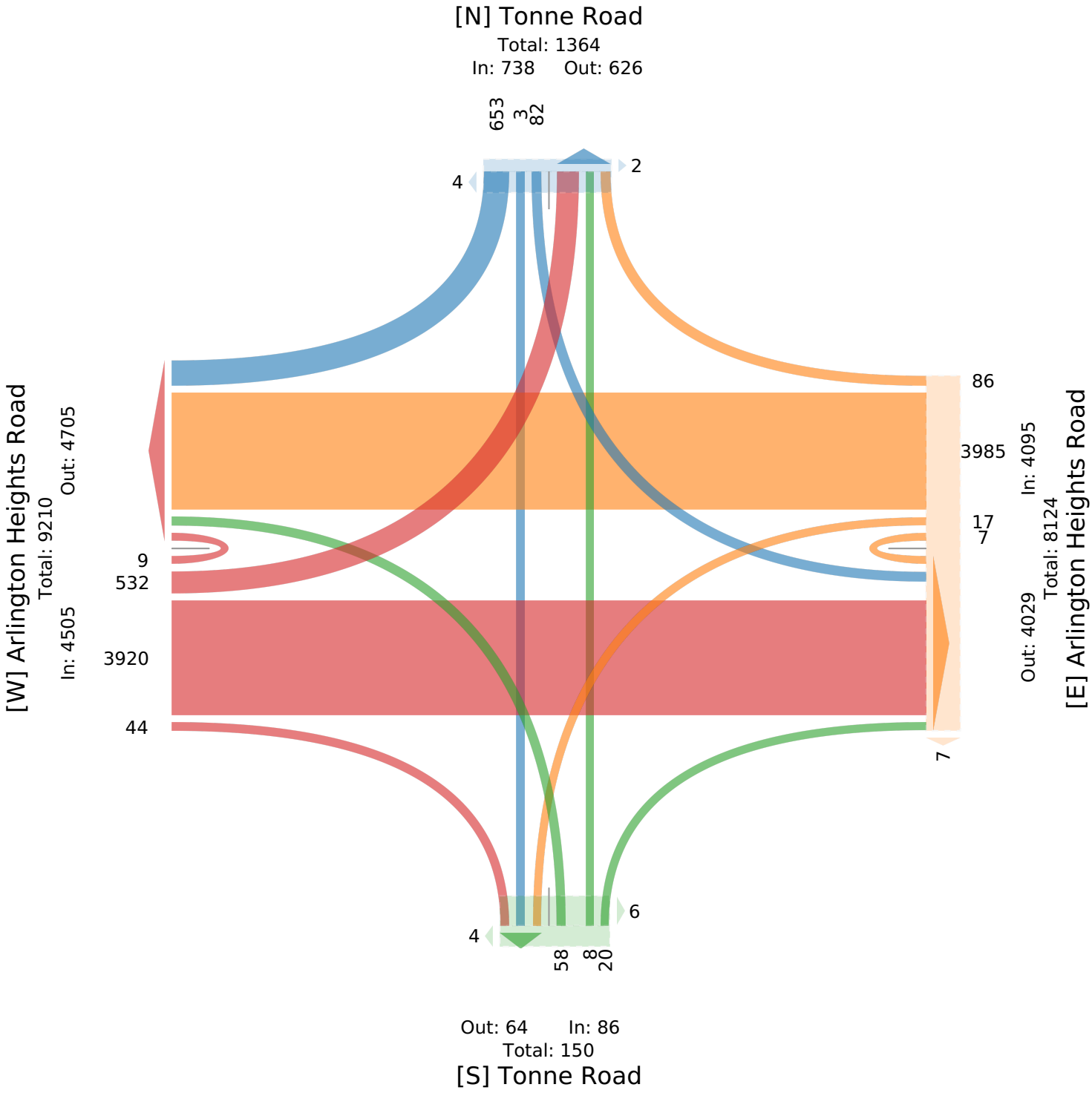
Leg	Arlington Heights Road						Arlington Heights Road						Tonne Road						Tonne Road						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-05-11 7:00AM	3	183	18	0	**204**	0	1	158	1	0	**160**	1	1	0	3	0	**4**	3	40	0	3	0	**43**	0	**411**
7:15AM	1	224	16	2	**243**	0	3	188	1	0	**192**	0	1	0	2	0	**3**	3	43	0	2	0	**45**	0	**483**
7:30AM	8	229	34	0	**271**	0	5	209	0	0	**214**	1	0	0	0	0	**0**	3	48	0	6	0	**54**	0	**539**
7:45AM	5	280	22	1	**308**	0	5	219	4	0	**228**	0	1	1	1	0	**3**	0	40	1	4	0	**45**	0	**584**
Hourly Total	17	916	90	3	**1026**	0	14	774	6	0	**794**	2	3	1	6	0	**10**	9	171	1	15	0	**187**	0	**2017**
8:00AM	6	211	24	0	**241**	0	2	215	0	0	**217**	0	1	0	1	0	**2**	0	46	0	3	0	**49**	0	**509**
8:15AM	1	231	15	0	**247**	0	3	225	0	3	**231**	0	2	0	1	0	**3**	0	31	0	3	0	**34**	0	**515**
8:30AM	5	234	25	0	**264**	0	2	187	0	3	**192**	0	0	0	0	0	**0**	0	31	0	4	0	**35**	0	**491**
8:45AM	4	192	22	0	**218**	0	0	193	0	1	**194**	1	2	1	2	0	**5**	0	28	0	1	0	**29**	0	**446**
Hourly Total	16	868	86	0	**970**	0	7	820	0	7	**834**	1	5	1	4	0	**10**	0	136	0	11	0	**147**	0	**1961**
4:00PM	1	244	34	3	**282**	0	14	349	0	0	**363**	0	1	0	11	0	**12**	0	54	2	5	0	**61**	3	**718**
4:15PM	1	274	45	0	**320**	0	8	310	1	0	**319**	0	2	0	4	0	**6**	0	33	0	10	0	**43**	0	**688**
4:30PM	3	252	33	0	**288**	0	6	328	1	0	**335**	0	2	3	8	0	**13**	0	44	0	9	0	**53**	0	**689**
4:45PM	1	298	9	0	**308**	0	1	295	1	0	**297**	0	1	1	8	0	**10**	0	30	0	7	0	**37**	0	**652**
Hourly Total	6	1068	121	3	**1198**	0	29	1282	3	0	**1314**	0	6	4	31	0	**41**	0	161	2	31	0	**194**	3	**2747**
5:00PM	1	271	59	1	**332**	0	8	335	1	0	**344**	0	1	0	7	0	**8**	1	54	0	5	0	**59**	1	**743**
5:15PM	2	305	62	0	**369**	0	9	265	3	0	**277**	4	1	2	6	0	**9**	0	38	0	9	0	**47**	1	**702**
5:30PM	1	254	56	1	**312**	0	9	272	2	0	**283**	0	3	0	3	0	**6**	0	34	0	6	0	**40**	1	**641**
5:45PM	1	238	58	1	**298**	0	10	237	2	0	**249**	0	1	0	1	0	**2**	0	59	0	5	0	**64**	0	**613**
Hourly Total	5	1068	235	3	**1311**	0	36	1109	8	0	**1153**	4	6	2	17	0	**25**	1	185	0	25	0	**210**	3	**2699**
Total	44	3920	532	9	**4505**	0	86	3985	17	7	**4095**	7	20	8	58	0	**86**	10	653	3	82	0	**738**	6	**9424**
% Approach	1.0%	87.0%	11.8%	0.2%	**-**	-	2.1%	97.3%	0.4%	0.2%	**-**	-	23.3%	9.3%	67.4%	0%	**-**	-	88.5%	0.4%	11.1%	0%	**-**	-	-
% Total	0.5%	41.6%	5.6%	0.1%	**47.8%**	-	0.9%	42.3%	0.2%	0.1%	**43.5%**	-	0.2%	0.1%	0.6%	0%	**0.9%**	-	6.9%	0%	0.9%	0%	**7.8%**	-	-
Lights	42	3674	526	9	**4251**	-	85	3778	17	5	**3885**	-	18	7	56	0	**81**	-	642	3	79	0	**724**	-	8941
% Lights	95.5%	93.7%	98.9%	100%	**94.4%**	-	98.8%	94.8%	100%	71.4%	**94.9%**	-	90.0%	87.5%	96.6%	0%	**94.2%**	-	98.3%	100%	96.3%	0%	**98.1%**	-	94.9%
Single-Unit Trucks	0	112	3	0	**115**	-	0	97	0	0	**97**	-	1	1	0	0	**2**	-	6	0	2	0	**8**	-	222
% Single-Unit Trucks	0%	2.9%	0.6%	0%	**2.6%**	-	0%	2.4%	0%	0%	**2.4%**	-	5.0%	12.5%	0%	0%	**2.3%**	-	0.9%	0%	2.4%	0%	**1.1%**	-	2.4%
Articulated Trucks	0	77	0	0	**77**	-	0	74	0	0	**74**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	151
% Articulated Trucks	0%	2.0%	0%	0%	**1.7%**	-	0%	1.9%	0%	0%	**1.8%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.6%
Buses	1	57	3	0	**61**	-	1	35	0	2	**38**	-	1	0	2	0	**3**	-	5	0	1	0	**6**	-	108
% Buses	2.3%	1.5%	0.6%	0%	**1.4%**	-	1.2%	0.9%	0%	28.6%	**0.9%**	-	5.0%	0%	3.4%	0%	**3.5%**	-	0.8%	0%	1.2%	0%	**0.8%**	-	1.1%
Bicycles on Road	1	0	0	0	**1**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	2
% Bicycles on Road	2.3%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	7	-	-	-	-	-	10	-	-	-	-	-	6	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Arlington Heights Road with Tonne Drive - TMC

Thu May 11, 2023
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1071718, Location: 42.043225, -87.980451

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Arlington Heights Road with Tonne Drive - TMC

Thu May 11, 2023
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1071718, Location: 42.043225, -87.980451

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

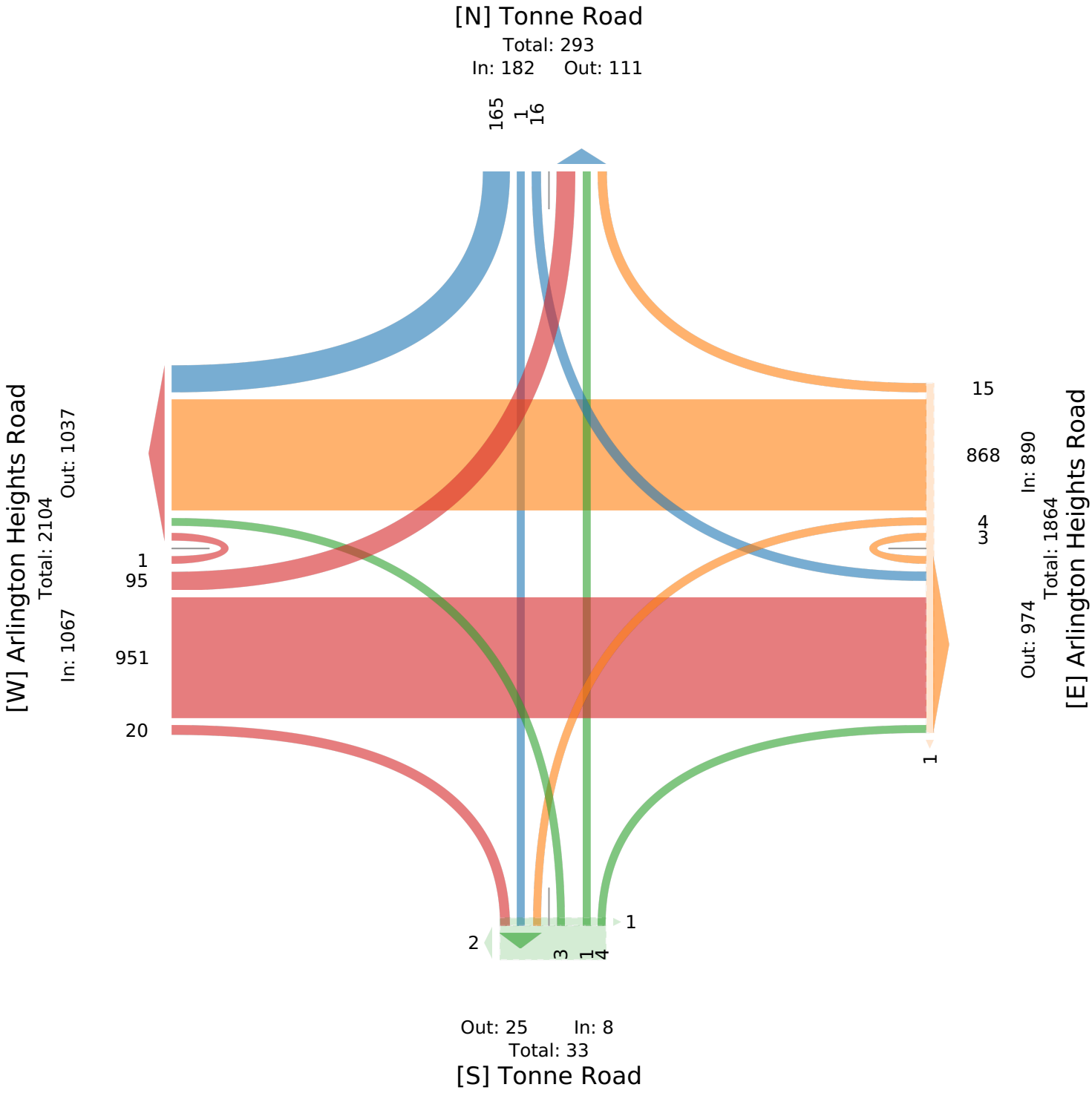
Leg	Arlington Heights Road						Arlington Heights Road						Tonne Road						Tonne Road						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-05-11 7:30AM	8	229	34	0	**271**	0	5	209	0	0	**214**	1	0	0	0	0	**0**	3	48	0	6	0	**54**	0	**539**
7:45AM	5	280	22	1	**308**	0	5	219	4	0	**228**	0	1	1	1	0	**3**	0	40	1	4	0	**45**	0	**584**
8:00AM	6	211	24	0	**241**	0	2	215	0	0	**217**	0	1	0	1	0	**2**	0	46	0	3	0	**49**	0	**509**
8:15AM	1	231	15	0	**247**	0	3	225	0	3	**231**	0	2	0	1	0	**3**	0	31	0	3	0	**34**	0	**515**
Total	20	951	95	1	**1067**	0	15	868	4	3	**890**	1	4	1	3	0	**8**	3	165	1	16	0	**182**	0	**2147**
% Approach	1.9%	89.1%	8.9%	0.1%	**-**	-	1.7%	97.5%	0.4%	0.3%	**-**	-	50.0%	12.5%	37.5%	0%	**-**	-	90.7%	0.5%	8.8%	0%	**-**	-	-
% Total	0.9%	44.3%	4.4%	0%	**49.7%**	-	0.7%	40.4%	0.2%	0.1%	**41.5%**	-	0.2%	0%	0.1%	0%	**0.4%**	-	7.7%	0%	0.7%	0%	**8.5%**	-	-
PHF	0.679	0.849	0.699	0.250	**0.865**	-	0.750	0.964	0.250	0.250	**0.963**	-	0.500	0.250	0.750	-	**0.667**	-	0.859	0.250	0.667	-	**0.843**	-	0.919
Lights	19	886	92	1	**998**	-	14	793	4	1	**812**	-	3	1	3	0	**7**	-	160	1	15	0	**176**	-	1993
% Lights	95.0%	93.2%	96.8%	100%	**93.5%**	-	93.3%	91.4%	100%	33.3%	**91.2%**	-	75.0%	100%	100%	0%	**87.5%**	-	97.0%	100%	93.8%	0%	**96.7%**	-	92.8%
Single-Unit Trucks	0	30	2	0	**32**	-	0	39	0	0	**39**	-	0	0	0	0	**0**	-	4	0	1	0	**5**	-	76
% Single-Unit Trucks	0%	3.2%	2.1%	0%	**3.0%**	-	0%	4.5%	0%	0%	**4.4%**	-	0%	0%	0%	0%	**0%**	-	2.4%	0%	6.3%	0%	**2.7%**	-	3.5%
Articulated Trucks	0	17	0	0	**17**	-	0	19	0	0	**19**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	36
% Articulated Trucks	0%	1.8%	0%	0%	**1.6%**	-	0%	2.2%	0%	0%	**2.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.7%
Buses	0	18	1	0	**19**	-	1	17	0	2	**20**	-	1	0	0	0	**1**	-	1	0	0	0	**1**	-	41
% Buses	0%	1.9%	1.1%	0%	**1.8%**	-	6.7%	2.0%	0%	66.7%	**2.2%**	-	25.0%	0%	0%	0%	**12.5%**	-	0.6%	0%	0%	0%	**0.5%**	-	1.9%
Bicycles on Road	1	0	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Bicycles on Road	5.0%	0%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Arlington Heights Road with Tonne Drive - TMC

Thu May 11, 2023
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1071718, Location: 42.043225, -87.980451

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Arlington Heights Road with Tonne Drive - TMC

Thu May 11, 2023
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1071718, Location: 42.043225, -87.980451

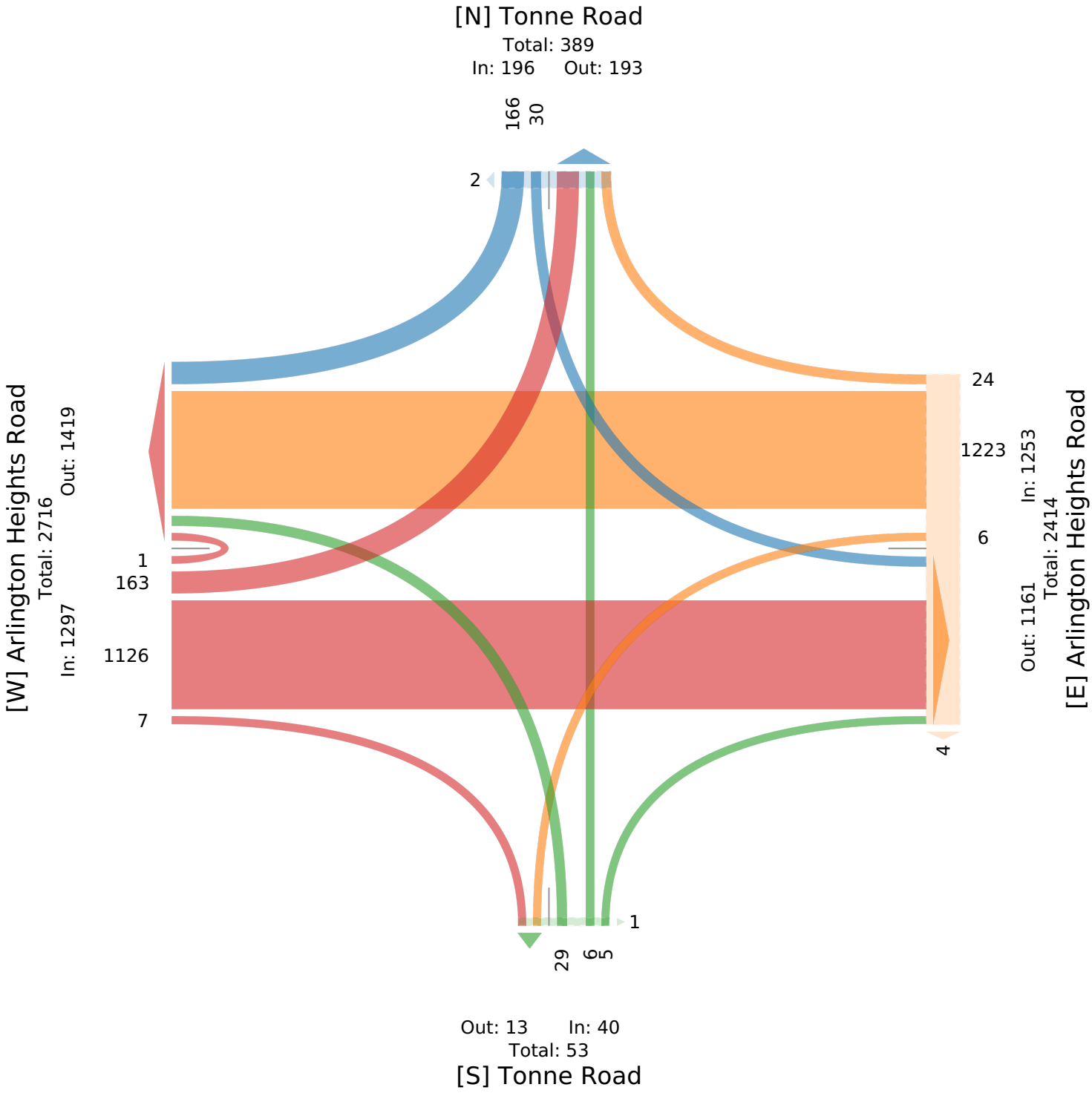
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg / Direction	Arlington Heights Road Eastbound						Arlington Heights Road Westbound						Tonne Road Northbound						Tonne Road Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-05-11 4:30PM	3	252	33	0	**288**	0	6	328	1	0	**335**	0	2	3	8	0	**13**	0	44	0	9	0	**53**	0	**689**
4:45PM	1	298	9	0	**308**	0	1	295	1	0	**297**	0	1	1	8	0	**10**	0	30	0	7	0	**37**	0	**652**
5:00PM	1	271	59	1	**332**	0	8	335	1	0	**344**	0	1	0	7	0	**8**	1	54	0	5	0	**59**	1	**743**
5:15PM	2	305	62	0	**369**	0	9	265	3	0	**277**	4	1	2	6	0	**9**	0	38	0	9	0	**47**	1	**702**
Total	7	1126	163	1	**1297**	0	24	1223	6	0	**1253**	4	5	6	29	0	**40**	1	166	0	30	0	**196**	2	**2786**
% Approach	0.5%	86.8%	12.6%	0.1%	**-**	-	1.9%	97.6%	0.5%	0%	**-**	-	12.5%	15.0%	72.5%	0%	**-**	-	84.7%	0%	15.3%	0%	**-**	-	-
% Total	0.3%	40.4%	5.9%	0%	**46.6%**	-	0.9%	43.9%	0.2%	0%	**45.0%**	-	0.2%	0.2%	1.0%	0%	**1.4%**	-	6.0%	0%	1.1%	0%	**7.0%**	-	-
PHF	0.583	0.923	0.657	0.250	**0.879**	-	0.667	0.913	0.500	-	**0.911**	-	0.625	0.500	0.906	-	**0.769**	-	0.769	-	0.833	-	**0.831**	-	0.937
Lights	7	1066	163	1	**1237**	-	24	1198	6	0	**1228**	-	4	6	29	0	**39**	-	165	0	29	0	**194**	-	2698
% Lights	100%	94.7%	100%	100%	**95.4%**	-	100%	98.0%	100%	0%	**98.0%**	-	80.0%	100%	100%	0%	**97.5%**	-	99.4%	0%	96.7%	0%	**99.0%**	-	96.8%
Single-Unit Trucks	0	23	0	0	**23**	-	0	8	0	0	**8**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	32
% Single-Unit Trucks	0%	2.0%	0%	0%	**1.8%**	-	0%	0.7%	0%	0%	**0.6%**	-	20.0%	0%	0%	0%	**2.5%**	-	0%	0%	0%	0%	**0%**	-	1.1%
Articulated Trucks	0	25	0	0	**25**	-	0	16	0	0	**16**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	41
% Articulated Trucks	0%	2.2%	0%	0%	**1.9%**	-	0%	1.3%	0%	0%	**1.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.5%
Buses	0	12	0	0	**12**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	1	0	1	0	**2**	-	15
% Buses	0%	1.1%	0%	0%	**0.9%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0.6%	0%	3.3%	0%	**1.0%**	-	0.5%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Arlington Heights Road with Tonne Drive - TMC
Thu May 11, 2023
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1071718, Location: 42.043225, -87.980451

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Arlington Heights Rd with Guitar Center Acce... - TMC

Thu Jun 16, 2022
Full Length (7 AM-9 AM, 4 PM-6 PM, 11:30 AM-2 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 966112, Location: 42.042814, -87.983165

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	I-90 Ramp		Guitar Center Access Drive					S Arlington Heights Rd					S Arlington Heights Rd					
Direction	Eastbound		Westbound					Northbound					Southbound					
Time	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2022-06-16 7:00AM	**0**	0	0	0	0	**0**	0	3	273	0	**276**	0	83	254	0	0	**337**	0	**613**
7:15AM	**0**	0	1	0	0	**1**	0	4	332	0	**336**	0	84	263	0	0	**347**	0	**684**
7:30AM	**0**	0	0	0	0	**0**	0	4	399	0	**403**	0	94	297	0	0	**391**	0	**794**
7:45AM	**0**	0	0	0	0	**0**	0	2	469	0	**471**	0	107	289	0	0	**396**	0	**867**
Hourly Total	**0**	0	1	0	0	**1**	0	13	1473	0	**1486**	0	368	1103	0	0	**1471**	0	**2958**
8:00AM	**0**	0	0	0	0	**0**	0	3	334	0	**337**	0	78	304	0	0	**382**	0	**719**
8:15AM	**0**	0	1	0	0	**1**	0	3	378	0	**381**	0	89	290	0	0	**379**	0	**761**
8:30AM	**0**	0	0	0	0	**0**	0	3	361	0	**364**	0	84	274	0	0	**358**	0	**722**
8:45AM	**0**	1	0	0	0	**0**	0	3	349	0	**352**	0	82	242	0	0	**324**	0	**676**
Hourly Total	**0**	1	1	0	0	**1**	0	12	1422	0	**1434**	0	333	1110	0	0	**1443**	0	**2878**
4:00PM	**0**	0	3	0	0	**3**	3	4	404	0	**408**	0	125	370	0	0	**495**	0	**906**
4:15PM	**0**	0	1	0	0	**1**	0	2	487	0	**489**	0	106	325	0	0	**431**	0	**921**
4:30PM	**0**	0	3	0	0	**3**	0	4	468	0	**472**	0	142	368	0	0	**510**	0	**985**
4:45PM	**0**	0	2	0	0	**2**	0	6	463	0	**469**	0	124	323	0	0	**447**	0	**918**
Hourly Total	**0**	0	9	0	0	**9**	3	16	1822	0	**1838**	0	497	1386	0	0	**1883**	0	**3730**
5:00PM	**0**	0	4	0	0	**4**	0	3	532	0	**535**	0	121	332	0	0	**453**	0	**992**
5:15PM	**0**	0	0	0	0	**0**	0	1	525	0	**526**	0	111	330	0	0	**441**	0	**967**
5:30PM	**0**	0	2	0	0	**2**	0	4	488	0	**492**	0	99	332	0	0	**431**	0	**925**
5:45PM	**0**	0	2	0	0	**2**	0	7	486	0	**493**	0	76	286	0	0	**362**	0	**857**
Hourly Total	**0**	0	8	0	0	**8**	0	15	2031	0	**2046**	0	407	1280	0	0	**1687**	0	**3741**
2022-06-18 11:30AM	**0**	0	7	0	0	**7**	2	7	343	0	**350**	0	109	306	0	0	**415**	0	**772**
11:45AM	**0**	0	6	0	0	**6**	0	5	375	0	**380**	0	105	299	0	0	**404**	0	**790**
Hourly Total	**0**	0	13	0	0	**13**	2	12	718	0	**730**	0	214	605	0	0	**819**	0	**1562**
12:00PM	**0**	0	3	0	0	**3**	0	8	382	0	**390**	0	110	300	0	0	**410**	0	**803**
12:15PM	**0**	0	8	0	0	**8**	0	4	417	0	**421**	0	97	254	0	0	**351**	0	**780**
12:30PM	**0**	0	4	0	0	**4**	0	4	365	0	**369**	0	105	269	0	0	**374**	0	**747**
12:45PM	**0**	0	4	0	0	**4**	0	5	383	0	**388**	0	100	269	0	0	**369**	0	**761**
Hourly Total	**0**	0	19	0	0	**19**	0	21	1547	0	**1568**	0	412	1092	0	0	**1504**	0	**3091**
1:00PM	**0**	0	4	0	0	**4**	0	3	369	0	**372**	0	83	314	0	0	**397**	0	**773**
1:15PM	**0**	0	2	0	0	**2**	0	3	412	0	**415**	0	90	266	0	0	**356**	0	**773**
1:30PM	**0**	0	3	0	0	**3**	0	6	349	0	**355**	0	124	260	0	0	**384**	0	**742**
1:45PM	**0**	0	3	0	0	**3**	0	5	345	0	**350**	0	107	316	0	0	**423**	0	**776**
Hourly Total	**0**	0	12	0	0	**12**	0	17	1475	0	**1492**	0	404	1156	0	0	**1560**	0	**3064**
Total	**0**	1	63	0	0	**63**	5	106	10488	0	**10594**	0	2635	7732	0	0	**10367**	0	**21024**
% Approach	**-**	-	100%	0%	0%	**-**	-	1.0%	99.0%	0%	**-**	-	25.4%	74.6%	0%	0%	**-**	-	-
% Total	**0%**	-	0.3%	0%	0%	**0.3%**	-	0.5%	49.9%	0%	**50.4%**	-	12.5%	36.8%	0%	0%	**49.3%**	-	-
Lights	**0**	-	63	0	0	**63**	-	105	10223	0	**10328**	-	2527	7594	0	0	**10121**	-	20512
% Lights	**-**	-	100%	0%	0%	**100%**	-	99.1%	97.5%	0%	**97.5%**	-	95.9%	98.2%	0%	0%	**97.6%**	-	97.6%
Single-Unit Trucks	**0**	-	0	0	0	**0**	-	0	147	0	**147**	-	48	98	0	0	**146**	-	293
% Single-Unit Trucks	**-**	-	0%	0%	0%	**0%**	-	0%	1.4%	0%	**1.4%**	-	1.8%	1.3%	0%	0%	**1.4%**	-	1.4%
Articulated Trucks	**0**	-	0	0	0	**0**	-	0	105	0	**105**	-	57	26	0	0	**83**	-	188
% Articulated Trucks	**-**	-	0%	0%	0%	**0%**	-	0%	1.0%	0%	**1.0%**	-	2.2%	0.3%	0%	0%	**0.8%**	-	0.9%
Buses	**0**	-	0	0	0	**0**	-	0	13	0	**13**	-	3	13	0	0	**16**	-	29
% Buses	**-**	-	0%	0%	0%	**0%**	-	0%	0.1%	0%	**0.1%**	-	0.1%	0.2%	0%	0%	**0.2%**	-	0.1%
Bicycles on Road	**0**	-	0	0	0	**0**	-	1	0	0	**1**	-	0	1	0	0	**1**	-	2
% Bicycles on Road	**-**	-	0%	0%	0%	**0%**	-	0.9%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	1	-	-	-	-	5	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	100%	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Arlington Heights Rd with Guitar Center Acce... - TMC
Thu Jun 16, 2022
Full Length (7 AM-9 AM, 4 PM-6 PM, 11:30 AM-2 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 966112, Location: 42.042814, -87.983165

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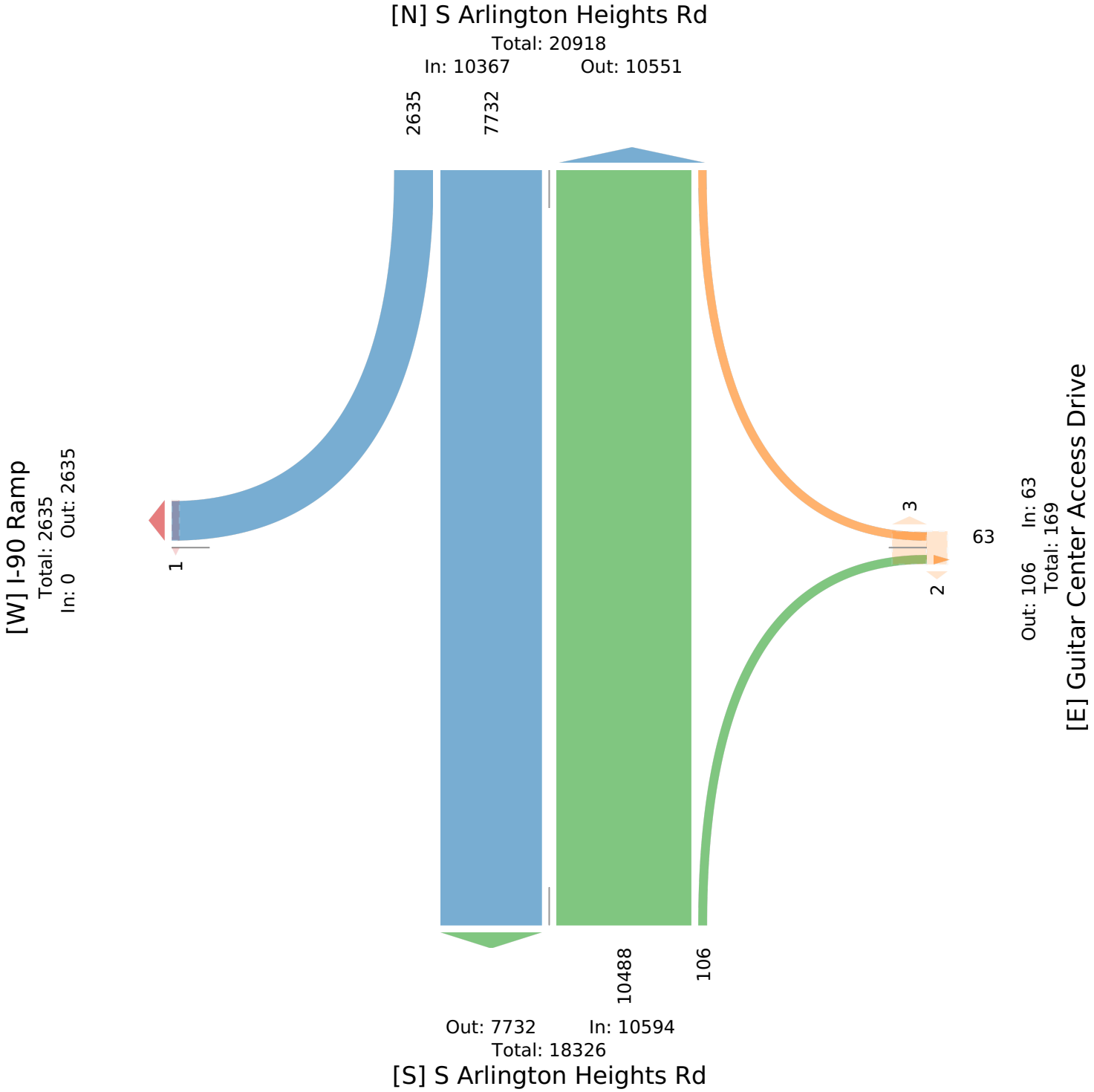


Arlington Heights Rd with Guitar Center Acce... - TMC

Thu Jun 16, 2022
AM Peak (Jun 16 2022 7:30AM - 8:30 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 966112, Location: 42.042814, -87.983165

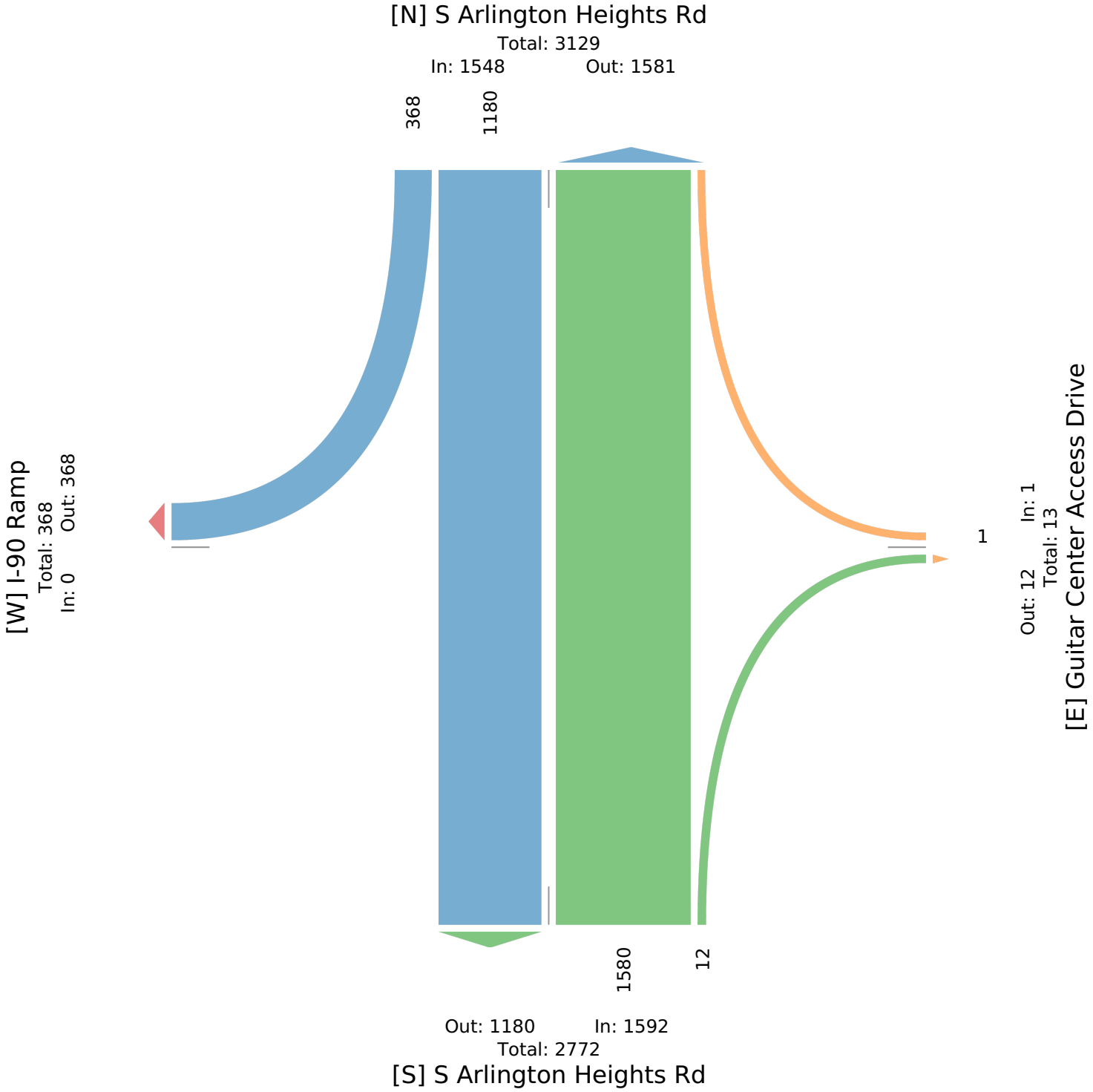
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	I-90 Ramp		Guitar Center Access Drive					S Arlington Heights Rd					S Arlington Heights Rd					
Direction	Eastbound		Westbound					Northbound					Southbound					
Time	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2022-06-16 7:30AM	**0**	0	0	0	0	**0**	0	4	399	0	**403**	0	94	297	0	0	**391**	0	**794**
7:45AM	**0**	0	0	0	0	**0**	0	2	469	0	**471**	0	107	289	0	0	**396**	0	**867**
8:00AM	**0**	0	0	0	0	**0**	0	3	334	0	**337**	0	78	304	0	0	**382**	0	**719**
8:15AM	**0**	0	1	0	0	**1**	0	3	378	0	**381**	0	89	290	0	0	**379**	0	**761**
Total	**0**	0	1	0	0	**1**	0	12	1580	0	**1592**	0	368	1180	0	0	**1548**	0	**3141**
% Approach	**-**	-	100%	0%	0%	**-**	-	0.8%	99.2%	0%	**-**	-	23.8%	76.2%	0%	0%	**-**	-	**-**
% Total	**0%**	-	0%	0%	0%	**0%**	-	0.4%	50.3%	0%	**50.7%**	-	11.7%	37.6%	0%	0%	**49.3%**	-	**-**
PHF	**-**	-	0.250	-	-	**0.250**	-	0.750	0.842	-	**0.845**	-	0.860	0.970	-	-	**0.977**	-	0.906
Lights	**0**	-	1	0	0	**1**	-	12	1507	0	**1519**	-	333	1148	0	0	**1481**	-	3001
% Lights	**-**	-	100%	0%	0%	**100%**	-	100%	95.4%	0%	**95.4%**	-	90.5%	97.3%	0%	0%	**95.7%**	-	95.5%
Single-Unit Trucks	**0**	-	0	0	0	**0**	-	0	37	0	**37**	-	16	26	0	0	**42**	-	79
% Single-Unit Trucks	**-**	-	0%	0%	0%	**0%**	-	0%	2.3%	0%	**2.3%**	-	4.3%	2.2%	0%	0%	**2.7%**	-	2.5%
Articulated Trucks	**0**	-	0	0	0	**0**	-	0	32	0	**32**	-	18	5	0	0	**23**	-	55
% Articulated Trucks	**-**	-	0%	0%	0%	**0%**	-	0%	2.0%	0%	**2.0%**	-	4.9%	0.4%	0%	0%	**1.5%**	-	1.8%
Buses	**0**	-	0	0	0	**0**	-	0	4	0	**4**	-	1	1	0	0	**2**	-	6
% Buses	**-**	-	0%	0%	0%	**0%**	-	0%	0.3%	0%	**0.3%**	-	0.3%	0.1%	0%	0%	**0.1%**	-	0.2%
Bicycles on Road	**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%
Pedestrians	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Arlington Heights Rd with Guitar Center Acce... - TMC
Thu Jun 16, 2022
AM Peak (Jun 16 2022 7:30AM - 8:30 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 966112, Location: 42.042814, -87.983165

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Arlington Heights Rd with Guitar Center Acce... - TMC

Thu Jun 16, 2022
PM Peak (Jun 16 2022 4:30PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 966112, Location: 42.042814, -87.983165

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	I-90 Ramp		Guitar Center Access Drive					S Arlington Heights Rd					S Arlington Heights Rd					
Direction	Eastbound		Westbound					Northbound					Southbound					
Time	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2022-06-16 4:30PM	**0**	0	3	0	0	**3**	0	4	468	0	**472**	0	142	368	0	0	**510**	0	**985**
4:45PM	**0**	0	2	0	0	**2**	0	6	463	0	**469**	0	124	323	0	0	**447**	0	**918**
5:00PM	**0**	0	4	0	0	**4**	0	3	532	0	**535**	0	121	332	0	0	**453**	0	**992**
5:15PM	**0**	0	0	0	0	**0**	0	1	525	0	**526**	0	111	330	0	0	**441**	0	**967**
Total	**0**	0	9	0	0	**9**	0	14	1988	0	**2002**	0	498	1353	0	0	**1851**	0	**3862**
% Approach	**-**	-	100%	0%	0%	**-**	-	0.7%	99.3%	0%	**-**	-	26.9%	73.1%	0%	0%	**-**	-	**-**
% Total	**0%**	-	0.2%	0%	0%	**0.2%**	-	0.4%	51.5%	0%	**51.8%**	-	12.9%	35.0%	0%	0%	**47.9%**	-	**-**
PHF	**-**	-	0.563	-	-	**0.563**	-	0.583	0.934	-	**0.936**	-	0.877	0.919	-	-	**0.907**	-	0.973
Lights	**0**	-	9	0	0	**9**	-	14	1964	0	**1978**	-	488	1334	0	0	**1822**	-	3809
% Lights	**-**	-	100%	0%	0%	**100%**	-	100%	98.8%	0%	**98.8%**	-	98.0%	98.6%	0%	0%	**98.4%**	-	98.6%
Single-Unit Trucks	**0**	-	0	0	0	**0**	-	0	11	0	**11**	-	4	14	0	0	**18**	-	29
% Single-Unit Trucks	**-**	-	0%	0%	0%	**0%**	-	0%	0.6%	0%	**0.5%**	-	0.8%	1.0%	0%	0%	**1.0%**	-	0.8%
Articulated Trucks	**0**	-	0	0	0	**0**	-	0	13	0	**13**	-	6	4	0	0	**10**	-	23
% Articulated Trucks	**-**	-	0%	0%	0%	**0%**	-	0%	0.7%	0%	**0.6%**	-	1.2%	0.3%	0%	0%	**0.5%**	-	0.6%
Buses	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0	1	0	0	**1**	-	1
% Buses	**-**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%
Bicycles on Road	**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%
Pedestrians	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Arlington Heights Rd with Guitar Center Acce... - TMC
Thu Jun 16, 2022
PM Peak (Jun 16 2022 4:30PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 966112, Location: 42.042814, -87.983165

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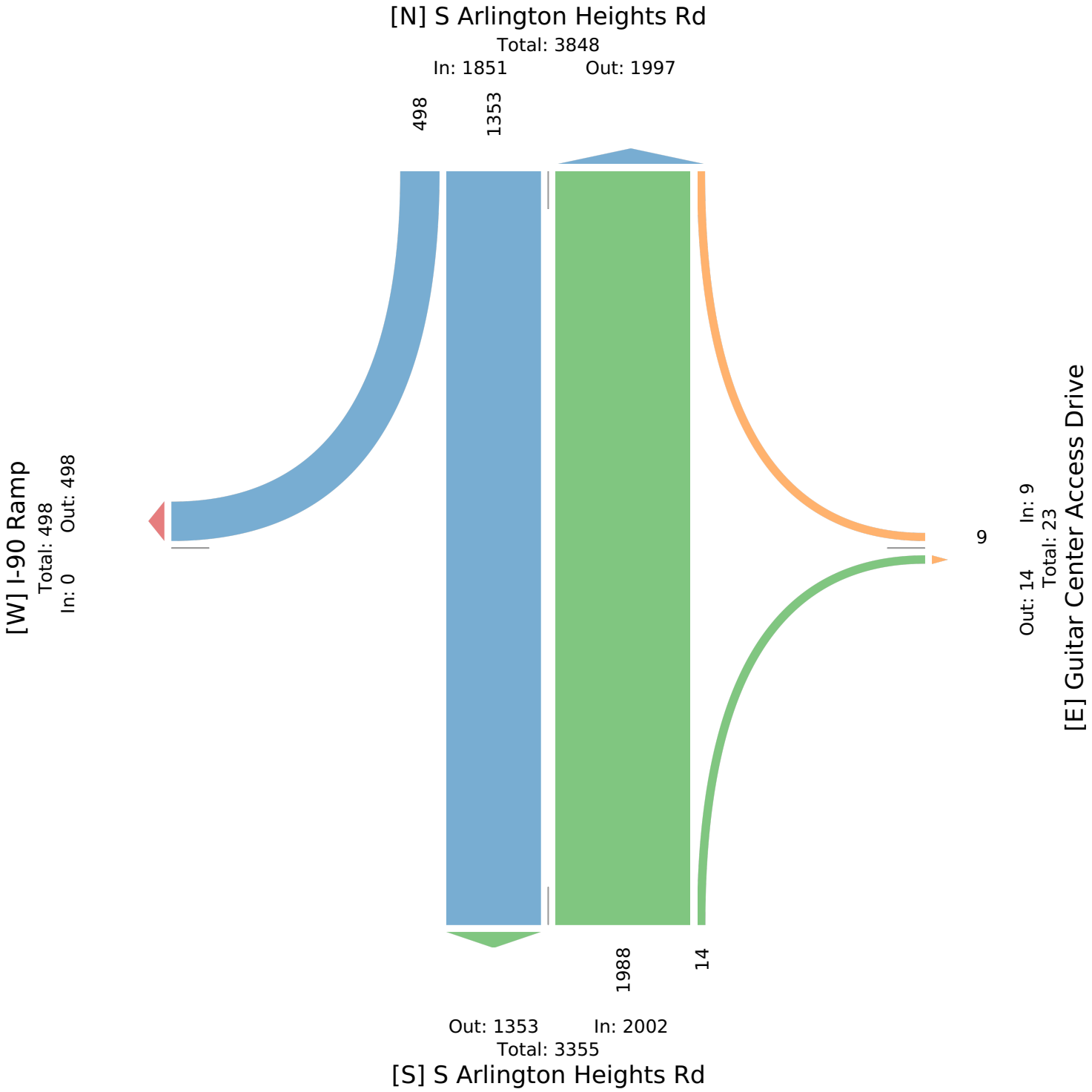

Arlington Heights Rd with Guitar Center Acce... - TMC

Sat Jun 18, 2022
Midday Peak (WKND) (Jun 18 2022 11:30AM - 12:30 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 966112, Location: 42.042814, -87.983165

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	I-90 Ramp		Guitar Center Access Drive					S Arlington Heights Rd					S Arlington Heights Rd						
Direction	Eastbound		Westbound					Northbound					Southbound						
Time	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2022-06-18 11:30AM	**0**	0	7	0	0	**7**	2	7	343	0	**350**	0	109	306	0	0	**415**	0	**772**
11:45AM	**0**	0	6	0	0	**6**	0	5	375	0	**380**	0	105	299	0	0	**404**	0	**790**
12:00PM	**0**	0	3	0	0	**3**	0	8	382	0	**390**	0	110	300	0	0	**410**	0	**803**
12:15PM	**0**	0	8	0	0	**8**	0	4	417	0	**421**	0	97	254	0	0	**351**	0	**780**
Total	**0**	0	24	0	0	**24**	2	24	1517	0	**1541**	0	421	1159	0	0	**1580**	0	**3145**
% Approach	**-**	-	100%	0%	0%	**-**	-	1.6%	98.4%	0%	**-**	-	26.6%	73.4%	0%	0%	**-**	-	-
% Total	**0%**	-	0.8%	0%	0%	**0.8%**	-	0.8%	48.2%	0%	**49.0%**	-	13.4%	36.9%	0%	0%	**50.2%**	-	-
PHF	**-**	-	0.750	-	-	**0.750**	-	0.750	0.909	-	**0.915**	-	0.957	0.947	-	-	**0.952**	-	0.979
Lights	**0**	-	24	0	0	**24**	-	24	1491	0	**1515**	-	411	1148	0	0	**1559**	-	3098
% Lights	**-**	-	100%	0%	0%	**100%**	-	100%	98.3%	0%	**98.3%**	-	97.6%	99.1%	0%	0%	**98.7%**	-	98.5%
Single-Unit Trucks	**0**	-	0	0	0	**0**	-	0	15	0	**15**	-	5	8	0	0	**13**	-	28
% Single-Unit Trucks	**-**	-	0%	0%	0%	**0%**	-	0%	1.0%	0%	**1.0%**	-	1.2%	0.7%	0%	0%	**0.8%**	-	0.9%
Articulated Trucks	**0**	-	0	0	0	**0**	-	0	9	0	**9**	-	5	1	0	0	**6**	-	15
% Articulated Trucks	**-**	-	0%	0%	0%	**0%**	-	0%	0.6%	0%	**0.6%**	-	1.2%	0.1%	0%	0%	**0.4%**	-	0.5%
Buses	**0**	-	0	0	0	**0**	-	0	2	0	**2**	-	0	2	0	0	**2**	-	4
% Buses	**-**	-	0%	0%	0%	**0%**	-	0%	0.1%	0%	**0.1%**	-	0%	0.2%	0%	0%	**0.1%**	-	0.1%
Bicycles on Road	**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%
Pedestrians	-	0	-	-	-	-	2	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Arlington Heights Rd with Guitar Center Acce... - TMC
Sat Jun 18, 2022
Midday Peak (WKND) (Jun 18 2022 11:30AM - 12:30 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 966112, Location: 42.042814, -87.983165

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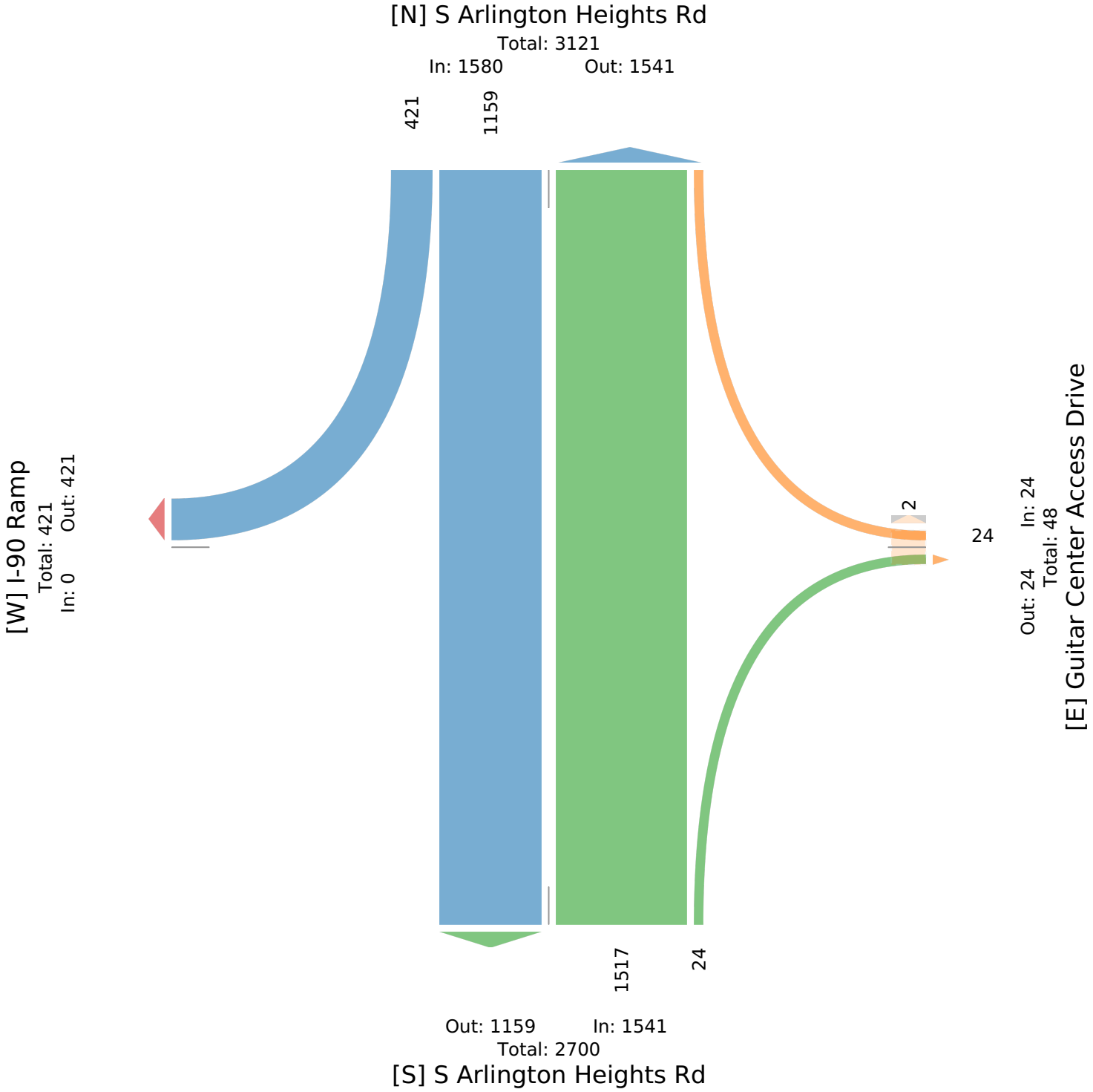

Arlington Heights Rd with Guitar Center Acce... - TMC

Sat Jun 18, 2022
PM Peak (WKND) (Jun 18 2022 1PM - 2 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 966112, Location: 42.042814, -87.983165

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	I-90 Ramp		Guitar Center Access Drive					S Arlington Heights Rd					S Arlington Heights Rd					
Direction	Eastbound		Westbound					Northbound					Southbound					
Time	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2022-06-18 1:00PM	**0**	0	4	0	0	**4**	0	3	369	0	**372**	0	83	314	0	0	**397**	0	**773**
1:15PM	**0**	0	2	0	0	**2**	0	3	412	0	**415**	0	90	266	0	0	**356**	0	**773**
1:30PM	**0**	0	3	0	0	**3**	0	6	349	0	**355**	0	124	260	0	0	**384**	0	**742**
1:45PM	**0**	0	3	0	0	**3**	0	5	345	0	**350**	0	107	316	0	0	**423**	0	**776**
Total	**0**	0	12	0	0	**12**	0	17	1475	0	**1492**	0	404	1156	0	0	**1560**	0	**3064**
% Approach	**-**	-	100%	0%	0%	**-**	-	1.1%	98.9%	0%	**-**	-	25.9%	74.1%	0%	0%	**-**	-	**-**
% Total	**0%**	-	0.4%	0%	0%	**0.4%**	-	0.6%	48.1%	0%	**48.7%**	-	13.2%	37.7%	0%	0%	**50.9%**	-	**-**
PHF	**-**	-	0.750	-	-	**0.750**	-	0.800	0.895	-	**0.898**	-	0.815	0.915	-	-	**0.922**	-	0.987
Lights	**0**	-	12	0	0	**12**	-	16	1452	0	**1468**	-	395	1143	0	0	**1538**	-	3018
% Lights	**-**	-	100%	0%	0%	**100%**	-	94.1%	98.4%	0%	**98.4%**	-	97.8%	98.9%	0%	0%	**98.6%**	-	98.5%
Single-Unit Trucks	**0**	-	0	0	0	**0**	-	0	22	0	**22**	-	9	10	0	0	**19**	-	41
% Single-Unit Trucks	**-**	-	0%	0%	0%	**0%**	-	0%	1.5%	0%	**1.5%**	-	2.2%	0.9%	0%	0%	**1.2%**	-	1.3%
Articulated Trucks	**0**	-	0	0	0	**0**	-	0	1	0	**1**	-	0	1	0	0	**1**	-	2
% Articulated Trucks	**-**	-	0%	0%	0%	**0%**	-	0%	0.1%	0%	**0.1%**	-	0%	0.1%	0%	0%	**0.1%**	-	0.1%
Buses	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0	2	0	0	**2**	-	2
% Buses	**-**	-	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**	-	1	0	0	**1**	-	0	0	0	0	**0**	-	1
% Bicycles on Road	**-**	-	0%	0%	0%	**0%**	-	5.9%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Arlington Heights Rd with Guitar Center Acce... - TMC
Sat Jun 18, 2022
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All Movements
ID: 966112, Location: 42.042814, -87.983165

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
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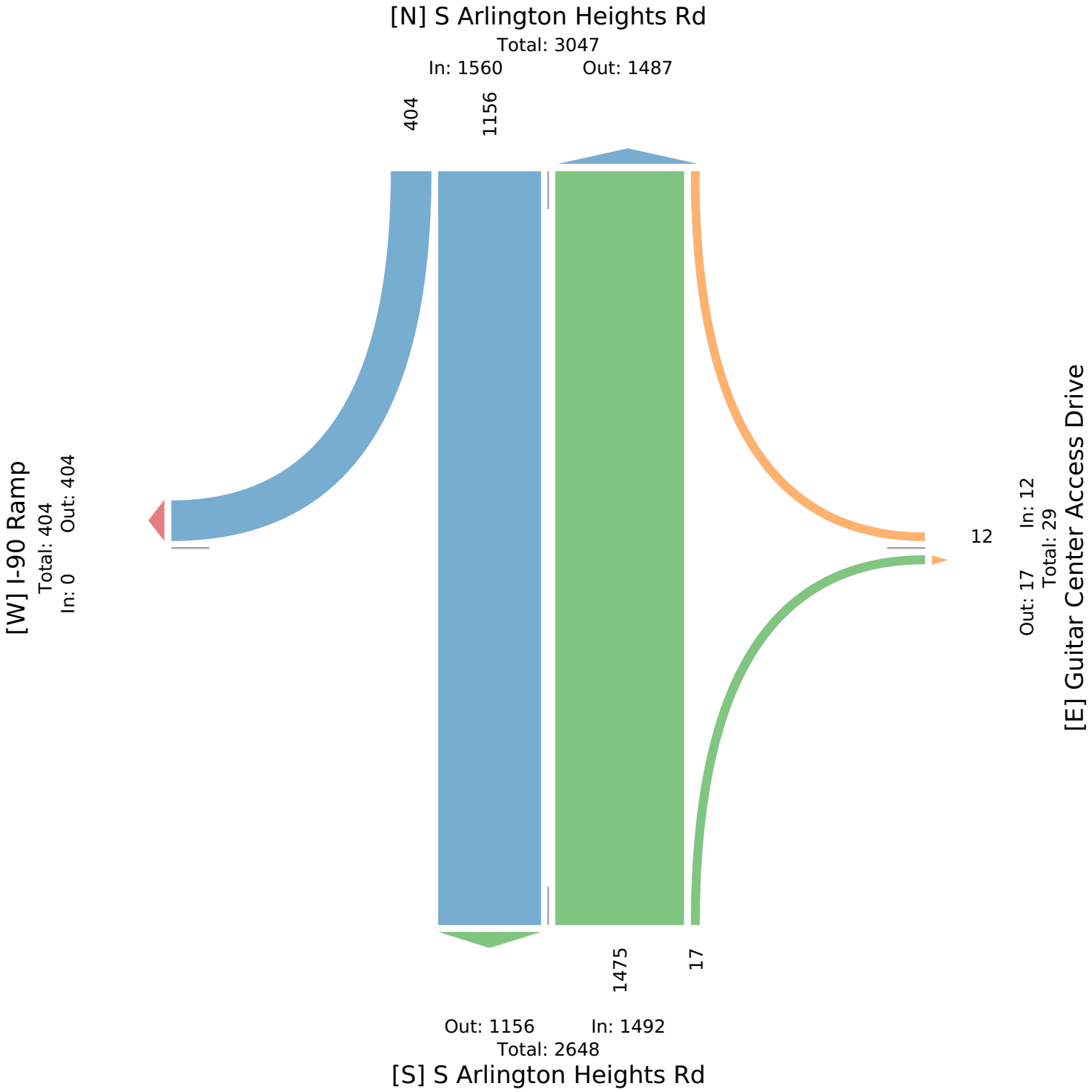
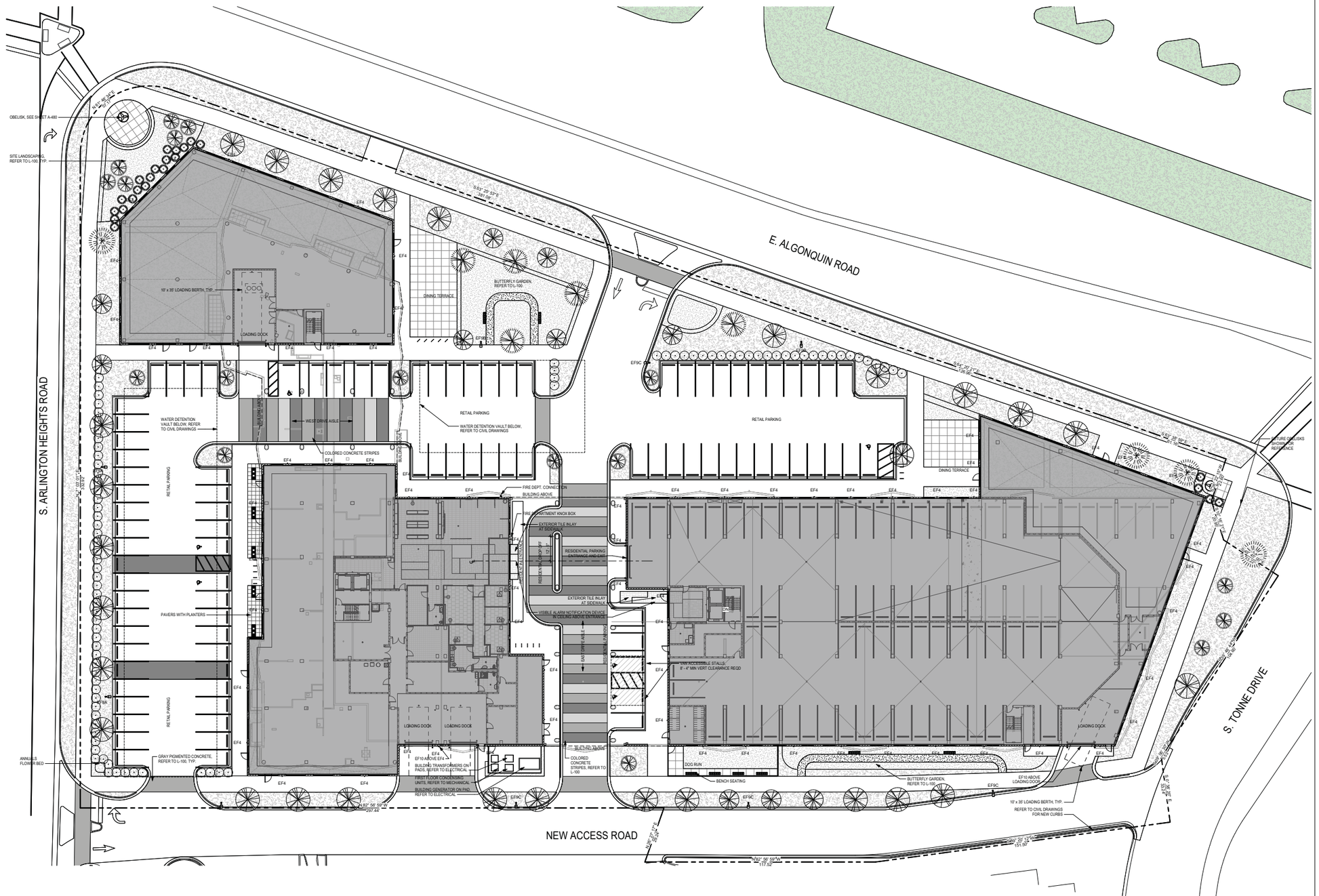


Site Plan



1 SITE PLAN
1/16" = 1'-0"

CITY STAMP:

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SIGNATURE/SEAL

© COPYRIGHT 2023 THOMAS ROSZAK ARCHITECTURE, LLC

ILLINOIS
THOMAS A. ROSZAK
REGISTERED ARCHITECT
#001 019175
EXPIRATION DATE:
NOVEMBER 30, 2024

I CERTIFY THAT THESE DRAWINGS WERE PREPARED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY PROFESSIONAL KNOWLEDGE COMPLY WITH THE VILLAGE OF ARLINGTON HEIGHTS BUILDING CODE

No.	Date	Description
12	10/25/2023	95% CD's
11	10/20/2023	VILLAGE COMMENTS
4	9/15/2023	90% CD's
3	8/10/2023	ADDENDUM #1
2	7/25/2023	80% CD's
1	6/30/2023	50% CD's

ARLINGTON HEIGHTS PHASE I

2355 S. Arlington Heights Rd.,
Arlington Heights, IL 60005

OWNER
Bradford Allen
303 S. Wacker Dr. 35th Floor
Chicago, IL 60606
Tel: 312-994-5700

DEVELOPER
Moceri + Roszak
145 S. Wells St. Suite 700
Chicago, IL 60606
Tel: 312-423-7989

ARCHITECT
Thomas Roszak Architecture, LLC
145 S. Wells St. Suite 700
Chicago, IL 60606
Tel: 312-423-7989

CONSTRUCTION MANAGER
SteelGrass, LLC
145 S. Wells St. Suite 700
Chicago, IL 60606
Tel: 312-423-7989

DEVELOPMENT CONSULTANT
TR Management + Consulting
145 S. Wells St. Suite 700
Chicago, IL 60606
Tel: 312-423-7989

LANDSCAPE ARCHITECT
Thomas Roszak Architecture, LLC
145 S. Wells St. Suite 700
Chicago, IL 60606
Tel: 312-423-7989

CIVIL ENGINEER
V3 Companies
7325 Janes Avenue
Woodridge, IL 60517
Tel: 630-724-9200

STRUCTURAL ENGINEER
Thornton Tomasetti
330 N. Wabash Avenue, Suite 1500
Chicago, IL 60611
Tel: 312-896-2300

MEP/FP DESIGN CONSULTANT
Cosentini Associates
1 S. Wacker Drive, Suite 3700
Chicago, IL 60606
Tel: 312-201-7401

GEOTECHNICAL ENGINEER
GEI
8615 W. Bryn Mawr Avenue, Suite 406
Chicago, IL 60631
Tel: 312-965-0364

GENERAL CONTRACTOR
Clark Construction Group
216 S. Jefferson Street, Suite 502
Chicago, IL 60661
Tel: 312-474-5300

MECHANICAL DESIGN/BUILD CONTRACTOR

PLUMBING DESIGN/BUILD CONTRACTOR

ELECTRICAL DESIGN/BUILD CONTRACTOR

FIRE PROTECTION DESIGN/BUILD CONTRACTOR

KEY PLAN

SHEET TITLE
SITE PLAN

SCALE
As indicated

DATE
10/16/2023

SHEET NUMBER
A-100

PROJECT NORTH

TRUE NORTH

Arlington Heights Gateway	Sheet Title: **SITE PLAN - TRAFFIC STUDY - ALL PHASES**	Date: 10/17/2023	BA BRADFORD ALLEN	Thomas Roszak Architecture, LLC
SEC of Algonquin Rd & Arlington Heights Rd, Arlington Heights, IL 60005				145 S. Wells Street, 700, Chicago, IL 60606

CMAP Projections Letter

Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

July 19, 2022

Shahrzad Ainkeshavarzi
Consultant
Kenig, Lindgren, O'Hara, Aboona, Inc.
9575 West Higgins Road, Suite 400
Rosemont, IL, 60018

Subject: Arlington Heights Road @ Algonquin Road
IDOT

Dear Mr. Ainkeshavarzi:

In response to a request made on your behalf and dated July 18, 2022, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
South Arlington Heights Rd South of Algonquin Rd	38,800	45,100
South Arlington Heights Road North of Algonquin Rd	26,700	31,500
West Algonquin Rd West of South Arlington Heights Rd	24,000	27,200
East Algonquin Rd East of South Arlington Heights Rd	17,100	21,800
I-90 Westbound to Arlington Heights Northbound Exit	9,200	11,000

Traffic projections are developed using existing ADT data provided in the request letter and the results from the December 2021 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

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

Sincerely,

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

cc: Rios (IDOT)
S:\AdminGroups\ResearchAnalysis\2022_ForecastTraffic\ArlingtonHeights\ck-96-22\ck-96-22.docx

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

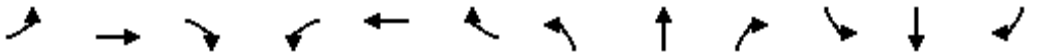
Signalized Intersections		
Level of Service	**Interpretation**	**Average Control Delay (seconds per vehicle)**
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level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

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

Source: *Highway Capacity Manual*, 6th Edition.

Capacity Analysis Summary Sheets

Weekday Morning Peak Hour – Existing Conditions

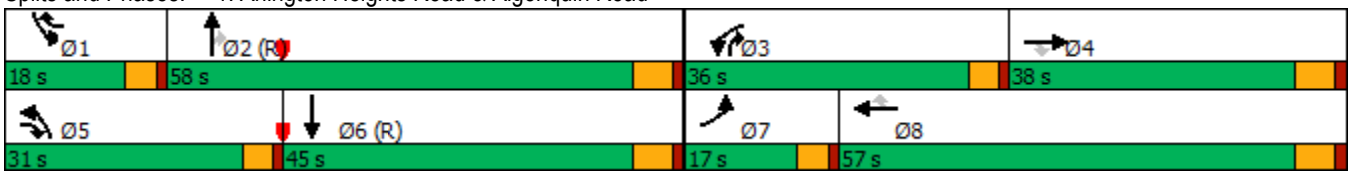


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	584	323	330	534	156	390	987	360	123	969	89
Future Volume (vph)	44	584	323	330	534	156	390	987	360	123	969	89
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	1900	1900
Storage Length (ft)	130		400	360		210	350		380	265		0
Storage Lanes	2		1	2		1	2		1	2		0
Taper Length (ft)	230			250			300			280		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.86	0.86
Frt			0.850			0.850			0.850		0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3367	5200	1553	3303	5056	1442	3335	5301	1495	3183	6330	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3367	5200	1553	3303	5056	1442	3335	5301	1495	3183	6330	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		864			394			463			944	
Travel Time (s)		13.1			6.0			9.0			18.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	5%	4%	6%	8%	12%	5%	3%	8%	10%	2%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	596	330	337	545	159	398	1007	367	126	1080	0
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	
Permitted Phases			4			8			2			
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	
Minimum Split (s)	9.5	24.0	9.5	9.5	24.0	9.5	9.5	24.0	9.5	9.5	24.0	
Total Split (s)	17.0	38.0	31.0	36.0	57.0	18.0	31.0	58.0	36.0	18.0	45.0	
Total Split (%)	11.3%	25.3%	20.7%	24.0%	38.0%	12.0%	20.7%	38.7%	24.0%	12.0%	30.0%	
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5	
All-Red Time (s)	1.0	1.5	1.0	1.0	1.5	1.0	1.0	1.5	1.0	1.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	6.0	4.5	4.5	6.0	4.5	4.5	6.0	4.5	4.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Min	None	None	C-Min	
Act Effct Green (s)	7.4	32.0	61.0	21.3	47.9	64.9	23.0	64.6	91.9	11.1	52.7	
Actuated g/C Ratio	0.05	0.21	0.41	0.14	0.32	0.43	0.15	0.43	0.61	0.07	0.35	
v/c Ratio	0.27	0.54	0.52	0.72	0.34	0.25	0.78	0.44	0.40	0.54	0.49	
Control Delay	72.2	53.9	35.8	64.9	33.4	24.2	78.0	22.9	12.9	75.3	40.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	72.2	53.9	35.8	64.9	33.4	24.2	78.0	22.9	12.9	75.3	40.8	
LOS	E	D	D	E	C	C	E	C	B	E	D	
Approach Delay		48.6			42.2			33.2			44.4	
Approach LOS		D			D			C			D	
Queue Length 50th (ft)	22	190	236	168	163	118	202	206	155	62	245	
Queue Length 95th (ft)	44	227	309	157	104	70	m240	233	m183	96	317	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		784			314			383			864	
Turn Bay Length (ft)	130		400	360		210	350		380	265		
Base Capacity (vph)	280	1173	668	693	1744	647	589	2284	1018	286	2224	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.16	0.51	0.49	0.49	0.31	0.25	0.68	0.44	0.36	0.44	0.49	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 58 (39%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 40.8		Intersection LOS: D	
Intersection Capacity Utilization 66.1%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 1: Arlington Heights Road & Algonquin Road

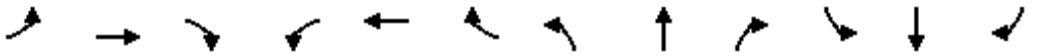


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	96	951	20	7	868	15	3	1	4	16	1	165
Future Volume (vph)	96	951	20	7	868	15	3	1	4	16	1	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	180		0	100		0	86		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	155			180			80			63		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.997			0.880			0.851	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	4840	0	1805	4746	0	1805	1393	0	1703	1601	0
Flt Permitted	0.263			0.259			0.411			0.754		
Satd. Flow (perm)	485	4840	0	492	4746	0	781	1393	0	1352	1601	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			30			25	
Link Distance (ft)		397			546			255			409	
Travel Time (s)		6.0			8.3			5.8			11.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	7%	0%	0%	9%	7%	0%	0%	25%	6%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	1056	0	8	959	0	3	5	0	17	180	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	24.0	102.0		13.0	91.0		35.0	35.0		35.0	35.0	
Total Split (%)	16.0%	68.0%		8.7%	60.7%		23.3%	23.3%		23.3%	23.3%	
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	117.9	113.5		112.4	104.2		22.6	22.6		22.6	22.6	
Actuated g/C Ratio	0.79	0.76		0.75	0.69		0.15	0.15		0.15	0.15	
v/c Ratio	0.23	0.29		0.02	0.29		0.03	0.02		0.08	0.75	
Control Delay	5.5	5.4		4.1	11.0		51.3	51.0		52.9	79.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	5.5	5.4		4.1	11.0		51.3	51.0		52.9	79.1	
LOS	A	A		A	B		D	D		D	E	
Approach Delay		5.4			10.9			51.1			76.8	
Approach LOS		A			B			D			E	
Queue Length 50th (ft)	16	75		1	141		3	4		14	170	
Queue Length 95th (ft)	37	128		m4	208		12	17		37	247	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Internal Link Dist (ft)		317			466			175			329	
Turn Bay Length (ft)	100			180			100			86		
Base Capacity (vph)	554	3660		464	3298		150	269		261	309	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.19	0.29		0.02	0.29		0.02	0.02		0.07	0.58	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 115 (77%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 13.9		Intersection LOS: B	
Intersection Capacity Utilization 46.0%		ICU Level of Service A	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 2: Tonne Road & Algonquin Road

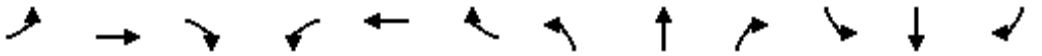


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	853	5	1	797	25	3	0	0	53	2	50
Future Volume (vph)	26	853	5	1	797	25	3	0	0	53	2	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110		0	165		0	0		0	100		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	130			100			25			80		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.995						0.855	
Flt Protected	0.950			0.950				0.950		0.950		
Satd. Flow (prot)	1671	3372	0	1805	3271	0	0	1805	0	1736	1536	0
Flt Permitted	0.304			0.313				0.721		0.756		
Satd. Flow (perm)	535	3372	0	595	3271	0	0	1370	0	1381	1536	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		1142			483			222			765	
Travel Time (s)		17.3			7.3			6.1			20.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	8%	7%	0%	0%	10%	4%	0%	0%	0%	4%	0%	6%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	912	0	1	875	0	0	3	0	56	55	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		15.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	9.5	24.0		24.0	24.0		18.0	18.0		18.0	18.0	
Total Split (s)	14.0	132.0		118.0	118.0		18.0	18.0		18.0	18.0	
Total Split (%)	9.3%	88.0%		78.7%	78.7%		12.0%	12.0%		12.0%	12.0%	
Yellow Time (s)	3.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		6.0	6.0			6.0		6.0	6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	C-Min		C-Min	C-Min		None	None		None	None	
Act Effct Green (s)	130.8	129.5		123.7	123.7			12.5		12.5	12.5	
Actuated g/C Ratio	0.87	0.86		0.82	0.82			0.08		0.08	0.08	
v/c Ratio	0.05	0.31		0.00	0.32			0.03		0.49	0.43	
Control Delay	3.0	4.9		5.0	4.9			61.0		79.0	74.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay	3.0	4.9		5.0	4.9			61.0		79.0	74.7	
LOS	A	A		A	A			E		E	E	
Approach Delay		4.8			4.9			61.0			76.9	
Approach LOS		A			A			E			E	
Queue Length 50th (ft)	1	30		0	121			3		53	52	
Queue Length 95th (ft)	26	303		2	175			13		99	98	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		1062			403			142			685	
Turn Bay Length (ft)	110			165						100		
Base Capacity (vph)	546	2947		492	2703			124		125	139	
Starvation Cap Reductn	0	0		0	0			0		0	0	
Spillback Cap Reductn	0	0		0	0			0		0	0	
Storage Cap Reductn	0	0		0	0			0		0	0	
Reduced v/c Ratio	0.05	0.31		0.00	0.32			0.02		0.45	0.40	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 94 (63%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay: 9.1		Intersection LOS: A	
Intersection Capacity Utilization 40.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: Goebbert Road & Algonquin Road

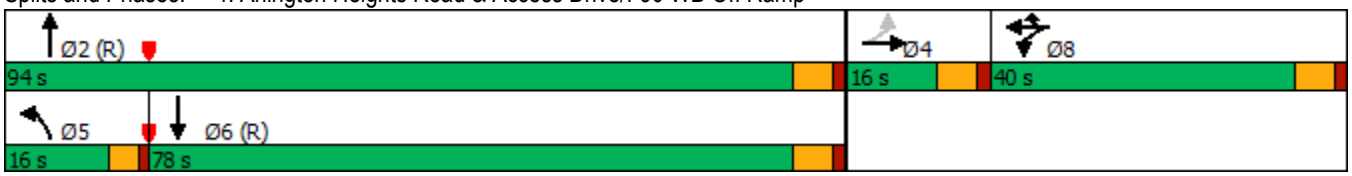


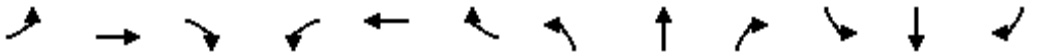
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	4	262	0	509	3	1226	0	0	1251	3
Future Volume (vph)	0	0	4	262	0	509	3	1226	0	0	1251	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Storage Length (ft)	0		0	320		300	155		0	0		0
Storage Lanes	0		0	1		2	1		0	0		0
Taper Length (ft)	25			180			150			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.88	1.00	0.91	1.00	1.00	0.86	0.86
Frt		0.865				0.850						
Flt Protected				0.950	0.950		0.950					
Satd. Flow (prot)	0	1096	0	1698	1698	2760	1805	5151	0	0	6399	0
Flt Permitted				0.950	0.950		0.950					
Satd. Flow (perm)	0	1096	0	1698	1698	2760	1805	5151	0	0	6399	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			30	
Link Distance (ft)		158			665			594			309	
Travel Time (s)		3.6			15.1			11.6			7.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	50%	1%	0%	3%	0%	6%	0%	0%	2%	67%
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	4	0	142	143	553	3	1333	0	0	1363	0
Turn Type		NA		Split	NA	Prot	Prot	NA			NA	
Protected Phases		4		8	8	8	5	2			6	
Permitted Phases	4											
Detector Phase	4	4		8	8	8	5	2			6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	3.0	15.0			15.0	
Minimum Split (s)	16.0	16.0		24.0	24.0	24.0	9.5	24.0			24.0	
Total Split (s)	16.0	16.0		40.0	40.0	40.0	16.0	94.0			78.0	
Total Split (%)	10.7%	10.7%		26.7%	26.7%	26.7%	10.7%	62.7%			52.0%	
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	3.5	4.5			4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	1.0	1.5			1.5	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)		6.0		6.0	6.0	6.0	4.5	6.0			6.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Recall Mode	None	None		None	None	None	None	C-Min			C-Min	
Act Effct Green (s)		8.1		36.1	36.1	36.1	5.9	99.0			96.8	
Actuated g/C Ratio		0.05		0.24	0.24	0.24	0.04	0.66			0.65	
v/c Ratio		0.07		0.35	0.35	0.83	0.04	0.39			0.33	
Control Delay		69.8		49.5	49.5	65.7	70.3	12.8			7.7	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay		69.8		49.5	49.5	65.7	70.3	12.8			7.7	
LOS		E		D	D	E	E	B			A	
Approach Delay		69.8			60.2			12.9			7.7	
Approach LOS		E			E			B			A	
Queue Length 50th (ft)		4		120	121	288	3	202			80	
Queue Length 95th (ft)		17		194	195	#396	15	291			122	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		78			585			514			229	
Turn Bay Length (ft)				320		300	155					
Base Capacity (vph)		73		417	417	678	138	3398			4127	
Starvation Cap Reductn		0		0	0	0	0	0			0	
Spillback Cap Reductn		0		0	0	0	0	0			0	
Storage Cap Reductn		0		0	0	0	0	0			0	
Reduced v/c Ratio		0.05		0.34	0.34	0.82	0.02	0.39			0.33	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 61 (41%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 22.2		Intersection LOS: C	
Intersection Capacity Utilization 62.0%		ICU Level of Service B	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 4: Arlington Heights Road & Access Drive/I-90 WB Off Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	0	2	0	1735	12	0	1254	368
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	0	0	0	0	2	0	1747	0	0	1254	368
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	0	0	0	0	1615	0	5170	0	0	7264	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			Yes			Yes	
Reference Time (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.0	40.5	0.0	0.0	20.7	27.3
Adj Reference Time (s)	0.0	0.0	0.0	0.0	0.0	8.0	0.0	44.5	0.0	0.0	24.7	31.3
Permitted Option												
Adj Saturation A (vph)	0	0		0	0		0	1723		0	1816	
Reference Time A (s)	0.0	0.0		0.0	0.0		0.0	40.5		0.0	20.7	
Adj Saturation B (vph	0	0		0	0		NA	NA		NA	NA	
Reference Time B (s)	0.0	0.0		0.0	0.0		NA	NA		NA	NA	
Reference Time (s)		0.0			0.0			40.5			20.7	
Adj Reference Time (s)		8.0			8.0			44.5			24.7	
Split Option												
Ref Time Combined (s)	0.0	0.0		0.0	0.0		0.0	40.5		0.0	20.7	
Ref Time Seperate (s)	0.0	0.0		0.0	0.0		0.0	40.3		0.0	20.7	
Reference Time (s)	0.0	0.0		0.0	0.0		40.5	40.5		20.7	20.7	
Adj Reference Time (s)	0.0	0.0		0.0	0.0		44.5	44.5		24.7	24.7	

Summary	EB WB	NB SB	Combined
Protected Option (s)	0.0	44.5	
Permitted Option (s)	8.0	44.5	
Split Option (s)	0.0	69.3	
Minimum (s)	0.0	44.5	44.5

Right Turns	WBR	SBR
Adj Reference Time (s)	8.0	31.3
Cross Thru Ref Time (s)	44.5	0.0
Oncoming Left Ref Time (s)	0.0	0.0
Combined (s)	52.5	31.3

Intersection Summary			
Intersection Capacity Utilization	43.8%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Capacity Analysis Summary Sheets

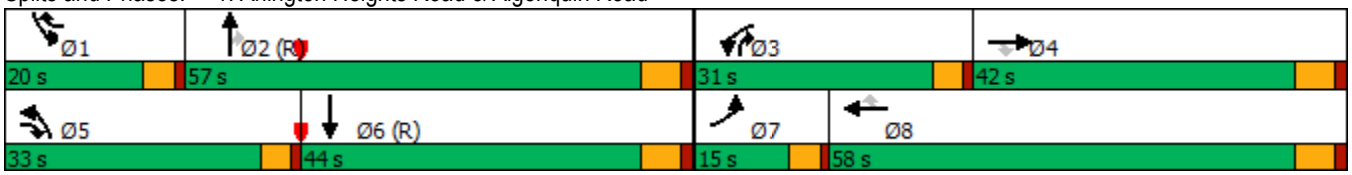
Weekday Evening Peak Hour – Existing Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	736	449	438	808	215	487	1251	453	193	1201	95
Future Volume (vph)	87	736	449	438	808	215	487	1251	453	193	1201	95
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	1900	1900
Storage Length (ft)	130		400	360		210	350		380	265		0
Storage Lanes	2		1	2		1	2		1	2		0
Taper Length (ft)	230			250			300			280		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.86	0.86
Frt			0.850			0.850			0.850		0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3502	5151	1615	3433	5353	1599	3467	5406	1568	3367	6400	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3502	5151	1615	3433	5353	1599	3467	5406	1568	3367	6400	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		864			394			463			944	
Travel Time (s)		13.1			6.0			9.0			18.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	6%	0%	2%	2%	1%	1%	1%	3%	4%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	92	775	473	461	851	226	513	1317	477	203	1364	0
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	
Permitted Phases			4			8			2			
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	
Minimum Split (s)	9.5	24.0	9.5	9.5	24.0	9.5	9.5	24.0	9.5	9.5	24.0	
Total Split (s)	15.0	42.0	33.0	31.0	58.0	20.0	33.0	57.0	31.0	20.0	44.0	
Total Split (%)	10.0%	28.0%	22.0%	20.7%	38.7%	13.3%	22.0%	38.0%	20.7%	13.3%	29.3%	
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5	
All-Red Time (s)	1.0	1.5	1.0	1.0	1.5	1.0	1.0	1.5	1.0	1.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	6.0	4.5	4.5	6.0	4.5	4.5	6.0	4.5	4.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Min	None	None	C-Min	
Act Effct Green (s)	9.1	36.0	68.7	24.6	51.5	71.2	26.7	54.8	85.3	13.7	41.8	
Actuated g/C Ratio	0.06	0.24	0.46	0.16	0.34	0.47	0.18	0.37	0.57	0.09	0.28	
v/c Ratio	0.44	0.63	0.64	0.82	0.46	0.30	0.83	0.67	0.54	0.66	0.77	
Control Delay	74.2	53.6	35.6	88.1	33.3	20.4	57.7	38.6	27.5	76.5	53.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	74.2	53.6	35.6	88.1	33.3	20.4	57.7	38.6	27.5	76.5	53.8	
LOS	E	D	D	F	C	C	E	D	C	E	D	
Approach Delay		48.7			47.8			40.6			56.8	
Approach LOS		D			D			D			E	
Queue Length 50th (ft)	45	250	342	221	157	85	239	433	354	100	370	
Queue Length 95th (ft)	75	299	466	305	180	114	286	492	514	143	417	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		784			314			383			864	
Turn Bay Length (ft)	130		400	360		210	350		380	265		
Base Capacity (vph)	245	1254	759	606	1880	777	658	1974	912	347	1782	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.38	0.62	0.62	0.76	0.45	0.29	0.78	0.67	0.52	0.59	0.77	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 77 (51%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 47.6		Intersection LOS: D	
Intersection Capacity Utilization 76.4%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: Arlington Heights Road & Algonquin Road

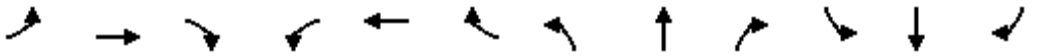


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	176	1199	7	6	1244	24	29	6	5	30	0	66
Future Volume (vph)	176	1199	7	6	1244	24	29	6	5	30	0	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	180		0	100		0	86		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	155			180			80			63		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.997			0.932			0.850	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	4936	0	1805	5072	0	1805	1623	0	1752	1599	0
Flt Permitted	0.173			0.204			0.711			0.750		
Satd. Flow (perm)	329	4936	0	388	5072	0	1351	1623	0	1383	1599	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			30			25	
Link Distance (ft)		397			546			255			409	
Travel Time (s)		6.0			8.3			5.8			11.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	5%	0%	0%	2%	0%	0%	0%	20%	3%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	187	1283	0	6	1349	0	31	11	0	32	70	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	14.0	108.0		14.0	108.0		28.0	28.0		28.0	28.0	
Total Split (%)	9.3%	72.0%		9.3%	72.0%		18.7%	18.7%		18.7%	18.7%	
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	130.4	127.3		124.5	116.4		12.9	12.9		12.9	12.9	
Actuated g/C Ratio	0.87	0.85		0.83	0.78		0.09	0.09		0.09	0.09	
v/c Ratio	0.51	0.31		0.02	0.34		0.27	0.08		0.27	0.51	
Control Delay	15.4	2.9		1.5	3.0		68.3	62.0		68.3	77.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	15.4	2.9		1.5	3.0		68.3	62.0		68.3	77.8	
LOS	B	A		A	A		E	E		E	E	
Approach Delay		4.5			3.0			66.7			74.8	
Approach LOS		A			A			E			E	
Queue Length 50th (ft)	38	66		0	51		29	10		30	67	
Queue Length 95th (ft)	77	117		m1	58		63	31		65	117	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Internal Link Dist (ft)		317			466			175			329	
Turn Bay Length (ft)	100			180			100			86		
Base Capacity (vph)	389	4188		433	3937		198	238		202	234	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.48	0.31		0.01	0.34		0.16	0.05		0.16	0.30	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 140 (93%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay: 7.1		Intersection LOS: A	
Intersection Capacity Utilization 56.0%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 2: Tonne Road & Algonquin Road

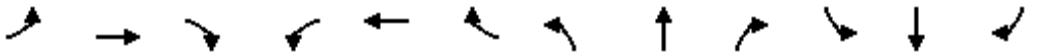


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	1068	5	2	1178	80	6	1	1	55	3	44
Future Volume (vph)	57	1068	5	2	1178	80	6	1	1	55	3	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110		0	165		0	0		0	100		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	130			100			25			80		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.990			0.983			0.859	
Flt Protected	0.950			0.950				0.964		0.950		
Satd. Flow (prot)	1805	3435	0	1805	3506	0	0	1600	0	1805	1632	0
Flt Permitted	0.181			0.255				0.784		0.752		
Satd. Flow (perm)	344	3435	0	484	3506	0	0	1302	0	1429	1632	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		1142			483			222			765	
Travel Time (s)		17.3			7.3			6.1			20.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	5%	0%	0%	2%	1%	0%	100%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	1118	0	2	1310	0	0	8	0	57	49	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		15.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	9.5	24.0		24.0	24.0		18.0	18.0		18.0	18.0	
Total Split (s)	14.0	125.0		111.0	111.0		25.0	25.0		25.0	25.0	
Total Split (%)	9.3%	83.3%		74.0%	74.0%		16.7%	16.7%		16.7%	16.7%	
Yellow Time (s)	3.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		6.0	6.0			6.0		6.0	6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	C-Min		C-Min	C-Min		None	None		None	None	
Act Effct Green (s)	130.9	129.6		121.7	121.7			12.4		12.4	12.4	
Actuated g/C Ratio	0.87	0.86		0.81	0.81			0.08		0.08	0.08	
v/c Ratio	0.16	0.38		0.01	0.46			0.07		0.48	0.37	
Control Delay	2.9	3.2		5.0	6.5			62.8		78.5	71.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay	2.9	3.2		5.0	6.5			62.8		78.5	71.5	
LOS	A	A		A	A			E		E	E	
Approach Delay		3.2			6.5			62.8			75.3	
Approach LOS		A			A			E			E	
Queue Length 50th (ft)	8	85		0	214			7		54	46	
Queue Length 95th (ft)	15	117		3	301			25		101	89	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		1062			403			142			685	
Turn Bay Length (ft)	110			165						100		
Base Capacity (vph)	402	2968		392	2844			164		181	206	
Starvation Cap Reductn	0	0		0	0			0		0	0	
Spillback Cap Reductn	0	0		0	0			0		0	0	
Storage Cap Reductn	0	0		0	0			0		0	0	
Reduced v/c Ratio	0.15	0.38		0.01	0.46			0.05		0.31	0.24	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 120 (80%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay: 8.0		Intersection LOS: A	
Intersection Capacity Utilization 63.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: Goebbert Road & Algonquin Road

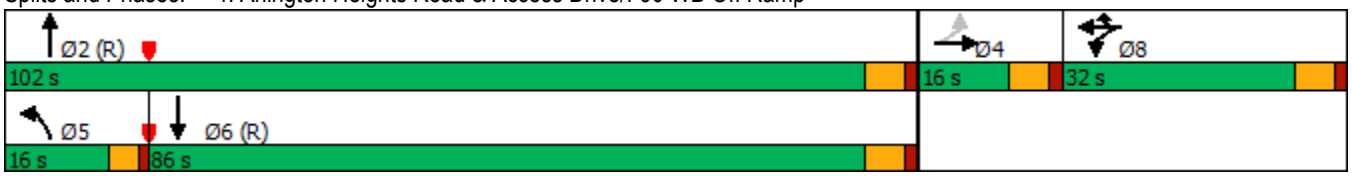


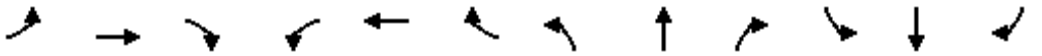
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	0	0	197	1	508	0	1688	0	0	1589	1
Future Volume (vph)	2	0	0	197	1	508	0	1688	0	0	1589	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Storage Length (ft)	0		0	320		300	155		0	0		0
Storage Lanes	0		0	1		2	1		0	0		0
Taper Length (ft)	25			180			150			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.88	1.00	0.91	1.00	1.00	0.86	0.86
Frt						0.850						
Flt Protected		0.950		0.950	0.953							
Satd. Flow (prot)	0	1805	0	1681	1687	2814	1900	5406	0	0	6471	0
Flt Permitted				0.950	0.953							
Satd. Flow (perm)	0	1900	0	1681	1687	2814	1900	5406	0	0	6471	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			30	
Link Distance (ft)		158			665			594			309	
Travel Time (s)		3.6			15.1			11.6			7.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	2%	0%	1%	0%	1%	0%	0%	1%	0%
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	2	0	101	103	524	0	1740	0	0	1639	0
Turn Type	Perm	NA		Split	NA	Prot	Prot	NA			NA	
Protected Phases		4		8	8	8	5	2			6	
Permitted Phases	4											
Detector Phase	4	4		8	8	8	5	2			6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	3.0	15.0			15.0	
Minimum Split (s)	16.0	16.0		24.0	24.0	24.0	9.5	24.0			24.0	
Total Split (s)	16.0	16.0		32.0	32.0	32.0	16.0	102.0			86.0	
Total Split (%)	10.7%	10.7%		21.3%	21.3%	21.3%	10.7%	68.0%			57.3%	
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	3.5	4.5			4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	1.0	1.5			1.5	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)		6.0		6.0	6.0	6.0	4.5	6.0			6.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Recall Mode	None	None		None	None	None	None	C-Min			C-Min	
Act Effct Green (s)		8.1		37.7	37.7	37.7		97.4			97.4	
Actuated g/C Ratio		0.05		0.25	0.25	0.25		0.65			0.65	
v/c Ratio		0.02		0.24	0.24	0.74		0.50			0.39	
Control Delay		67.5		48.2	48.3	58.8		14.2			12.6	
Queue Delay		0.0		0.0	0.0	0.0		0.0			0.0	
Total Delay		67.5		48.2	48.3	58.8		14.2			12.6	
LOS		E		D	D	E		B			B	
Approach Delay		67.5			55.9			14.2			12.6	
Approach LOS		E			E			B			B	
Queue Length 50th (ft)		2		82	83	264		298			168	
Queue Length 95th (ft)		11		154	157	#438		349			227	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		78			585			514			229	
Turn Bay Length (ft)				320		300						
Base Capacity (vph)		126		422	424	707		3508			4200	
Starvation Cap Reductn		0		0	0	0		0			0	
Spillback Cap Reductn		0		0	0	0		0			0	
Storage Cap Reductn		0		0	0	0		0			0	
Reduced v/c Ratio		0.02		0.24	0.24	0.74		0.50			0.39	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 41 (27%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 21.0		Intersection LOS: C	
Intersection Capacity Utilization 70.4%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 4: Arlington Heights Road & Access Drive/I-90 WB Off Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	0	9	0	2182	14	0	1590	498
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	0	0	0	0	9	0	2196	0	0	1590	498
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	0	0	0	0	1615	0	5171	0	0	7264	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			Yes			Yes	
Reference Time (s)	0.0	0.0	0.0	0.0	0.0	0.7	0.0	51.0	0.0	0.0	26.3	37.0
Adj Reference Time (s)	0.0	0.0	0.0	0.0	0.0	8.0	0.0	55.0	0.0	0.0	30.3	41.0
Permitted Option												
Adj Saturation A (vph)	0	0		0	0		0	1724		0	1816	
Reference Time A (s)	0.0	0.0		0.0	0.0		0.0	51.0		0.0	26.3	
Adj Saturation B (vph	0	0		0	0		NA	NA		NA	NA	
Reference Time B (s)	0.0	0.0		0.0	0.0		NA	NA		NA	NA	
Reference Time (s)		0.0			0.0			51.0			26.3	
Adj Reference Time (s)		8.0			8.0			55.0			30.3	
Split Option												
Ref Time Combined (s)	0.0	0.0		0.0	0.0		0.0	51.0		0.0	26.3	
Ref Time Seperate (s)	0.0	0.0		0.0	0.0		0.0	50.6		0.0	26.3	
Reference Time (s)	0.0	0.0		0.0	0.0		51.0	51.0		26.3	26.3	
Adj Reference Time (s)	0.0	0.0		0.0	0.0		55.0	55.0		30.3	30.3	

Summary	EB WB	NB SB	Combined
Protected Option (s)	0.0	55.0	
Permitted Option (s)	8.0	55.0	
Split Option (s)	0.0	85.2	
Minimum (s)	0.0	55.0	55.0

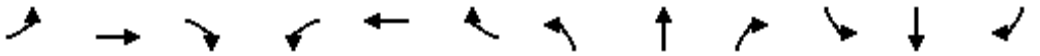
Right Turns	WBR	SBR
Adj Reference Time (s)	8.0	41.0
Cross Thru Ref Time (s)	55.0	0.0
Oncoming Left Ref Time (s)	0.0	0.0
Combined (s)	63.0	41.0

Intersection Summary			
Intersection Capacity Utilization	52.5%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Capacity Analysis Summary Sheets

Weekday Morning Peak Hour – No-Build Conditions

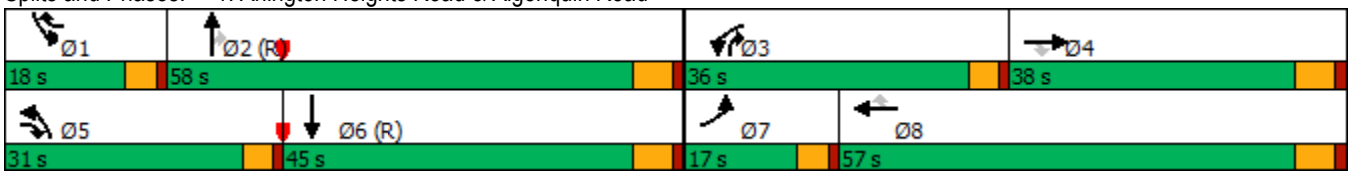


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	611	336	343	579	162	406	1034	374	128	1017	93
Future Volume (vph)	46	611	336	343	579	162	406	1034	374	128	1017	93
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	1900	1900
Storage Length (ft)	130		400	360		210	350		380	265		0
Storage Lanes	2		1	2		1	2		1	2		0
Taper Length (ft)	230			250			300			280		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.86	0.86
Frt			0.850			0.850			0.850		0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3367	5200	1553	3303	5056	1442	3335	5301	1495	3183	6330	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3367	5200	1553	3303	5056	1442	3335	5301	1495	3183	6330	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		864			394			463			944	
Travel Time (s)		13.1			6.0			9.0			18.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	5%	4%	6%	8%	12%	5%	3%	8%	10%	2%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	47	623	343	350	591	165	414	1055	382	131	1133	0
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	
Permitted Phases			4			8			2			
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	
Minimum Split (s)	9.5	24.0	9.5	9.5	24.0	9.5	9.5	24.0	9.5	9.5	24.0	
Total Split (s)	17.0	38.0	31.0	36.0	57.0	18.0	31.0	58.0	36.0	18.0	45.0	
Total Split (%)	11.3%	25.3%	20.7%	24.0%	38.0%	12.0%	20.7%	38.7%	24.0%	12.0%	30.0%	
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5	
All-Red Time (s)	1.0	1.5	1.0	1.0	1.5	1.0	1.0	1.5	1.0	1.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	6.0	4.5	4.5	6.0	4.5	4.5	6.0	4.5	4.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Min	None	None	C-Min	
Act Effct Green (s)	7.5	33.0	62.5	21.9	49.3	66.6	23.5	62.9	90.8	11.2	50.7	
Actuated g/C Ratio	0.05	0.22	0.42	0.15	0.33	0.44	0.16	0.42	0.61	0.07	0.34	
v/c Ratio	0.28	0.55	0.53	0.73	0.36	0.26	0.79	0.47	0.42	0.55	0.53	
Control Delay	72.3	53.4	35.3	65.4	32.7	22.6	79.1	24.0	13.5	75.5	43.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	72.3	53.4	35.3	65.4	32.7	22.6	79.1	24.0	13.5	75.5	43.0	
LOS	E	D	D	E	C	C	E	C	B	E	D	
Approach Delay		48.1			41.6			34.2			46.4	
Approach LOS		D			D			C			D	
Queue Length 50th (ft)	23	197	241	174	175	116	215	215	160	64	268	
Queue Length 95th (ft)	45	239	328	174	131	89	m251	242	m188	100	334	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		784			314			383			864	
Turn Bay Length (ft)	130		400	360		210	350		380	265		
Base Capacity (vph)	280	1190	678	693	1758	661	591	2224	1001	286	2137	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.17	0.52	0.51	0.51	0.34	0.25	0.70	0.47	0.38	0.46	0.53	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 58 (39%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 41.4		Intersection LOS: D	
Intersection Capacity Utilization 67.7%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 1: Arlington Heights Road & Algonquin Road

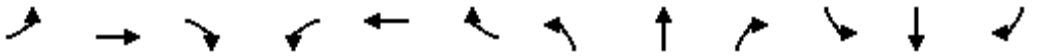


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	100	993	21	7	927	16	3	1	4	17	1	172
Future Volume (vph)	100	993	21	7	927	16	3	1	4	17	1	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	180		0	100		0	86		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	155			180			80			63		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.998			0.880			0.851	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	4840	0	1805	4751	0	1805	1393	0	1703	1601	0
Flt Permitted	0.243			0.247			0.397			0.754		
Satd. Flow (perm)	448	4840	0	469	4751	0	754	1393	0	1352	1601	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			30			25	
Link Distance (ft)		397			546			255			409	
Travel Time (s)		6.0			8.3			5.8			11.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	7%	0%	0%	9%	7%	0%	0%	25%	6%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	1102	0	8	1025	0	3	5	0	18	188	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	24.0	102.0		13.0	91.0		35.0	35.0		35.0	35.0	
Total Split (%)	16.0%	68.0%		8.7%	60.7%		23.3%	23.3%		23.3%	23.3%	
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	117.3	112.9		111.7	103.5		23.2	23.2		23.2	23.2	
Actuated g/C Ratio	0.78	0.75		0.74	0.69		0.15	0.15		0.15	0.15	
v/c Ratio	0.26	0.30		0.02	0.31		0.03	0.02		0.09	0.76	
Control Delay	6.1	5.4		4.6	9.8		51.0	50.6		52.6	79.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	6.1	5.4		4.6	9.8		51.0	50.6		52.6	79.8	
LOS	A	A		A	A		D	D		D	E	
Approach Delay		5.5			9.8			50.8			77.5	
Approach LOS		A			A			D			E	
Queue Length 50th (ft)	20	99		0	161		3	4		15	178	
Queue Length 95th (ft)	38	133		m4	116		12	17		39	257	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Internal Link Dist (ft)		317			466			175			329	
Turn Bay Length (ft)	100			180			100			86		
Base Capacity (vph)	528	3643		445	3279		145	269		261	309	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.21	0.30		0.02	0.31		0.02	0.02		0.07	0.61	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 115 (77%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 13.5		Intersection LOS: B	
Intersection Capacity Utilization 47.8%		ICU Level of Service A	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 2: Tonne Road & Algonquin Road

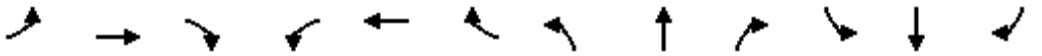


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	891	5	1	853	26	3	0	0	55	2	52
Future Volume (vph)	27	891	5	1	853	26	3	0	0	55	2	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110		0	165		0	0		0	100		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	130			100			25			80		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.996						0.855	
Flt Protected	0.950			0.950				0.950		0.950		
Satd. Flow (prot)	1671	3372	0	1805	3274	0	0	1805	0	1736	1536	0
Flt Permitted	0.283			0.300				0.720		0.756		
Satd. Flow (perm)	498	3372	0	570	3274	0	0	1368	0	1381	1536	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		1142			483			222			765	
Travel Time (s)		17.3			7.3			6.1			20.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	8%	7%	0%	0%	10%	4%	0%	0%	0%	4%	0%	6%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	29	953	0	1	935	0	0	3	0	59	57	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		15.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	9.5	24.0		24.0	24.0		18.0	18.0		18.0	18.0	
Total Split (s)	14.0	132.0		118.0	118.0		18.0	18.0		18.0	18.0	
Total Split (%)	9.3%	88.0%		78.7%	78.7%		12.0%	12.0%		12.0%	12.0%	
Yellow Time (s)	3.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		6.0	6.0			6.0		6.0	6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	C-Min		C-Min	C-Min		None	None		None	None	
Act Effct Green (s)	128.9	126.4		120.6	120.6			11.6		11.6	11.6	
Actuated g/C Ratio	0.86	0.84		0.80	0.80			0.08		0.08	0.08	
v/c Ratio	0.06	0.34		0.00	0.36			0.03		0.56	0.48	
Control Delay	1.6	3.9		4.0	4.9			63.7		85.9	79.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay	1.6	3.9		4.0	4.9			63.7		85.9	79.5	
LOS	A	A		A	A			E		F	E	
Approach Delay		3.8			4.9			63.7			82.8	
Approach LOS		A			A			E			F	
Queue Length 50th (ft)	1	254		0	133			3		56	54	
Queue Length 95th (ft)	7	72		2	160			14		109	104	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		1062			403			142			685	
Turn Bay Length (ft)	110			165						100		
Base Capacity (vph)	510	2856		458	2633			115		116	129	
Starvation Cap Reductn	0	0		0	0			0		0	0	
Spillback Cap Reductn	0	0		0	0			0		0	0	
Storage Cap Reductn	0	0		0	0			0		0	0	
Reduced v/c Ratio	0.06	0.33		0.00	0.36			0.03		0.51	0.44	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 94 (63%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 8.9		Intersection LOS: A	
Intersection Capacity Utilization 41.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: Goebbert Road & Algonquin Road

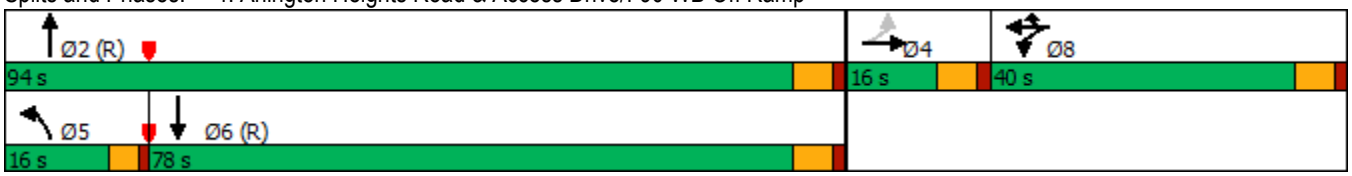


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	4	272	0	529	3	1283	0	0	1310	3
Future Volume (vph)	0	0	4	272	0	529	3	1283	0	0	1310	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Storage Length (ft)	0		0	320		300	155		0	0		0
Storage Lanes	0		0	1		2	1		0	0		0
Taper Length (ft)	25			180			150			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.88	1.00	0.91	1.00	1.00	0.86	0.86
Frt		0.865				0.850						
Flt Protected				0.950	0.950		0.950					
Satd. Flow (prot)	0	1096	0	1698	1698	2760	1805	5151	0	0	6399	0
Flt Permitted				0.950	0.950		0.950					
Satd. Flow (perm)	0	1096	0	1698	1698	2760	1805	5151	0	0	6399	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			30	
Link Distance (ft)		158			665			594			309	
Travel Time (s)		3.6			15.1			11.6			7.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	50%	1%	0%	3%	0%	6%	0%	0%	2%	67%
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	4	0	148	148	575	3	1395	0	0	1427	0
Turn Type		NA		Split	NA	Prot	Prot	NA			NA	
Protected Phases		4		8	8	8	5	2			6	
Permitted Phases	4											
Detector Phase	4	4		8	8	8	5	2			6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	3.0	15.0			15.0	
Minimum Split (s)	16.0	16.0		24.0	24.0	24.0	9.5	24.0			24.0	
Total Split (s)	16.0	16.0		40.0	40.0	40.0	16.0	94.0			78.0	
Total Split (%)	10.7%	10.7%		26.7%	26.7%	26.7%	10.7%	62.7%			52.0%	
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	3.5	4.5			4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	1.0	1.5			1.5	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)		6.0		6.0	6.0	6.0	4.5	6.0			6.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Recall Mode	None	None		None	None	None	None	C-Min			C-Min	
Act Effct Green (s)		8.1		37.7	37.7	37.7	5.9	97.3			95.1	
Actuated g/C Ratio		0.05		0.25	0.25	0.25	0.04	0.65			0.63	
v/c Ratio		0.07		0.35	0.35	0.83	0.04	0.42			0.35	
Control Delay		69.8		48.4	48.4	63.9	70.3	13.8			8.1	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay		69.8		48.4	48.4	63.9	70.3	13.8			8.1	
LOS		E		D	D	E	E	B			A	
Approach Delay		69.8			58.6			13.9			8.1	
Approach LOS		E			E			B			A	
Queue Length 50th (ft)		4		122	122	295	3	227			87	
Queue Length 95th (ft)		17		202	202	#422	15	308			128	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		78			585			514			229	
Turn Bay Length (ft)				320		300	155					
Base Capacity (vph)		73		431	431	702	138	3342			4057	
Starvation Cap Reductn		0		0	0	0	0	0			0	
Spillback Cap Reductn		0		0	0	0	0	0			0	
Storage Cap Reductn		0		0	0	0	0	0			0	
Reduced v/c Ratio		0.05		0.34	0.34	0.82	0.02	0.42			0.35	

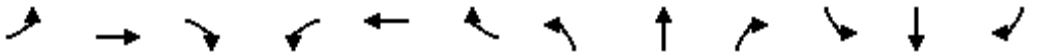
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 61 (41%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 22.2		Intersection LOS: C	
Intersection Capacity Utilization 63.7%		ICU Level of Service B	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 4: Arlington Heights Road & Access Drive/I-90 WB Off Ramp



Intersection Capacity Utilization
5: Arlington Heights Road & I-90 WB On Ramp/Right-In/Right-Out Access Drive

10/17/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	0	2	0	1812	12	0	1313	383
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	0	0	0	0	2	0	1824	0	0	1313	383
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	0	0	0	0	1615	0	5170	0	0	7264	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			Yes			Yes	
Reference Time (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.0	42.3	0.0	0.0	21.7	28.5
Adj Reference Time (s)	0.0	0.0	0.0	0.0	0.0	8.0	0.0	46.3	0.0	0.0	25.7	32.5
Permitted Option												
Adj Saturation A (vph)	0	0		0	0		0	1723		0	1816	
Reference Time A (s)	0.0	0.0		0.0	0.0		0.0	42.3		0.0	21.7	
Adj Saturation B (vph	0	0		0	0		NA	NA		NA	NA	
Reference Time B (s)	0.0	0.0		0.0	0.0		NA	NA		NA	NA	
Reference Time (s)		0.0			0.0			42.3			21.7	
Adj Reference Time (s)		8.0			8.0			46.3			25.7	
Split Option												
Ref Time Combined (s)	0.0	0.0		0.0	0.0		0.0	42.3		0.0	21.7	
Ref Time Seperate (s)	0.0	0.0		0.0	0.0		0.0	42.1		0.0	21.7	
Reference Time (s)	0.0	0.0		0.0	0.0		42.3	42.3		21.7	21.7	
Adj Reference Time (s)	0.0	0.0		0.0	0.0		46.3	46.3		25.7	25.7	

Summary	EB WB	NB SB	Combined
Protected Option (s)	0.0	46.3	
Permitted Option (s)	8.0	46.3	
Split Option (s)	0.0	72.0	
Minimum (s)	0.0	46.3	46.3

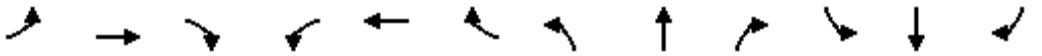
Right Turns	WBR	SBR
Adj Reference Time (s)	8.0	32.5
Cross Thru Ref Time (s)	46.3	0.0
Oncoming Left Ref Time (s)	0.0	0.0
Combined (s)	54.3	32.5

Intersection Summary			
Intersection Capacity Utilization	45.3%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Capacity Analysis Summary Sheets

Weekday Evening Peak Hour – No-Build Conditions

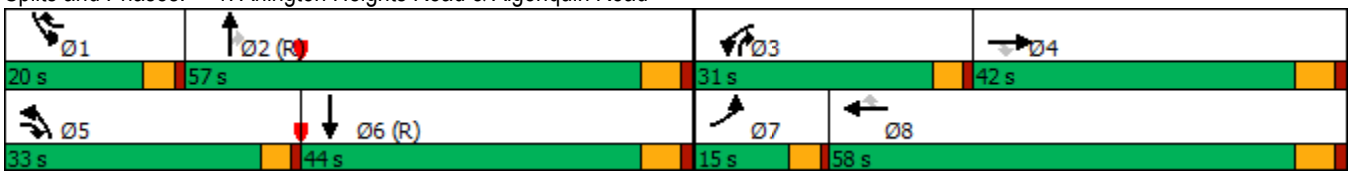


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	788	467	456	851	224	506	1312	471	201	1261	99
Future Volume (vph)	90	788	467	456	851	224	506	1312	471	201	1261	99
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	1900	1900
Storage Length (ft)	130		400	360		210	350		380	265		0
Storage Lanes	2		1	2		1	2		1	2		0
Taper Length (ft)	230			250			300			280		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.86	0.86
Frt			0.850			0.850			0.850		0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3502	5151	1615	3433	5353	1599	3467	5406	1568	3367	6400	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3502	5151	1615	3433	5353	1599	3467	5406	1568	3367	6400	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		864			394			463			944	
Travel Time (s)		13.1			6.0			9.0			18.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	6%	0%	2%	2%	1%	1%	1%	3%	4%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	829	492	480	896	236	533	1381	496	212	1431	0
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	
Permitted Phases			4			8			2			
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	
Minimum Split (s)	9.5	24.0	9.5	9.5	24.0	9.5	9.5	24.0	9.5	9.5	24.0	
Total Split (s)	15.0	42.0	33.0	31.0	58.0	20.0	33.0	57.0	31.0	20.0	44.0	
Total Split (%)	10.0%	28.0%	22.0%	20.7%	38.7%	13.3%	22.0%	38.0%	20.7%	13.3%	29.3%	
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5	
All-Red Time (s)	1.0	1.5	1.0	1.0	1.5	1.0	1.0	1.5	1.0	1.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	6.0	4.5	4.5	6.0	4.5	4.5	6.0	4.5	4.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Min	None	None	C-Min	
Act Effct Green (s)	9.1	36.4	69.5	25.1	52.3	72.2	27.1	53.6	84.7	13.9	40.5	
Actuated g/C Ratio	0.06	0.24	0.46	0.17	0.35	0.48	0.18	0.36	0.56	0.09	0.27	
v/c Ratio	0.45	0.66	0.66	0.84	0.48	0.31	0.85	0.71	0.56	0.68	0.83	
Control Delay	74.4	54.3	36.0	95.1	30.4	19.1	57.8	39.7	27.8	77.2	56.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	
Total Delay	74.4	54.3	36.0	95.1	30.4	19.1	57.8	39.7	28.4	77.2	56.9	
LOS	E	D	D	F	C	B	E	D	C	E	E	
Approach Delay		49.3			48.0			41.3			59.5	
Approach LOS		D			D			D			E	
Queue Length 50th (ft)	46	271	361	257	173	96	233	460	375	104	394	
Queue Length 95th (ft)	78	321	492	317	197	m129	302	519	538	149	442	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		784			314			383			864	
Turn Bay Length (ft)	130		400	360		210	350		380	265		
Base Capacity (vph)	245	1250	763	606	1878	787	658	1932	900	347	1726	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	134	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.39	0.66	0.64	0.79	0.48	0.30	0.81	0.71	0.65	0.61	0.83	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 77 (51%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 48.7		Intersection LOS: D	
Intersection Capacity Utilization 79.3%		ICU Level of Service D	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 1: Arlington Heights Road & Algonquin Road

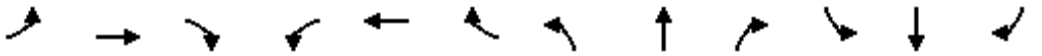


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	183	1270	7	6	1305	25	30	6	5	31	0	173
Future Volume (vph)	183	1270	7	6	1305	25	30	6	5	31	0	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	180		0	100		0	86		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	155			180			80			63		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.997			0.932			0.850	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	4936	0	1805	5072	0	1805	1623	0	1752	1599	0
Flt Permitted	0.152			0.188			0.370			0.750		
Satd. Flow (perm)	289	4936	0	357	5072	0	703	1623	0	1383	1599	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			30			25	
Link Distance (ft)		397			546			255			409	
Travel Time (s)		6.0			8.3			5.8			11.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	5%	0%	0%	2%	0%	0%	0%	20%	3%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	195	1358	0	6	1415	0	32	11	0	33	184	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	14.0	108.0		14.0	108.0		28.0	28.0		28.0	28.0	
Total Split (%)	9.3%	72.0%		9.3%	72.0%		18.7%	18.7%		18.7%	18.7%	
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	119.9	115.5		112.9	104.8		20.6	20.6		20.6	20.6	
Actuated g/C Ratio	0.80	0.77		0.75	0.70		0.14	0.14		0.14	0.14	
v/c Ratio	0.61	0.36		0.02	0.40		0.33	0.05		0.17	0.84	
Control Delay	24.9	4.1		2.0	5.8		67.9	55.8		58.8	92.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	24.9	4.1		2.0	5.8		67.9	55.8		58.8	92.8	
LOS	C	A		A	A		E	E		E	F	
Approach Delay		6.7			5.8			64.8			87.7	
Approach LOS		A			A			E			F	
Queue Length 50th (ft)	50	82		0	116		28	9		29	176	
Queue Length 95th (ft)	110	127		m1	61		66	29		63	#298	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Internal Link Dist (ft)		317			466			175			329	
Turn Bay Length (ft)	100			180			100			86		
Base Capacity (vph)	337	3800		381	3542		103	238		202	234	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.58	0.36		0.02	0.40		0.31	0.05		0.16	0.79	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 140 (93%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 12.5		Intersection LOS: B	
Intersection Capacity Utilization 71.6%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 2: Tonne Road & Algonquin Road

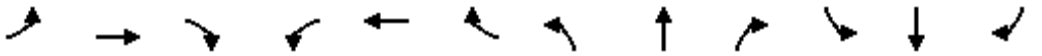


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	1134	5	2	1236	83	6	1	1	57	3	46
Future Volume (vph)	59	1134	5	2	1236	83	6	1	1	57	3	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110		0	165		0	0		0	100		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	130			100			25			80		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.991			0.983			0.859	
Flt Protected	0.950			0.950				0.964		0.950		
Satd. Flow (prot)	1805	3435	0	1805	3510	0	0	1600	0	1805	1632	0
Flt Permitted	0.167			0.238				0.785		0.752		
Satd. Flow (perm)	317	3435	0	452	3510	0	0	1303	0	1429	1632	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		1142			483			222			765	
Travel Time (s)		17.3			7.3			6.1			20.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	5%	0%	0%	2%	1%	0%	100%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	1186	0	2	1374	0	0	8	0	59	51	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		15.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	9.5	24.0		24.0	24.0		18.0	18.0		18.0	18.0	
Total Split (s)	14.0	125.0		111.0	111.0		25.0	25.0		25.0	25.0	
Total Split (%)	9.3%	83.3%		74.0%	74.0%		16.7%	16.7%		16.7%	16.7%	
Yellow Time (s)	3.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		6.0	6.0			6.0		6.0	6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	C-Min		C-Min	C-Min		None	None		None	None	
Act Effct Green (s)	130.7	129.4		121.5	121.5			12.6		12.6	12.6	
Actuated g/C Ratio	0.87	0.86		0.81	0.81			0.08		0.08	0.08	
v/c Ratio	0.18	0.40		0.01	0.48			0.07		0.50	0.38	
Control Delay	3.1	3.5		5.0	6.8			62.4		78.7	71.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay	3.1	3.5		5.0	6.8			62.4		78.7	71.6	
LOS	A	A		A	A			E		E	E	
Approach Delay		3.4			6.8			62.4			75.4	
Approach LOS		A			A			E			E	
Queue Length 50th (ft)	8	88		0	232			7		56	48	
Queue Length 95th (ft)	16	124		3	329			25		104	92	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		1062			403			142			685	
Turn Bay Length (ft)	110			165						100		
Base Capacity (vph)	380	2964		366	2842			165		181	206	
Starvation Cap Reductn	0	0		0	0			0		0	0	
Spillback Cap Reductn	0	0		0	0			0		0	0	
Storage Cap Reductn	0	0		0	0			0		0	0	
Reduced v/c Ratio	0.16	0.40		0.01	0.48			0.05		0.33	0.25	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 120 (80%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay: 8.2		Intersection LOS: A	
Intersection Capacity Utilization 65.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: Goebbert Road & Algonquin Road

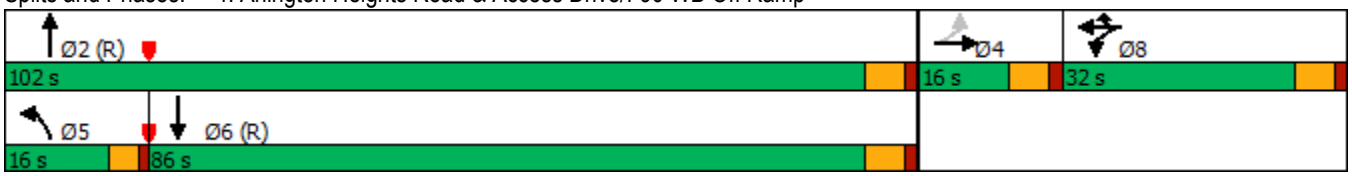


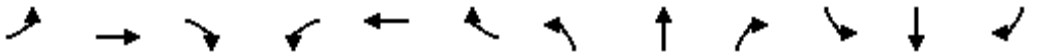
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	0	0	205	1	528	0	1767	0	0	1665	1
Future Volume (vph)	2	0	0	205	1	528	0	1767	0	0	1665	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Storage Length (ft)	0		0	320		300	155		0	0		0
Storage Lanes	0		0	1		2	1		0	0		0
Taper Length (ft)	25			180			150			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.88	1.00	0.91	1.00	1.00	0.86	0.86
Frt						0.850						
Flt Protected		0.950		0.950	0.953							
Satd. Flow (prot)	0	1805	0	1681	1687	2814	1900	5406	0	0	6471	0
Flt Permitted				0.950	0.953							
Satd. Flow (perm)	0	1900	0	1681	1687	2814	1900	5406	0	0	6471	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			30	
Link Distance (ft)		158			665			594			309	
Travel Time (s)		3.6			15.1			11.6			7.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	2%	0%	1%	0%	1%	0%	0%	1%	0%
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	2	0	105	107	544	0	1822	0	0	1717	0
Turn Type	Perm	NA		Split	NA	Prot	Prot	NA			NA	
Protected Phases		4		8	8	8	5	2			6	
Permitted Phases	4											
Detector Phase	4	4		8	8	8	5	2			6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	3.0	15.0			15.0	
Minimum Split (s)	16.0	16.0		24.0	24.0	24.0	9.5	24.0			24.0	
Total Split (s)	16.0	16.0		32.0	32.0	32.0	16.0	102.0			86.0	
Total Split (%)	10.7%	10.7%		21.3%	21.3%	21.3%	10.7%	68.0%			57.3%	
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	3.5	4.5			4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	1.0	1.5			1.5	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)		6.0		6.0	6.0	6.0	4.5	6.0			6.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Recall Mode	None	None		None	None	None	None	C-Min			C-Min	
Act Effct Green (s)		8.1		39.1	39.1	39.1		96.0			96.0	
Actuated g/C Ratio		0.05		0.26	0.26	0.26		0.64			0.64	
v/c Ratio		0.02		0.24	0.24	0.74		0.53			0.41	
Control Delay		67.5		47.3	47.4	57.8		15.3			13.8	
Queue Delay		0.0		0.0	0.0	0.0		0.0			0.0	
Total Delay		67.5		47.3	47.4	57.8		15.3			13.8	
LOS		E		D	D	E		B			B	
Approach Delay		67.5			54.8			15.3			13.8	
Approach LOS		E			D			B			B	
Queue Length 50th (ft)		2		83	85	271		335			197	
Queue Length 95th (ft)		11		160	162	#463		372			240	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		78			585			514			229	
Turn Bay Length (ft)				320		300						
Base Capacity (vph)		126		437	439	732		3459			4141	
Starvation Cap Reductn		0		0	0	0		0			0	
Spillback Cap Reductn		0		0	0	0		0			0	
Storage Cap Reductn		0		0	0	0		0			0	
Reduced v/c Ratio		0.02		0.24	0.24	0.74		0.53			0.41	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 41 (27%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 21.7		Intersection LOS: C	
Intersection Capacity Utilization 72.6%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 4: Arlington Heights Road & Access Drive/I-90 WB Off Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	0	9	0	2280	15	0	1666	518
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	0	0	0	0	9	0	2295	0	0	1666	518
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	0	0	0	0	1615	0	5171	0	0	7264	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			Yes			Yes	
Reference Time (s)	0.0	0.0	0.0	0.0	0.0	0.7	0.0	53.3	0.0	0.0	27.5	38.5
Adj Reference Time (s)	0.0	0.0	0.0	0.0	0.0	8.0	0.0	57.3	0.0	0.0	31.5	42.5
Permitted Option												
Adj Saturation A (vph)	0	0		0	0		0	1724		0	1816	
Reference Time A (s)	0.0	0.0		0.0	0.0		0.0	53.3		0.0	27.5	
Adj Saturation B (vph	0	0		0	0		NA	NA		NA	NA	
Reference Time B (s)	0.0	0.0		0.0	0.0		NA	NA		NA	NA	
Reference Time (s)		0.0			0.0			53.3			27.5	
Adj Reference Time (s)		8.0			8.0			57.3			31.5	
Split Option												
Ref Time Combined (s)	0.0	0.0		0.0	0.0		0.0	53.3		0.0	27.5	
Ref Time Seperate (s)	0.0	0.0		0.0	0.0		0.0	52.9		0.0	27.5	
Reference Time (s)	0.0	0.0		0.0	0.0		53.3	53.3		27.5	27.5	
Adj Reference Time (s)	0.0	0.0		0.0	0.0		57.3	57.3		31.5	31.5	

Summary	EB WB	NB SB	Combined
Protected Option (s)	0.0	57.3	
Permitted Option (s)	8.0	57.3	
Split Option (s)	0.0	88.8	
Minimum (s)	0.0	57.3	57.3

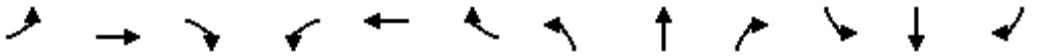
Right Turns	WBR	SBR
Adj Reference Time (s)	8.0	42.5
Cross Thru Ref Time (s)	57.3	0.0
Oncoming Left Ref Time (s)	0.0	0.0
Combined (s)	65.3	42.5

Intersection Summary			
Intersection Capacity Utilization	54.4%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Capacity Analysis Summary Sheets

Weekday Morning Peak Hour – Phase I Conditions

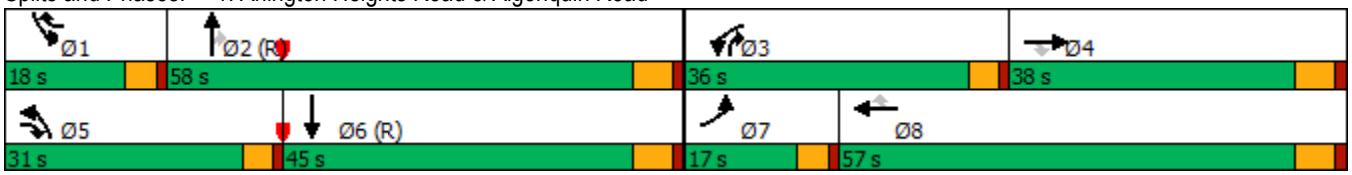


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	622	336	388	587	162	420	1056	374	139	1017	93
Future Volume (vph)	46	622	336	388	587	162	420	1056	374	139	1017	93
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	1900	1900
Storage Length (ft)	130		400	360		210	350		380	265		0
Storage Lanes	2		1	2		1	2		1	2		0
Taper Length (ft)	230			250			300			280		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.86	0.86
Frt			0.850			0.850			0.850		0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3367	5200	1553	3303	5056	1442	3335	5301	1495	3183	6330	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3367	5200	1553	3303	5056	1442	3335	5301	1495	3183	6330	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		864			394			463			944	
Travel Time (s)		13.1			6.0			9.0			18.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	5%	4%	6%	8%	12%	5%	3%	8%	10%	2%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	47	635	343	396	599	165	429	1078	382	142	1133	0
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	
Permitted Phases			4			8			2			
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	
Minimum Split (s)	9.5	24.0	9.5	9.5	24.0	9.5	9.5	24.0	9.5	9.5	24.0	
Total Split (s)	17.0	38.0	31.0	36.0	57.0	18.0	31.0	58.0	36.0	18.0	45.0	
Total Split (%)	11.3%	25.3%	20.7%	24.0%	38.0%	12.0%	20.7%	38.7%	24.0%	12.0%	30.0%	
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5	
All-Red Time (s)	1.0	1.5	1.0	1.0	1.5	1.0	1.0	1.5	1.0	1.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	6.0	4.5	4.5	6.0	4.5	4.5	6.0	4.5	4.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Min	None	None	C-Min	
Act Effct Green (s)	7.5	32.7	62.6	24.0	51.3	68.9	23.8	60.6	90.7	11.6	48.4	
Actuated g/C Ratio	0.05	0.22	0.42	0.16	0.34	0.46	0.16	0.40	0.60	0.08	0.32	
v/c Ratio	0.28	0.56	0.53	0.75	0.35	0.25	0.81	0.50	0.42	0.58	0.55	
Control Delay	72.3	54.1	35.4	62.4	33.4	24.1	80.3	26.3	14.0	76.2	44.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	72.3	54.1	35.4	62.4	33.4	24.1	80.3	26.3	14.0	76.2	44.8	
LOS	E	D	D	E	C	C	F	C	B	E	D	
Approach Delay		48.7			42.0			36.1			48.3	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	23	201	238	198	178	118	223	226	160	70	276	
Queue Length 95th (ft)	45	248	337	188	145	104	m261	256	m188	107	334	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		784			314			383			864	
Turn Bay Length (ft)	130		400	360		210	350		380	265		
Base Capacity (vph)	280	1172	675	693	1771	680	589	2142	978	286	2042	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.17	0.54	0.51	0.57	0.34	0.24	0.73	0.50	0.39	0.50	0.55	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 58 (39%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 42.7		Intersection LOS: D	
Intersection Capacity Utilization 69.3%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 1: Arlington Heights Road & Algonquin Road

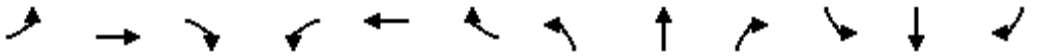


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	100	1002	32	19	927	16	56	1	18	17	1	172
Future Volume (vph)	100	1002	32	19	927	16	56	1	18	17	1	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	180		0	100		0	86		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	155			180			80			63		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.998			0.857			0.851	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	4833	0	1805	4751	0	1805	1315	0	1703	1601	0
Flt Permitted	0.243			0.235			0.397			0.744		
Satd. Flow (perm)	448	4833	0	446	4751	0	754	1315	0	1334	1601	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			30			25	
Link Distance (ft)		397			546			255			409	
Travel Time (s)		6.0			8.3			5.8			11.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	7%	0%	0%	9%	7%	0%	0%	25%	6%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	1124	0	21	1025	0	61	21	0	18	188	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	24.0	102.0		13.0	91.0		35.0	35.0		35.0	35.0	
Total Split (%)	16.0%	68.0%		8.7%	60.7%		23.3%	23.3%		23.3%	23.3%	
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	116.7	109.0		111.9	103.5		23.2	23.2		23.2	23.2	
Actuated g/C Ratio	0.78	0.73		0.75	0.69		0.15	0.15		0.15	0.15	
v/c Ratio	0.26	0.32		0.05	0.31		0.53	0.10		0.09	0.76	
Control Delay	5.8	6.5		4.3	9.6		73.5	53.1		52.7	79.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	5.8	6.5		4.3	9.6		73.5	53.1		52.7	79.8	
LOS	A	A		A	A		E	D		D	E	
Approach Delay		6.4			9.5			68.3			77.5	
Approach LOS		A			A			E			E	
Queue Length 50th (ft)	20	142		1	166		55	18		15	178	
Queue Length 95th (ft)	36	131		m10	116		105	43		39	257	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Internal Link Dist (ft)		317			466			175			329	
Turn Bay Length (ft)	100			180			100			86		
Base Capacity (vph)	528	3513		429	3279		145	254		257	309	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.21	0.32		0.05	0.31		0.42	0.08		0.07	0.61	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 115 (77%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 15.4		Intersection LOS: B	
Intersection Capacity Utilization 59.5%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 2: Tonne Road & Algonquin Road

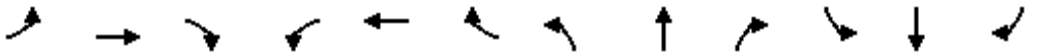


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	905	5	1	865	26	3	0	0	55	2	52
Future Volume (vph)	27	905	5	1	865	26	3	0	0	55	2	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110		0	165		0	0		0	100		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	130			100			25			80		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.996						0.855	
Flt Protected	0.950			0.950				0.950		0.950		
Satd. Flow (prot)	1671	3372	0	1805	3274	0	0	1805	0	1736	1536	0
Flt Permitted	0.279			0.296				0.720		0.756		
Satd. Flow (perm)	491	3372	0	562	3274	0	0	1368	0	1381	1536	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		1142			483			222			765	
Travel Time (s)		17.3			7.3			6.1			20.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	8%	7%	0%	0%	10%	4%	0%	0%	0%	4%	0%	6%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	29	968	0	1	948	0	0	3	0	59	57	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		15.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	9.5	24.0		24.0	24.0		18.0	18.0		18.0	18.0	
Total Split (s)	14.0	132.0		118.0	118.0		18.0	18.0		18.0	18.0	
Total Split (%)	9.3%	88.0%		78.7%	78.7%		12.0%	12.0%		12.0%	12.0%	
Yellow Time (s)	3.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		6.0	6.0			6.0		6.0	6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	C-Min		C-Min	C-Min		None	None		None	None	
Act Effct Green (s)	128.9	126.4		120.6	120.6			11.6		11.6	11.6	
Actuated g/C Ratio	0.86	0.84		0.80	0.80			0.08		0.08	0.08	
v/c Ratio	0.06	0.34		0.00	0.36			0.03		0.56	0.48	
Control Delay	1.6	3.7		4.0	5.0			63.7		85.9	79.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay	1.6	3.7		4.0	5.0			63.7		85.9	79.5	
LOS	A	A		A	A			E		F	E	
Approach Delay		3.7			5.0			63.7			82.8	
Approach LOS		A			A			E			F	
Queue Length 50th (ft)	1	21		0	136			3		56	54	
Queue Length 95th (ft)	8	75		2	163			14		109	104	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		1062			403			142			685	
Turn Bay Length (ft)	110			165						100		
Base Capacity (vph)	504	2856		452	2633			115		116	129	
Starvation Cap Reductn	0	0		0	0			0		0	0	
Spillback Cap Reductn	0	0		0	0			0		0	0	
Storage Cap Reductn	0	0		0	0			0		0	0	
Reduced v/c Ratio	0.06	0.34		0.00	0.36			0.03		0.51	0.44	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 94 (63%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 8.8		Intersection LOS: A	
Intersection Capacity Utilization 41.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: Goebbert Road & Algonquin Road

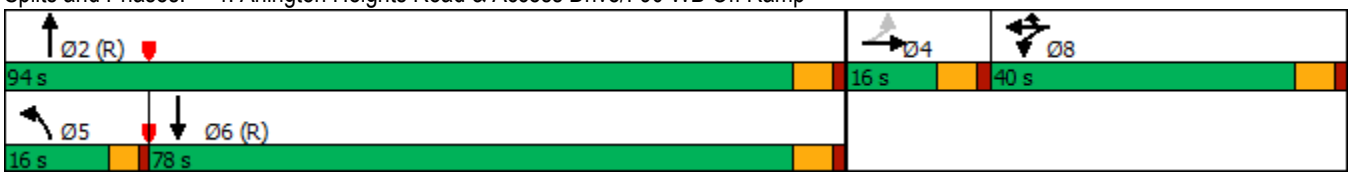


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	4	272	0	541	3	1294	0	0	1344	3
Future Volume (vph)	0	0	4	272	0	541	3	1294	0	0	1344	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Storage Length (ft)	0		0	320		300	155		0	0		0
Storage Lanes	0		0	1		2	1		0	0		0
Taper Length (ft)	25			180			150			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.88	1.00	0.91	1.00	1.00	0.86	0.86
Frt		0.865				0.850						
Flt Protected				0.950	0.950		0.950					
Satd. Flow (prot)	0	1096	0	1698	1698	2760	1805	5151	0	0	6399	0
Flt Permitted				0.950	0.950		0.950					
Satd. Flow (perm)	0	1096	0	1698	1698	2760	1805	5151	0	0	6399	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			30	
Link Distance (ft)		158			665			594			309	
Travel Time (s)		3.6			15.1			11.6			7.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	50%	1%	0%	3%	0%	6%	0%	0%	2%	67%
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	4	0	148	148	588	3	1407	0	0	1464	0
Turn Type		NA		Split	NA	Prot	Prot	NA			NA	
Protected Phases		4		8	8	8	5	2			6	
Permitted Phases	4											
Detector Phase	4	4		8	8	8	5	2			6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	3.0	15.0			15.0	
Minimum Split (s)	16.0	16.0		24.0	24.0	24.0	9.5	24.0			24.0	
Total Split (s)	16.0	16.0		40.0	40.0	40.0	16.0	94.0			78.0	
Total Split (%)	10.7%	10.7%		26.7%	26.7%	26.7%	10.7%	62.7%			52.0%	
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	3.5	4.5			4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	1.0	1.5			1.5	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)		6.0		6.0	6.0	6.0	4.5	6.0			6.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Recall Mode	None	None		None	None	None	None	C-Min			C-Min	
Act Effct Green (s)		8.1		38.6	38.6	38.6	5.9	96.4			94.2	
Actuated g/C Ratio		0.05		0.26	0.26	0.26	0.04	0.64			0.63	
v/c Ratio		0.07		0.34	0.34	0.83	0.04	0.42			0.36	
Control Delay		69.8		47.6	47.6	63.1	70.3	14.2			9.2	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay		69.8		47.6	47.6	63.1	70.3	14.2			9.2	
LOS		E		D	D	E	E	B			A	
Approach Delay		69.8			57.9			14.3			9.2	
Approach LOS		E			E			B			A	
Queue Length 50th (ft)		4		121	121	301	3	235			102	
Queue Length 95th (ft)		17		202	202	#438	15	312			148	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		78			585			514			229	
Turn Bay Length (ft)				320		300	155					
Base Capacity (vph)		73		438	438	713	138	3311			4019	
Starvation Cap Reductn		0		0	0	0	0	0			0	
Spillback Cap Reductn		0		0	0	0	0	0			0	
Storage Cap Reductn		0		0	0	0	0	0			0	
Reduced v/c Ratio		0.05		0.34	0.34	0.82	0.02	0.42			0.36	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 61 (41%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 22.6		Intersection LOS: C	
Intersection Capacity Utilization 64.3%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 4: Arlington Heights Road & Access Drive/I-90 WB Off Ramp



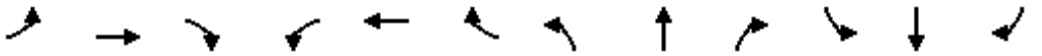
Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1125	11	0	1138	0	9
Future Vol, veh/h	1125	11	0	1138	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1184	12	0	1198	0	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	598
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	-	-	0	-	0	386
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	386
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	386	-	-	-
HCM Lane V/C Ratio	0.025	-	-	-
HCM Control Delay (s)	14.6	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	0	38	0	1812	35	0	1347	394
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	0	0	0	0	38	0	1847	0	0	1347	394
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	0	0	0	0	1615	0	5161	0	0	7264	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			Yes			Yes	
Reference Time (s)	0.0	0.0	0.0	0.0	0.0	2.8	0.0	42.9	0.0	0.0	22.3	29.3
Adj Reference Time (s)	0.0	0.0	0.0	0.0	0.0	8.0	0.0	46.9	0.0	0.0	26.3	33.3
Permitted Option												
Adj Saturation A (vph)	0	0		0	0		0	1720		0	1816	
Reference Time A (s)	0.0	0.0		0.0	0.0		0.0	42.9		0.0	22.3	
Adj Saturation B (vph	0	0		0	0		NA	NA		NA	NA	
Reference Time B (s)	0.0	0.0		0.0	0.0		NA	NA		NA	NA	
Reference Time (s)		0.0			0.0			42.9			22.3	
Adj Reference Time (s)		8.0			8.0			46.9			26.3	
Split Option												
Ref Time Combined (s)	0.0	0.0		0.0	0.0		0.0	42.9		0.0	22.3	
Ref Time Seperate (s)	0.0	0.0		0.0	0.0		0.0	42.1		0.0	22.3	
Reference Time (s)	0.0	0.0		0.0	0.0		42.9	42.9		22.3	22.3	
Adj Reference Time (s)	0.0	0.0		0.0	0.0		46.9	46.9		26.3	26.3	

Summary	EB WB	NB SB	Combined
Protected Option (s)	0.0	46.9	
Permitted Option (s)	8.0	46.9	
Split Option (s)	0.0	73.2	
Minimum (s)	0.0	46.9	46.9

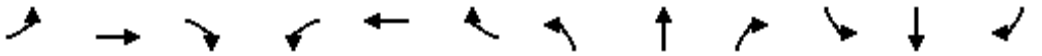
Right Turns	WBR	SBR
Adj Reference Time (s)	8.0	33.3
Cross Thru Ref Time (s)	46.9	0.0
Oncoming Left Ref Time (s)	0.0	0.0
Combined (s)	54.9	33.3

Intersection Summary			
Intersection Capacity Utilization	45.8%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Capacity Analysis Summary Sheets

Weekday Evening Peak Hour – Phase I Conditions

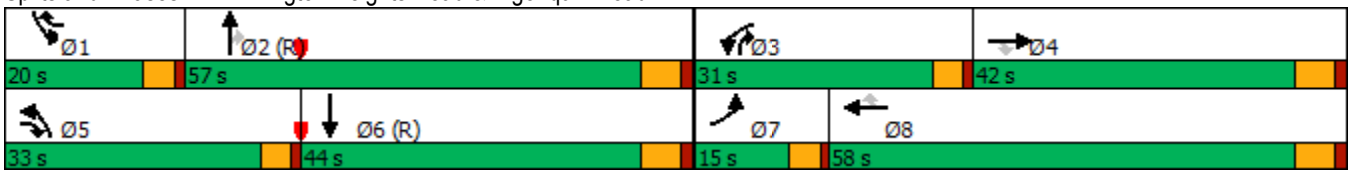


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	816	467	504	860	224	520	1334	471	239	1261	99
Future Volume (vph)	90	816	467	504	860	224	520	1334	471	239	1261	99
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	1900	1900
Storage Length (ft)	130		400	360		210	350		380	265		0
Storage Lanes	2		1	2		1	2		1	2		0
Taper Length (ft)	230			250			300			280		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.86	0.86
Frt			0.850			0.850			0.850		0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3502	5151	1615	3433	5353	1599	3467	5406	1568	3367	6400	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3502	5151	1615	3433	5353	1599	3467	5406	1568	3367	6400	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		864			394			463			944	
Travel Time (s)		13.1			6.0			9.0			18.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	6%	0%	2%	2%	1%	1%	1%	3%	4%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	859	492	531	905	236	547	1404	496	252	1431	0
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	
Permitted Phases			4			8			2			
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	
Minimum Split (s)	9.5	24.0	9.5	9.5	24.0	9.5	9.5	24.0	9.5	9.5	24.0	
Total Split (s)	15.0	42.0	33.0	31.0	58.0	20.0	33.0	57.0	31.0	20.0	44.0	
Total Split (%)	10.0%	28.0%	22.0%	20.7%	38.7%	13.3%	22.0%	38.0%	20.7%	13.3%	29.3%	
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5	
All-Red Time (s)	1.0	1.5	1.0	1.0	1.5	1.0	1.0	1.5	1.0	1.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	6.0	4.5	4.5	6.0	4.5	4.5	6.0	4.5	4.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Min	None	None	C-Min	
Act Effct Green (s)	9.1	36.3	69.7	25.9	53.1	73.8	27.3	52.0	84.0	14.7	39.4	
Actuated g/C Ratio	0.06	0.24	0.46	0.17	0.35	0.49	0.18	0.35	0.56	0.10	0.26	
v/c Ratio	0.45	0.69	0.66	0.90	0.48	0.30	0.87	0.75	0.57	0.77	0.85	
Control Delay	74.4	55.1	35.9	96.6	29.8	18.6	59.0	41.7	28.4	81.7	58.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	
Total Delay	74.4	55.1	35.9	96.6	29.8	18.6	59.0	41.7	29.0	81.7	58.6	
LOS	E	E	D	F	C	B	E	D	C	F	E	
Approach Delay		49.9			49.4			43.0			62.1	
Approach LOS		D			D			D			E	
Queue Length 50th (ft)	46	283	361	285	180	100	242	473	379	125	394	
Queue Length 95th (ft)	78	334	492	m#365	205	m135	#318	529	537	175	442	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		784			314			383			864	
Turn Bay Length (ft)	130		400	360		210	350		380	265		
Base Capacity (vph)	245	1248	763	606	1896	795	658	1875	883	347	1680	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	134	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.39	0.69	0.64	0.88	0.48	0.30	0.83	0.75	0.66	0.73	0.85	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 77 (51%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 50.3		Intersection LOS: D	
Intersection Capacity Utilization 81.6%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 1: Arlington Heights Road & Algonquin Road

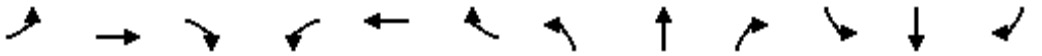


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	183	1279	35	34	1305	25	84	6	18	31	0	173
Future Volume (vph)	183	1279	35	34	1305	25	84	6	18	31	0	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	180		0	100		0	86		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	155			180			80			63		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.997			0.886			0.850	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	4926	0	1805	5072	0	1805	1461	0	1752	1599	0
Flt Permitted	0.151			0.170			0.374			0.741		
Satd. Flow (perm)	287	4926	0	323	5072	0	711	1461	0	1367	1599	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			30			25	
Link Distance (ft)		397			546			255			409	
Travel Time (s)		6.0			8.3			5.8			11.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	5%	0%	0%	2%	0%	0%	0%	20%	3%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	195	1398	0	36	1415	0	89	25	0	33	184	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	14.0	108.0		14.0	108.0		28.0	28.0		28.0	28.0	
Total Split (%)	9.3%	72.0%		9.3%	72.0%		18.7%	18.7%		18.7%	18.7%	
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	119.4	109.3		113.2	104.5		20.9	20.9		20.9	20.9	
Actuated g/C Ratio	0.80	0.73		0.75	0.70		0.14	0.14		0.14	0.14	
v/c Ratio	0.61	0.39		0.12	0.40		0.90	0.12		0.17	0.83	
Control Delay	25.0	5.2		2.6	5.8		129.4	57.4		58.7	91.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	25.0	5.2		2.6	5.8		129.4	57.4		58.7	91.3	
LOS	C	A		A	A		F	E		E	F	
Approach Delay		7.6			5.7			113.6			86.3	
Approach LOS		A			A			F			F	
Queue Length 50th (ft)	47	93		3	110		86	22		29	176	
Queue Length 95th (ft)	m112	126		m6	60		#197	52		64	#298	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Internal Link Dist (ft)		317			466			175			329	
Turn Bay Length (ft)	100			180			100			86		
Base Capacity (vph)	334	3590		356	3534		104	214		200	234	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.58	0.39		0.10	0.40		0.86	0.12		0.17	0.79	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 140 (93%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 15.4		Intersection LOS: B	
Intersection Capacity Utilization 71.6%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 2: Tonne Road & Algonquin Road

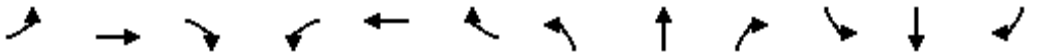


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	1148	5	2	1265	83	6	1	1	57	3	46
Future Volume (vph)	59	1148	5	2	1265	83	6	1	1	57	3	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110		0	165		0	0		0	100		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	130			100			25			80		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.991			0.983			0.859	
Flt Protected	0.950			0.950				0.964		0.950		
Satd. Flow (prot)	1805	3435	0	1805	3509	0	0	1600	0	1805	1632	0
Flt Permitted	0.160			0.234				0.785		0.752		
Satd. Flow (perm)	304	3435	0	445	3509	0	0	1303	0	1429	1632	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		1142			483			222			765	
Travel Time (s)		17.3			7.3			6.1			20.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	5%	0%	0%	2%	1%	0%	100%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	1201	0	2	1404	0	0	8	0	59	51	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		15.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	9.5	24.0		24.0	24.0		18.0	18.0		18.0	18.0	
Total Split (s)	14.0	125.0		111.0	111.0		25.0	25.0		25.0	25.0	
Total Split (%)	9.3%	83.3%		74.0%	74.0%		16.7%	16.7%		16.7%	16.7%	
Yellow Time (s)	3.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		6.0	6.0			6.0		6.0	6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	C-Min		C-Min	C-Min		None	None		None	None	
Act Effct Green (s)	130.7	129.4		121.5	121.5			12.6		12.6	12.6	
Actuated g/C Ratio	0.87	0.86		0.81	0.81			0.08		0.08	0.08	
v/c Ratio	0.19	0.41		0.01	0.49			0.07		0.50	0.38	
Control Delay	3.3	3.4		5.0	6.9			62.4		78.7	71.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay	3.3	3.4		5.0	6.9			62.4		78.7	71.6	
LOS	A	A		A	A			E		E	E	
Approach Delay		3.4			6.9			62.4			75.4	
Approach LOS		A			A			E			E	
Queue Length 50th (ft)	9	101		0	242			7		56	48	
Queue Length 95th (ft)	18	141		3	340			25		104	92	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		1062			403			142			685	
Turn Bay Length (ft)	110			165						100		
Base Capacity (vph)	369	2964		360	2841			165		181	206	
Starvation Cap Reductn	0	0		0	0			0		0	0	
Spillback Cap Reductn	0	0		0	0			0		0	0	
Storage Cap Reductn	0	0		0	0			0		0	0	
Reduced v/c Ratio	0.17	0.41		0.01	0.49			0.05		0.33	0.25	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 120 (80%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay: 8.2		Intersection LOS: A	
Intersection Capacity Utilization 65.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: Goebbert Road & Algonquin Road

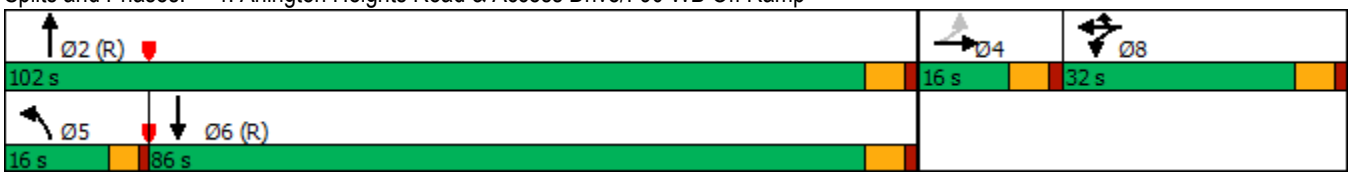


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	0	0	205	1	556	0	1792	0	0	1700	1
Future Volume (vph)	2	0	0	205	1	556	0	1792	0	0	1700	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Storage Length (ft)	0		0	320		300	155		0	0		0
Storage Lanes	0		0	1		2	1		0	0		0
Taper Length (ft)	25			180			150			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.88	1.00	0.91	1.00	1.00	0.86	0.86
Frt						0.850						
Flt Protected		0.950		0.950	0.953							
Satd. Flow (prot)	0	1805	0	1681	1687	2814	1900	5406	0	0	6471	0
Flt Permitted				0.950	0.953							
Satd. Flow (perm)	0	1900	0	1681	1687	2814	1900	5406	0	0	6471	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			30	
Link Distance (ft)		158			665			594			309	
Travel Time (s)		3.6			15.1			11.6			7.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	2%	0%	1%	0%	1%	0%	0%	1%	0%
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	2	0	105	107	573	0	1847	0	0	1754	0
Turn Type	Perm	NA		Split	NA	Prot	Prot	NA			NA	
Protected Phases		4		8	8	8	5	2			6	
Permitted Phases	4											
Detector Phase	4	4		8	8	8	5	2			6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	3.0	15.0			15.0	
Minimum Split (s)	16.0	16.0		24.0	24.0	24.0	9.5	24.0			24.0	
Total Split (s)	16.0	16.0		32.0	32.0	32.0	16.0	102.0			86.0	
Total Split (%)	10.7%	10.7%		21.3%	21.3%	21.3%	10.7%	68.0%			57.3%	
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	3.5	4.5			4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	1.0	1.5			1.5	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)		6.0		6.0	6.0	6.0	4.5	6.0			6.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Recall Mode	None	None		None	None	None	None	C-Min			C-Min	
Act Effct Green (s)		8.1		39.1	39.1	39.1		96.0			96.0	
Actuated g/C Ratio		0.05		0.26	0.26	0.26		0.64			0.64	
v/c Ratio		0.02		0.24	0.24	0.78		0.53			0.42	
Control Delay		67.5		47.3	47.4	59.6		15.5			14.1	
Queue Delay		0.0		0.0	0.0	0.0		0.0			0.0	
Total Delay		67.5		47.3	47.4	59.6		15.5			14.1	
LOS		E		D	D	E		B			B	
Approach Delay		67.5			56.3			15.5			14.1	
Approach LOS		E			E			B			B	
Queue Length 50th (ft)		2		83	85	289		342			211	
Queue Length 95th (ft)		11		160	162	#497		379			254	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		78			585			514			229	
Turn Bay Length (ft)				320		300						
Base Capacity (vph)		126		437	439	732		3459			4141	
Starvation Cap Reductn		0		0	0	0		0			0	
Spillback Cap Reductn		0		0	0	0		0			0	
Storage Cap Reductn		0		0	0	0		0			0	
Reduced v/c Ratio		0.02		0.24	0.24	0.78		0.53			0.42	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 41 (27%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 22.3		Intersection LOS: C	
Intersection Capacity Utilization 74.0%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 4: Arlington Heights Road & Access Drive/I-90 WB Off Ramp



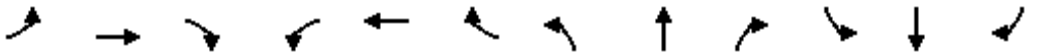
Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1488	28	0	1584	0	9
Future Vol, veh/h	1488	28	0	1584	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1566	29	0	1667	0	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	798
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	-	-	0	-	0	286
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	286
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	18
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	286	-	-	-
HCM Lane V/C Ratio	0.033	-	-	-
HCM Control Delay (s)	18	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	0	45	0	2280	70	0	1701	529
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	0	0	0	0	45	0	2350	0	0	1701	529
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	0	0	0	0	1615	0	5152	0	0	7264	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			Yes			Yes	
Reference Time (s)	0.0	0.0	0.0	0.0	0.0	3.3	0.0	54.7	0.0	0.0	28.1	39.3
Adj Reference Time (s)	0.0	0.0	0.0	0.0	0.0	8.0	0.0	58.7	0.0	0.0	32.1	43.3
Permitted Option												
Adj Saturation A (vph)	0	0		0	0		0	1717		0	1816	
Reference Time A (s)	0.0	0.0		0.0	0.0		0.0	54.7		0.0	28.1	
Adj Saturation B (vph	0	0		0	0		NA	NA		NA	NA	
Reference Time B (s)	0.0	0.0		0.0	0.0		NA	NA		NA	NA	
Reference Time (s)		0.0			0.0			54.7			28.1	
Adj Reference Time (s)		8.0			8.0			58.7			32.1	
Split Option												
Ref Time Combined (s)	0.0	0.0		0.0	0.0		0.0	54.7		0.0	28.1	
Ref Time Seperate (s)	0.0	0.0		0.0	0.0		0.0	53.1		0.0	28.1	
Reference Time (s)	0.0	0.0		0.0	0.0		54.7	54.7		28.1	28.1	
Adj Reference Time (s)	0.0	0.0		0.0	0.0		58.7	58.7		32.1	32.1	

Summary	EB WB	NB SB	Combined
Protected Option (s)	0.0	58.7	
Permitted Option (s)	8.0	58.7	
Split Option (s)	0.0	90.8	
Minimum (s)	0.0	58.7	58.7

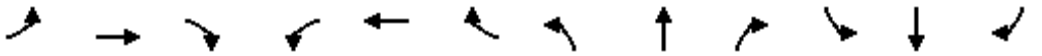
Right Turns	WBR	SBR
Adj Reference Time (s)	8.0	43.3
Cross Thru Ref Time (s)	58.7	0.0
Oncoming Left Ref Time (s)	0.0	0.0
Combined (s)	66.7	43.3

Intersection Summary			
Intersection Capacity Utilization	55.6%	ICU Level of Service	B

Reference Times and Phasing Options do not represent an optimized timing plan.

Capacity Analysis Summary Sheets

Weekday Morning Peak Hour – Total Buildout Conditions

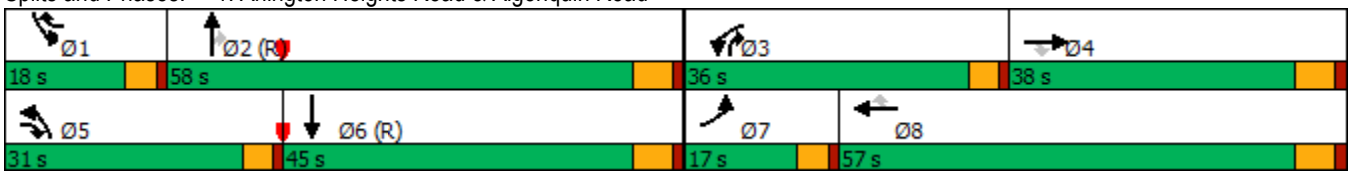


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	681	336	503	609	162	456	1114	374	198	1017	93
Future Volume (vph)	46	681	336	503	609	162	456	1114	374	198	1017	93
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	1900	1900
Storage Length (ft)	130		400	360		210	350		380	265		0
Storage Lanes	2		1	2		1	2		1	2		0
Taper Length (ft)	230			250			300			280		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.86	0.86
Frt			0.850			0.850			0.850		0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3367	5200	1553	3303	5056	1442	3335	5301	1495	3183	6330	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3367	5200	1553	3303	5056	1442	3335	5301	1495	3183	6330	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		864			394			463			944	
Travel Time (s)		13.1			6.0			9.0			18.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	5%	4%	6%	8%	12%	5%	3%	8%	10%	2%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	47	695	343	513	621	165	465	1137	382	202	1133	0
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	
Permitted Phases			4			8			2			
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	
Minimum Split (s)	9.5	24.0	9.5	9.5	24.0	9.5	9.5	24.0	9.5	9.5	24.0	
Total Split (s)	17.0	38.0	31.0	36.0	57.0	18.0	31.0	58.0	36.0	18.0	45.0	
Total Split (%)	11.3%	25.3%	20.7%	24.0%	38.0%	12.0%	20.7%	38.7%	24.0%	12.0%	30.0%	
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5	
All-Red Time (s)	1.0	1.5	1.0	1.0	1.5	1.0	1.0	1.5	1.0	1.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	6.0	4.5	4.5	6.0	4.5	4.5	6.0	4.5	4.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Min	None	None	C-Min	
Act Effct Green (s)	7.5	32.5	63.3	28.2	55.2	74.0	24.9	55.5	89.7	12.9	43.5	
Actuated g/C Ratio	0.05	0.22	0.42	0.19	0.37	0.49	0.17	0.37	0.60	0.09	0.29	
v/c Ratio	0.28	0.62	0.52	0.83	0.33	0.23	0.84	0.58	0.43	0.74	0.62	
Control Delay	72.3	55.9	35.3	64.8	27.8	19.6	82.0	29.5	14.0	83.6	48.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	72.3	55.9	35.3	64.8	27.8	19.6	82.0	29.5	14.0	83.6	48.8	
LOS	E	E	D	E	C	B	F	C	B	F	D	
Approach Delay		50.1			41.4			38.8			54.0	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	23	223	236	211	140	72	242	246	156	100	292	
Queue Length 95th (ft)	45	275	342	m268	m173	m123	287	276	194	146	334	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		784			314			383			864	
Turn Bay Length (ft)	130		400	360		210	350		380	265		
Base Capacity (vph)	280	1143	672	693	1859	717	589	1960	926	286	1834	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.17	0.61	0.51	0.74	0.33	0.23	0.79	0.58	0.41	0.71	0.62	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 58 (39%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 45.1		Intersection LOS: D	
Intersection Capacity Utilization 73.6%		ICU Level of Service D	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 1: Arlington Heights Road & Algonquin Road

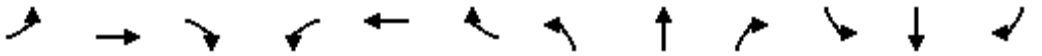


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	100	999	145	79	927	16	193	1	78	17	1	172
Future Volume (vph)	100	999	145	79	927	16	193	1	78	17	1	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	180		0	100		0	86		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	155			180			80			63		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.981			0.998			0.852			0.851	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	4795	0	1805	4751	0	1805	1298	0	1703	1601	0
Flt Permitted	0.238			0.183			0.501			0.701		
Satd. Flow (perm)	439	4795	0	348	4751	0	952	1298	0	1257	1601	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			30			25	
Link Distance (ft)		397			546			255			409	
Travel Time (s)		6.0			8.3			5.8			11.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	7%	0%	0%	9%	7%	0%	0%	25%	6%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	1244	0	86	1025	0	210	86	0	18	188	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	24.0	102.0		13.0	91.0		35.0	35.0		35.0	35.0	
Total Split (%)	16.0%	68.0%		8.7%	60.7%		23.3%	23.3%		23.3%	23.3%	
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	103.2	92.5		101.8	91.9		34.5	34.5		34.5	34.5	
Actuated g/C Ratio	0.69	0.62		0.68	0.61		0.23	0.23		0.23	0.23	
v/c Ratio	0.29	0.42		0.28	0.35		0.96	0.29		0.06	0.51	
Control Delay	7.5	11.4		7.4	11.8		108.6	54.2		50.5	58.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	7.5	11.4		7.4	11.8		108.6	54.2		50.5	58.8	
LOS	A	B		A	B		F	D		D	E	
Approach Delay		11.1			11.4			92.8			58.1	
Approach LOS		B			B			F			E	
Queue Length 50th (ft)	22	120		17	96		~239	74		15	170	
Queue Length 95th (ft)	m32	147		28	108		#410	130		39	257	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Internal Link Dist (ft)		317			466			175			329	
Turn Bay Length (ft)	100			180			100			86		
Base Capacity (vph)	489	3114		333	2998		219	298		289	367	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.22	0.40		0.26	0.34		0.96	0.29		0.06	0.51	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 115 (77%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 22.6	Intersection LOS: C
Intersection Capacity Utilization 66.6%	ICU Level of Service C
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 2: Tonne Road & Algonquin Road

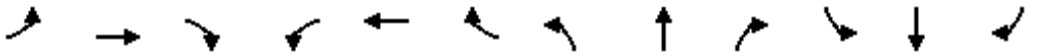


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	1348	5	1	1079	26	3	0	0	55	2	50
Future Volume (vph)	27	1348	5	1	1079	26	3	0	0	55	2	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110		0	165		0	0		0	100		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	130			100			25			80		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.996						0.855	
Flt Protected	0.950			0.950				0.950		0.950		
Satd. Flow (prot)	1671	3371	0	1805	3273	0	0	1805	0	1736	1536	0
Flt Permitted	0.215			0.179				0.721		0.756		
Satd. Flow (perm)	378	3371	0	340	3273	0	0	1370	0	1381	1536	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		1142			483			222			765	
Travel Time (s)		17.3			7.3			6.1			20.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	8%	7%	0%	0%	10%	4%	0%	0%	0%	4%	0%	6%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	29	1439	0	1	1176	0	0	3	0	59	55	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		15.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	9.5	24.0		24.0	24.0		18.0	18.0		18.0	18.0	
Total Split (s)	14.0	132.0		118.0	118.0		18.0	18.0		18.0	18.0	
Total Split (%)	9.3%	88.0%		78.7%	78.7%		12.0%	12.0%		12.0%	12.0%	
Yellow Time (s)	3.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		6.0	6.0			6.0		6.0	6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	C-Min		C-Min	C-Min		None	None		None	None	
Act Effct Green (s)	129.6	127.1		121.4	121.4			10.9		10.9	10.9	
Actuated g/C Ratio	0.86	0.85		0.81	0.81			0.07		0.07	0.07	
v/c Ratio	0.08	0.50		0.00	0.44			0.03		0.59	0.50	
Control Delay	1.8	4.8		4.0	5.3			64.7		90.6	81.9	
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay	1.8	4.8		4.0	5.3			64.7		90.6	81.9	
LOS	A	A		A	A			E		F	F	
Approach Delay		4.7			5.3			64.7			86.4	
Approach LOS		A			A			E			F	
Queue Length 50th (ft)	4	158		0	183			3		57	52	
Queue Length 95th (ft)	7	139		2	221			14		109	102	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		1062			403			142			685	
Turn Bay Length (ft)	110			165						100		
Base Capacity (vph)	417	2855		275	2648			109		110	122	
Starvation Cap Reductn	0	0		0	0			0		0	0	
Spillback Cap Reductn	0	0		0	0			0		0	0	
Storage Cap Reductn	0	0		0	0			0		0	0	
Reduced v/c Ratio	0.07	0.50		0.00	0.44			0.03		0.54	0.45	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 94 (63%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 8.4		Intersection LOS: A	
Intersection Capacity Utilization 54.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: Goebbert Road & Algonquin Road

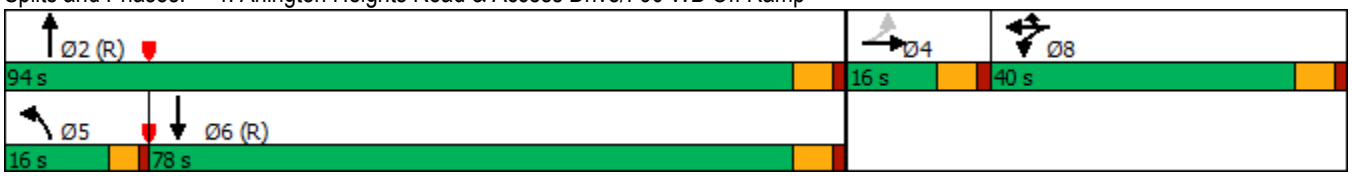


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	4	272	0	599	3	1366	0	0	1430	3
Future Volume (vph)	0	0	4	272	0	599	3	1366	0	0	1430	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Storage Length (ft)	0		0	320		300	155		0	0		0
Storage Lanes	0		0	1		2	1		0	0		0
Taper Length (ft)	25			180			150			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.88	1.00	0.91	1.00	1.00	0.86	0.86
Frt		0.865				0.850						
Flt Protected				0.950	0.950		0.950					
Satd. Flow (prot)	0	1096	0	1698	1698	2760	1805	5151	0	0	6400	0
Flt Permitted				0.950	0.950		0.950					
Satd. Flow (perm)	0	1096	0	1698	1698	2760	1805	5151	0	0	6400	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			30	
Link Distance (ft)		158			665			594			309	
Travel Time (s)		3.6			15.1			11.6			7.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	50%	1%	0%	3%	0%	6%	0%	0%	2%	67%
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	4	0	148	148	651	3	1485	0	0	1557	0
Turn Type		NA		Split	NA	Prot	Prot	NA			NA	
Protected Phases		4		8	8	8	5	2			6	
Permitted Phases	4											
Detector Phase	4	4		8	8	8	5	2			6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	3.0	15.0			15.0	
Minimum Split (s)	16.0	16.0		24.0	24.0	24.0	9.5	24.0			24.0	
Total Split (s)	16.0	16.0		40.0	40.0	40.0	16.0	94.0			78.0	
Total Split (%)	10.7%	10.7%		26.7%	26.7%	26.7%	10.7%	62.7%			52.0%	
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	3.5	4.5			4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	1.0	1.5			1.5	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)		6.0		6.0	6.0	6.0	4.5	6.0			6.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Recall Mode	None	None		None	None	None	None	C-Min			C-Min	
Act Effct Green (s)		8.1		45.3	45.3	45.3	5.9	89.8			87.6	
Actuated g/C Ratio		0.05		0.30	0.30	0.30	0.04	0.60			0.58	
v/c Ratio		0.07		0.29	0.29	0.78	0.04	0.48			0.42	
Control Delay		69.8		43.0	43.0	55.3	70.3	17.8			13.0	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay		69.8		43.0	43.0	55.3	70.3	17.8			13.0	
LOS		E		D	D	E	E	B			B	
Approach Delay		69.8			51.5			17.9			13.0	
Approach LOS		E			D			B			B	
Queue Length 50th (ft)		4		113	113	323	3	284			134	
Queue Length 95th (ft)		17		202	202	#514	15	335			177	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		78			585			514			229	
Turn Bay Length (ft)				320		300	155					
Base Capacity (vph)		73		512	512	833	138	3082			3736	
Starvation Cap Reductn		0		0	0	0	0	0			0	
Spillback Cap Reductn		0		0	0	0	0	0			0	
Storage Cap Reductn		0		0	0	0	0	0			0	
Reduced v/c Ratio		0.05		0.29	0.29	0.78	0.02	0.48			0.42	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 61 (41%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 24.0		Intersection LOS: C	
Intersection Capacity Utilization 67.7%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 4: Arlington Heights Road & Access Drive/I-90 WB Off Ramp



Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1234	20	0	1217	0	10
Future Vol, veh/h	1234	20	0	1217	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1299	21	0	1281	0	11

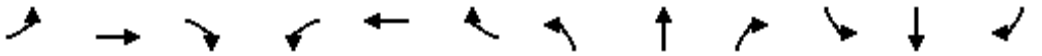
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	660
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	-	-	0	-	0	352
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	352
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	15.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	352	-	-	-
HCM Lane V/C Ratio	0.031	-	-	-
HCM Control Delay (s)	15.6	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection Capacity Utilization
5: Arlington Heights Road & I-90 WB On Ramp/Right-In/Right-Out Access Drive

08/25/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	0	136	0	1808	157	0	1433	423
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	0	0	0	0	136	0	1965	0	0	1433	423
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.99	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	0	0	0	0	1615	0	5114	0	0	7264	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			Yes			Yes	
Reference Time (s)	0.0	0.0	0.0	0.0	0.0	10.1	0.0	46.1	0.0	0.0	23.7	31.4
Adj Reference Time (s)	0.0	0.0	0.0	0.0	0.0	14.1	0.0	50.1	0.0	0.0	27.7	35.4
Permitted Option												
Adj Saturation A (vph)	0	0		0	0		0	1705		0	1816	
Reference Time A (s)	0.0	0.0		0.0	0.0		0.0	46.1		0.0	23.7	
Adj Saturation B (vph	0	0		0	0		NA	NA		NA	NA	
Reference Time B (s)	0.0	0.0		0.0	0.0		NA	NA		NA	NA	
Reference Time (s)		0.0			0.0			46.1			23.7	
Adj Reference Time (s)		8.0			8.0			50.1			27.7	
Split Option												
Ref Time Combined (s)	0.0	0.0		0.0	0.0		0.0	46.1		0.0	23.7	
Ref Time Seperate (s)	0.0	0.0		0.0	0.0		0.0	42.4		0.0	23.7	
Reference Time (s)	0.0	0.0		0.0	0.0		46.1	46.1		23.7	23.7	
Adj Reference Time (s)	0.0	0.0		0.0	0.0		50.1	50.1		27.7	27.7	

Summary	EB WB	NB SB	Combined
Protected Option (s)	0.0	50.1	
Permitted Option (s)	8.0	50.1	
Split Option (s)	0.0	77.8	
Minimum (s)	0.0	50.1	50.1

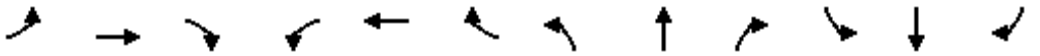
Right Turns	WBR	SBR
Adj Reference Time (s)	14.1	35.4
Cross Thru Ref Time (s)	50.1	0.0
Oncoming Left Ref Time (s)	0.0	0.0
Combined (s)	64.2	35.4

Intersection Summary			
Intersection Capacity Utilization	53.5%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Capacity Analysis Summary Sheets

Weekday Evening Peak Hour – Total Buildout Conditions



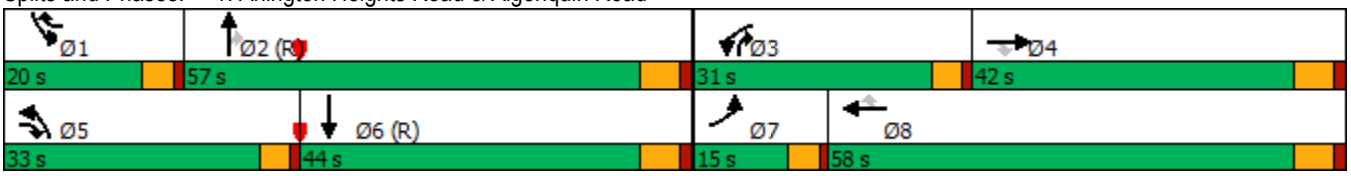
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	867	467	654	884	224	572	1411	471	280	1261	99
Future Volume (vph)	90	867	467	654	884	224	572	1411	471	280	1261	99
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	1900	1900
Storage Length (ft)	130		400	360		210	350		380	265		0
Storage Lanes	2		1	2		1	2		1	2		0
Taper Length (ft)	230			250			300			280		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.86	0.86
Frt			0.850			0.850			0.850		0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3502	5151	1615	3433	5353	1599	3467	5406	1568	3367	6229	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3502	5151	1615	3433	5353	1599	3467	5406	1568	3367	6229	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		864			394			463			944	
Travel Time (s)		13.1			6.0			9.0			18.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	6%	0%	2%	2%	1%	1%	1%	3%	4%	4%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	913	492	688	931	236	602	1485	496	295	1431	0
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	
Permitted Phases			4			8			2			
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0	
Minimum Split (s)	9.5	24.0	9.5	9.5	24.0	9.5	9.5	24.0	9.5	9.5	24.0	
Total Split (s)	15.0	42.0	33.0	31.0	58.0	20.0	33.0	57.0	31.0	20.0	44.0	
Total Split (%)	10.0%	28.0%	22.0%	20.7%	38.7%	13.3%	22.0%	38.0%	20.7%	13.3%	29.3%	
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5	
All-Red Time (s)	1.0	1.5	1.0	1.0	1.5	1.0	1.0	1.5	1.0	1.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	6.0	4.5	4.5	6.0	4.5	4.5	6.0	4.5	4.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Min	None	None	C-Min	
Act Effct Green (s)	9.1	36.0	70.2	26.5	53.4	74.6	28.2	51.2	83.7	15.3	38.3	
Actuated g/C Ratio	0.06	0.24	0.47	0.18	0.36	0.50	0.19	0.34	0.56	0.10	0.26	
v/c Ratio	0.45	0.74	0.65	1.14	0.49	0.30	0.92	0.80	0.57	0.86	0.90	
Control Delay	74.4	56.9	35.5	138.0	29.5	18.7	66.2	44.5	28.6	90.0	62.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	
Total Delay	74.4	56.9	35.5	138.0	29.5	18.7	66.2	44.5	29.2	90.0	62.6	
LOS	E	E	D	F	C	B	E	D	C	F	E	
Approach Delay		51.0			68.4			46.6			67.3	
Approach LOS		D			E			D			E	
Queue Length 50th (ft)	46	304	361	~413	204	115	279	507	378	148	397	
Queue Length 95th (ft)	78	358	492	m#459	m212	m141	m#397	565	m527	#225	445	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		784			314			383			864	
Turn Bay Length (ft)	130		400	360		210	350		380	265		
Base Capacity (vph)	245	1236	759	606	1904	797	658	1847	875	347	1591	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	138	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.39	0.74	0.65	1.14	0.49	0.30	0.91	0.80	0.67	0.85	0.90	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 77 (51%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.14
Intersection Signal Delay: 57.4 Intersection LOS: E
Intersection Capacity Utilization 88.3% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Arlington Heights Road & Algonquin Road

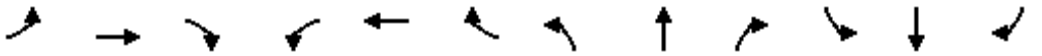


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	183	1274	156	86	1305	25	261	6	100	31	0	173
Future Volume (vph)	183	1274	156	86	1305	25	261	6	100	31	0	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	180		0	100		0	86		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	155			180			80			63		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.984			0.997			0.858			0.850	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	4886	0	1805	5072	0	1805	1371	0	1752	1599	0
Flt Permitted	0.152			0.140			0.391			0.607		
Satd. Flow (perm)	289	4886	0	266	5072	0	743	1371	0	1120	1599	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			30			25	
Link Distance (ft)		397			546			255			409	
Travel Time (s)		6.0			8.3			5.8			11.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	5%	0%	0%	2%	0%	0%	0%	20%	3%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	195	1521	0	91	1415	0	278	112	0	33	184	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	14.0	108.0		14.0	108.0		28.0	28.0		28.0	28.0	
Total Split (%)	9.3%	72.0%		9.3%	72.0%		18.7%	18.7%		18.7%	18.7%	
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	117.0	105.4		113.0	103.3		22.0	22.0		22.0	22.0	
Actuated g/C Ratio	0.78	0.70		0.75	0.69		0.15	0.15		0.15	0.15	
v/c Ratio	0.61	0.44		0.33	0.40		2.57	0.56		0.20	0.79	
Control Delay	24.6	5.6		5.7	6.2		758.5	71.1		59.9	84.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	24.6	5.6		5.7	6.2		758.5	71.1		59.9	84.8	
LOS	C	A		A	A		F	E		E	F	
Approach Delay		7.7			6.2			561.1			81.0	
Approach LOS		A			A			F			F	
Queue Length 50th (ft)	45	97		8	110		~453	103		29	176	
Queue Length 95th (ft)	m93	130		13	63		#642	172		64	#298	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Internal Link Dist (ft)		317			466			175			329	
Turn Bay Length (ft)	100			180			100			86		
Base Capacity (vph)	333	3432		314	3494		108	201		164	234	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.59	0.44		0.29	0.40		2.57	0.56		0.20	0.79	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 140 (93%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 2.57			
Intersection Signal Delay: 67.6		Intersection LOS: E	
Intersection Capacity Utilization 79.4%		ICU Level of Service D	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 2: Tonne Road & Algonquin Road

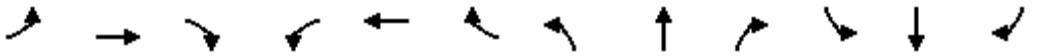


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	1190	5	2	1290	83	6	1	1	57	3	46
Future Volume (vph)	59	1190	5	2	1290	83	6	1	1	57	3	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110		0	165		0	0		0	100		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	130			100			25			80		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.991			0.983			0.859	
Flt Protected	0.950			0.950				0.964		0.950		
Satd. Flow (prot)	1805	3435	0	1805	3509	0	0	1600	0	1805	1632	0
Flt Permitted	0.155			0.224				0.785		0.752		
Satd. Flow (perm)	294	3435	0	426	3509	0	0	1303	0	1429	1632	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		1142			483			222			765	
Travel Time (s)		17.3			7.3			6.1			20.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	5%	0%	0%	2%	1%	0%	100%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	1245	0	2	1430	0	0	8	0	59	51	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		15.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	9.5	24.0		24.0	24.0		18.0	18.0		18.0	18.0	
Total Split (s)	14.0	125.0		111.0	111.0		25.0	25.0		25.0	25.0	
Total Split (%)	9.3%	83.3%		74.0%	74.0%		16.7%	16.7%		16.7%	16.7%	
Yellow Time (s)	3.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		6.0	6.0			6.0		6.0	6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	C-Min		C-Min	C-Min		None	None		None	None	
Act Effct Green (s)	130.7	129.4		121.5	121.5			12.6		12.6	12.6	
Actuated g/C Ratio	0.87	0.86		0.81	0.81			0.08		0.08	0.08	
v/c Ratio	0.19	0.42		0.01	0.50			0.07		0.50	0.38	
Control Delay	3.3	3.0		5.0	7.0			62.4		78.7	71.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay	3.3	3.0		5.0	7.0			62.4		78.7	71.6	
LOS	A	A		A	A			E		E	E	
Approach Delay		3.0			7.0			62.4			75.4	
Approach LOS		A			A			E			E	
Queue Length 50th (ft)	10	112		0	248			7		56	48	
Queue Length 95th (ft)	m18	148		3	351			25		104	92	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		1062			403			142			685	
Turn Bay Length (ft)	110			165						100		
Base Capacity (vph)	361	2964		345	2841			165		181	206	
Starvation Cap Reductn	0	0		0	0			0		0	0	
Spillback Cap Reductn	0	0		0	0			0		0	0	
Storage Cap Reductn	0	0		0	0			0		0	0	
Reduced v/c Ratio	0.17	0.42		0.01	0.50			0.05		0.33	0.25	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 120 (80%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay: 8.0		Intersection LOS: A	
Intersection Capacity Utilization 65.7%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 3: Goebbert Road & Algonquin Road

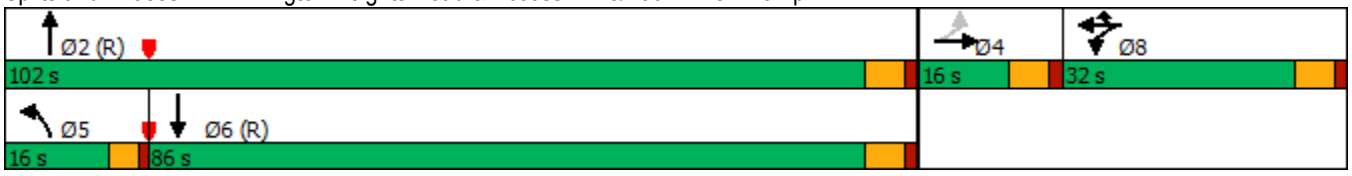


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	0	0	205	1	607	0	1845	0	0	1813	1
Future Volume (vph)	2	0	0	205	1	607	0	1845	0	0	1813	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Storage Length (ft)	0		0	320		300	155		0	0		0
Storage Lanes	0		0	1		2	1		0	0		0
Taper Length (ft)	25			180			150			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.88	1.00	0.91	1.00	1.00	0.86	0.86
Frt						0.850						
Flt Protected		0.950		0.950	0.953							
Satd. Flow (prot)	0	1805	0	1681	1687	2814	1900	5406	0	0	6471	0
Flt Permitted				0.950	0.953							
Satd. Flow (perm)	0	1900	0	1681	1687	2814	1900	5406	0	0	6471	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			30	
Link Distance (ft)		158			665			594			309	
Travel Time (s)		3.6			15.1			11.6			7.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	2%	0%	1%	0%	1%	0%	0%	1%	0%
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	2	0	105	107	626	0	1902	0	0	1870	0
Turn Type	Perm	NA		Split	NA	Prot	Prot	NA			NA	
Protected Phases		4		8	8	8	5	2			6	
Permitted Phases	4											
Detector Phase	4	4		8	8	8	5	2			6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	3.0	15.0			15.0	
Minimum Split (s)	16.0	16.0		24.0	24.0	24.0	9.5	24.0			24.0	
Total Split (s)	16.0	16.0		32.0	32.0	32.0	16.0	102.0			86.0	
Total Split (%)	10.7%	10.7%		21.3%	21.3%	21.3%	10.7%	68.0%			57.3%	
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	3.5	4.5			4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	1.0	1.5			1.5	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)		6.0		6.0	6.0	6.0	4.5	6.0			6.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Recall Mode	None	None		None	None	None	None	C-Min			C-Min	
Act Effct Green (s)		8.1		39.1	39.1	39.1		96.0			96.0	
Actuated g/C Ratio		0.05		0.26	0.26	0.26		0.64			0.64	
v/c Ratio		0.02		0.24	0.24	0.86		0.55			0.45	
Control Delay		67.5		47.3	47.4	64.5		15.7			16.4	
Queue Delay		0.0		0.0	0.0	0.0		0.0			0.0	
Total Delay		67.5		47.3	47.4	64.5		15.7			16.4	
LOS		E		D	D	E		B			B	
Approach Delay		67.5			60.1			15.7			16.4	
Approach LOS		E			E			B			B	
Queue Length 50th (ft)		2		83	85	323		358			263	
Queue Length 95th (ft)		11		160	162	#562		396			m281	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		78			585			514			229	
Turn Bay Length (ft)				320		300						
Base Capacity (vph)		126		437	439	732		3459			4141	
Starvation Cap Reductn		0		0	0	0		0			0	
Spillback Cap Reductn		0		0	0	0		0			0	
Storage Cap Reductn		0		0	0	0		0			0	
Reduced v/c Ratio		0.02		0.24	0.24	0.86		0.55			0.45	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 41 (27%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 24.1		Intersection LOS: C	
Intersection Capacity Utilization 76.8%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 4: Arlington Heights Road & Access Drive/I-90 WB Off Ramp



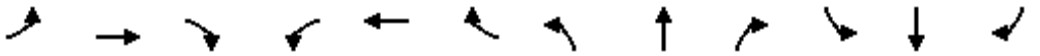
Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1598	15	0	1696	0	15
Future Vol, veh/h	1598	15	0	1696	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1682	16	0	1785	0	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	849
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	-	-	0	-	0	265
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	265
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	19.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	265	-	-	-
HCM Lane V/C Ratio	0.06	-	-	-
HCM Control Delay (s)	19.4	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	0	185	0	2269	185	0	1814	568
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	0	0	0	0	185	0	2454	0	0	1814	568
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.99	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	0	0	0	0	1615	0	5117	0	0	7264	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			Yes			Yes	
Reference Time (s)	0.0	0.0	0.0	0.0	0.0	13.7	0.0	57.5	0.0	0.0	30.0	42.2
Adj Reference Time (s)	0.0	0.0	0.0	0.0	0.0	17.7	0.0	61.5	0.0	0.0	34.0	46.2
Permitted Option												
Adj Saturation A (vph)	0	0		0	0		0	1706		0	1816	
Reference Time A (s)	0.0	0.0		0.0	0.0		0.0	57.5		0.0	30.0	
Adj Saturation B (vph	0	0		0	0		NA	NA		NA	NA	
Reference Time B (s)	0.0	0.0		0.0	0.0		NA	NA		NA	NA	
Reference Time (s)		0.0			0.0			57.5			30.0	
Adj Reference Time (s)		8.0			8.0			61.5			34.0	
Split Option												
Ref Time Combined (s)	0.0	0.0		0.0	0.0		0.0	57.5		0.0	30.0	
Ref Time Seperate (s)	0.0	0.0		0.0	0.0		0.0	53.2		0.0	30.0	
Reference Time (s)	0.0	0.0		0.0	0.0		57.5	57.5		30.0	30.0	
Adj Reference Time (s)	0.0	0.0		0.0	0.0		61.5	61.5		34.0	34.0	

Summary	EB WB	NB SB	Combined
Protected Option (s)	0.0	61.5	
Permitted Option (s)	8.0	61.5	
Split Option (s)	0.0	95.5	
Minimum (s)	0.0	61.5	61.5

Right Turns	WBR	SBR
Adj Reference Time (s)	17.7	46.2
Cross Thru Ref Time (s)	61.5	0.0
Oncoming Left Ref Time (s)	0.0	0.0
Combined (s)	79.3	46.2

Intersection Summary			
Intersection Capacity Utilization	66.1%	ICU Level of Service	C

Reference Times and Phasing Options do not represent an optimized timing plan.

Algonquin Road with Tonne Road Intersection – Traffic Signal Modifications and Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	183	1279	35	34	1305	25	84	6	18	31	0	173
Future Volume (vph)	183	1279	35	34	1305	25	84	6	18	31	0	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	180		0	100		0	86		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	155			180			80			63		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.996			0.997			0.886			0.850	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	4926	0	1805	5072	0	1805	1461	0	1752	1599	0
Flt Permitted	0.145			0.165			0.451			0.741		
Satd. Flow (perm)	276	4926	0	314	5072	0	857	1461	0	1367	1599	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								19			162	
Link Speed (mph)		45			45			30			25	
Link Distance (ft)		397			546			255			409	
Travel Time (s)		6.0			8.3			5.8			11.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	5%	0%	0%	2%	0%	0%	0%	20%	3%	0%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	195	1398	0	36	1415	0	89	25	0	33	184	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	14.0	103.0		14.0	103.0		33.0	33.0		33.0	33.0	
Total Split (%)	9.3%	68.7%		9.3%	68.7%		22.0%	22.0%		22.0%	22.0%	
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		Max	Max		None	None	
Act Effct Green (s)	113.4	103.1		106.7	98.0		27.0	27.0		27.0	27.0	
Actuated g/C Ratio	0.76	0.69		0.71	0.65		0.18	0.18		0.18	0.18	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio	0.64	0.41		0.13	0.43		0.58	0.09		0.13	0.44	
Control Delay	30.4	6.9		3.9	8.6		72.6	25.0		53.5	14.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	30.4	6.9		3.9	8.6		72.6	25.0		53.5	14.1	
LOS	C	A		A	A		E	C		D	B	
Approach Delay		9.8			8.5			62.1			20.1	
Approach LOS		A			A			E			C	
Queue Length 50th (ft)	51	109		4	174		81	5		28	18	
Queue Length 95th (ft)	m136	142		m8	80		147	33		61	91	
Internal Link Dist (ft)		317			466			175			329	
Turn Bay Length (ft)	100			180			100			86		
Base Capacity (vph)	315	3385		336	3312		154	278		246	420	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.62	0.41		0.11	0.43		0.58	0.09		0.13	0.44	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 140 (93%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 11.7		Intersection LOS: B	
Intersection Capacity Utilization 71.6%		ICU Level of Service C	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Tonne Road & Algonquin Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	100	999	145	79	927	16	193	1	78	17	1	172
Future Volume (vph)	100	999	145	79	927	16	193	1	78	17	1	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	180		0	100		0	86		0
Storage Lanes	1		0	1		0	2		0	1		0
Taper Length (ft)	155			180			80			63		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.981			0.998			0.852			0.851	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	4795	0	1805	4751	0	3502	1298	0	1703	1601	0
Flt Permitted	0.238			0.183			0.950			0.950		
Satd. Flow (perm)	439	4795	0	348	4751	0	3502	1298	0	1703	1601	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								85			187	
Link Speed (mph)		45			45			30			25	
Link Distance (ft)		397			546			255			409	
Travel Time (s)		6.0			8.3			5.8			11.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	7%	0%	0%	9%	7%	0%	0%	25%	6%	0%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	1244	0	86	1025	0	210	86	0	18	188	0
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6								
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		5.0	8.0		5.0	8.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		9.5	20.0		9.5	20.0	
Total Split (s)	24.0	99.0		13.0	88.0		18.0	20.0		18.0	20.0	
Total Split (%)	16.0%	66.0%		8.7%	58.7%		12.0%	13.3%		12.0%	13.3%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		1.0	1.5		1.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		4.5	6.0		4.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		Max	None		None	None	
Act Effct Green (s)	104.8	94.2		103.4	93.5		18.7	25.3		7.2	9.6	
Actuated g/C Ratio	0.70	0.63		0.69	0.62		0.12	0.17		0.05	0.06	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio	0.29	0.41		0.28	0.35		0.48	0.30		0.22	0.68	
Control Delay	7.3	11.6		7.3	11.4		67.7	14.7		74.5	21.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	7.3	11.6		7.3	11.4		67.7	14.7		74.5	21.3	
LOS	A	B		A	B		E	B		E	C	
Approach Delay		11.3			11.1			52.3			25.9	
Approach LOS		B			B			D			C	
Queue Length 50th (ft)	20	126		18	104		104	1		17	1	
Queue Length 95th (ft)	m38	167		31	117		150	55		45	78	
Internal Link Dist (ft)		317			466			175			329	
Turn Bay Length (ft)	100			180			100			86		
Base Capacity (vph)	494	3119		336	3003		437	289		153	318	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.22	0.40		0.26	0.34		0.48	0.30		0.12	0.59	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 115 (77%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 16.3		Intersection LOS: B	
Intersection Capacity Utilization 60.2%		ICU Level of Service B	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Tonne Road & Algonquin Road

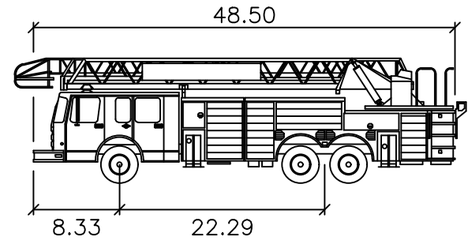
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	183	1274	156	86	1305	25	261	6	100	31	0	173
Future Volume (vph)	183	1274	156	86	1305	25	261	6	100	31	0	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	180		0	100		0	86		0
Storage Lanes	1		0	1		0	2		0	1		0
Taper Length (ft)	155			180			80			63		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.984			0.997			0.858			0.850	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	4886	0	1805	5072	0	3502	1371	0	1752	1599	0
Flt Permitted	0.141			0.129			0.950			0.950		
Satd. Flow (perm)	268	4886	0	245	5072	0	3502	1371	0	1752	1599	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								106			142	
Link Speed (mph)		45			45			30			25	
Link Distance (ft)		397			546			255			409	
Travel Time (s)		6.0			8.3			5.8			11.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	5%	0%	0%	2%	0%	0%	0%	20%	3%	0%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	195	1521	0	91	1415	0	278	112	0	33	184	0
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6								
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		5.0	8.0		5.0	8.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		9.5	18.0		9.5	17.0	
Total Split (s)	14.0	97.0		14.0	97.0		22.0	18.0		21.0	17.0	
Total Split (%)	9.3%	64.7%		9.3%	64.7%		14.7%	12.0%		14.0%	11.3%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		1.0	1.5		1.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		4.5	6.0		4.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		Max	None		None	None	
Act Effct Green (s)	107.3	95.0		103.1	93.0		17.5	21.0		8.3	9.8	
Actuated g/C Ratio	0.72	0.63		0.69	0.62		0.12	0.14		0.06	0.07	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio	0.67	0.49		0.37	0.45		0.68	0.40		0.34	0.78	
Control Delay	33.9	9.6		9.7	11.2		72.8	16.2		77.0	40.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	33.9	9.6		9.7	11.2		72.8	16.2		77.0	40.5	
LOS	C	A		A	B		E	B		E	D	
Approach Delay		12.4			11.1			56.6			46.1	
Approach LOS		B			B			E			D	
Queue Length 50th (ft)	65	139		15	240		136	5		32	40	
Queue Length 95th (ft)	m132	167		24	134		188	67		68	#146	
Internal Link Dist (ft)		317			466			175			329	
Turn Bay Length (ft)	100			180			100			86		
Base Capacity (vph)	300	3095		282	3143		408	283		192	248	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.65	0.49		0.32	0.45		0.68	0.40		0.17	0.74	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 140 (93%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 18.3		Intersection LOS: B	
Intersection Capacity Utilization 71.1%		ICU Level of Service C	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Tonne Road & Algonquin Road



Arlington Heights Fire Truck

	feet
Width	: 8.84
Track	: 6.74
Lock to Lock Time	: 6.0
Steering Angle	: 37.9

PROPOSED
8 STORY RESIDENTIAL
BUILDING WITH FIRST
FLOOR RETAIL

PROPOSED
8 STORY RESIDENTIAL BUILDING
WITH FIRST FLOOR RETAIL

PROPOSED
8 STORY RESIDENTIAL BUILDING
WITH FIRST FLOOR RETAIL

IL RTE 62 (ALGONQUIN ROAD)
(IDOT JURISDICTION)

S ARLINGTON HEIGHTS ROAD
(IDOT JURISDICTION)

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

ARLINGTON HEIGHTS

ARLINGTON HEIGHTS PHASE 1 ILLINOIS

FIRE TRUCK EXHIBIT

DATE: 10-18-23

0 30 60

SCALE: 1"=60'

N:\2023\230084\Drawings\ACAD\LD\S04\Misc Drawings\Fire Truck Exhibit230084.dwg 10/18/23

OSED
NTIAL BUILDING
LOOR RETAIL

(S63°5

(N63°24'45"W)
(23.00')

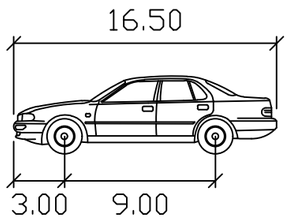
Ford Taurus
V3 Custom

Ford Taurus
V3 Custom

Ford Taurus
V3 Custom

Ford Taurus
V3 Custom

PROPOSED
8 STORY RESIDENTIAL BUILDING
WITH FIRST FLOOR RETAIL



Ford Taurus

	feet
Width	: 6.10
Track	: 5.10
Lock to Lock Time	: 4.0
Steering Angle	: 31.4

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

ARLINGTON HEIGHTS

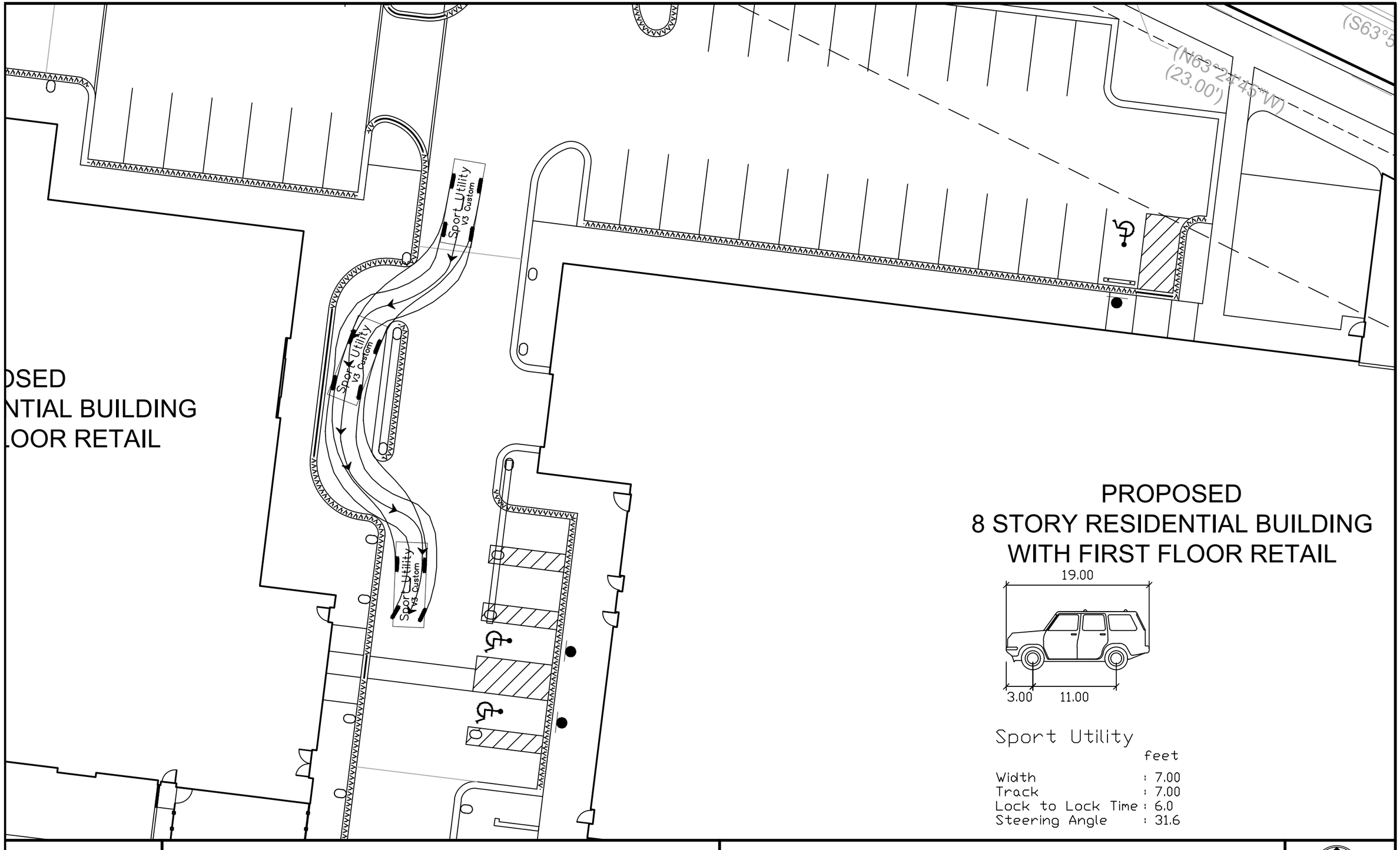
ARLINGTON HEIGHTS PHASE 1 ILLINOIS

DROP OFF EXHIBIT - CAR

DATE: 10-17-23

0 10 20
SCALE: 1"=20'

N:\2023\230084\Drawings\ACAD\LD\S04\Misc Drawings\Drop Off Exhibit230084.dwg 10/17/23



OSED
NTIAL BUILDING
LOOR RETAIL

PROPOSED
8 STORY RESIDENTIAL BUILDING
WITH FIRST FLOOR RETAIL

Sport Utility

	feet
Width	: 7.00
Track	: 7.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

ARLINGTON HEIGHTS

ARLINGTON HEIGHTS PHASE 1 ILLINOIS

DROP OFF EXHIBIT - SUV

DATE: 10-17-23

N

0 10 20

SCALE: 1"=20'

N:\2023\230084\Drawings\ACAD\LD\S04\Misc Drawings\Drop Off Exhibit230084.dwg 10/17/23

ARLINGTON HEIGHTS GATEWAY

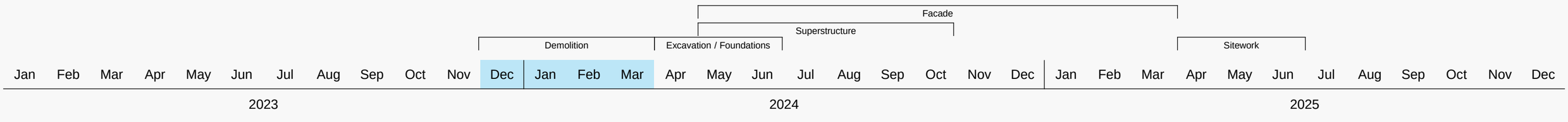
Demolition

Keynotes

1. Existing Buildings - Demolition
2. Existing Parking Garage – Demolition
3. Construction Gate

Symbols

- Construction Fencing
- Construction Traffic
- Public Traffic – Two Way



ARLINGTON HEIGHTS GATEWAY

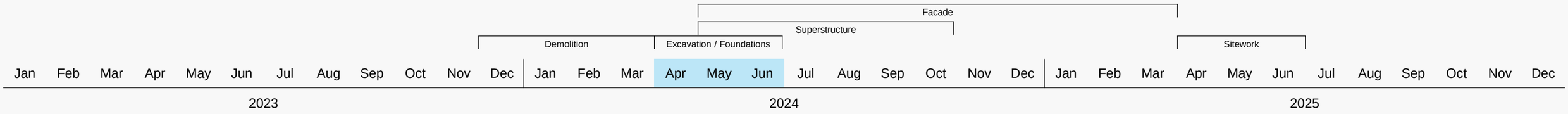
Excavation / Foundations

Keynotes

1. Existing Buildings - Demolition
2. Existing Parking Garage – Demolition
3. Construction Gate
4. Excavation for Detention Tanks
5. Footings/Foundations

Symbols

- Construction Fencing
- Construction Traffic
- Public Traffic – Two Way



ARLINGTON HEIGHTS GATEWAY

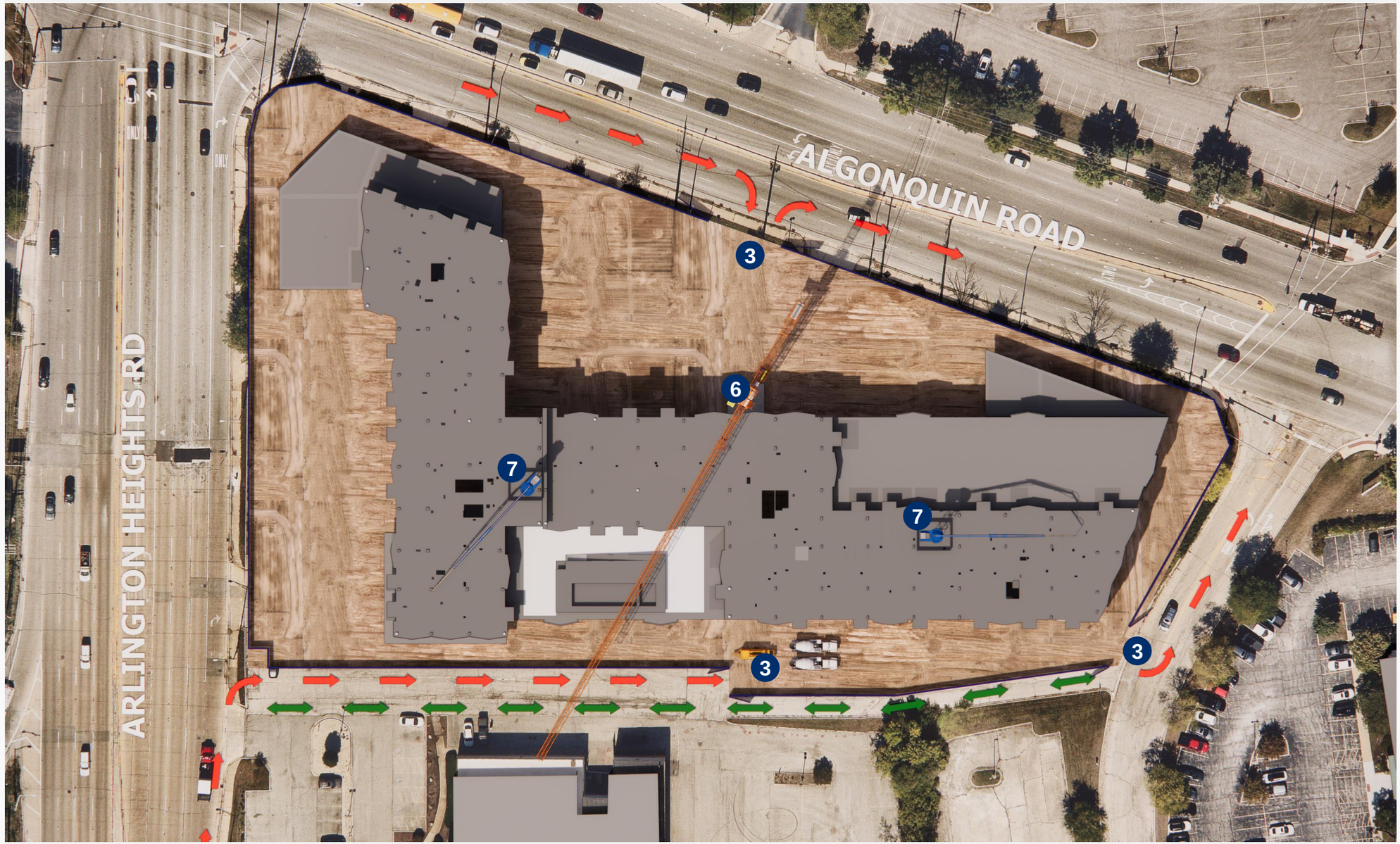
Concrete Superstructure

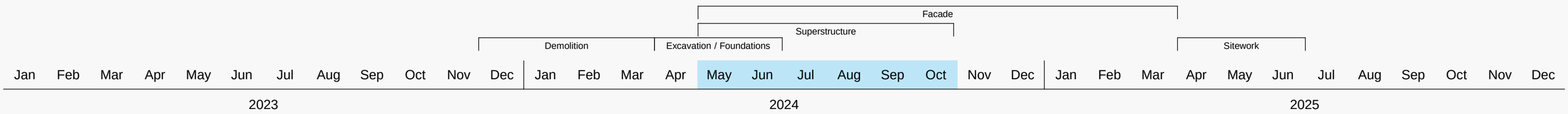
Keynotes

1. Existing Buildings - Demolition
2. Existing Parking Garage – Demolition
3. Construction Gate
4. Excavation for Detention Tanks
5. Footings/Foundations
6. Tower Crane
7. Concrete Pump

Symbols

- Construction Fencing
- Construction Traffic
- Public Traffic – Two Way





ARLINGTON HEIGHTS GATEWAY

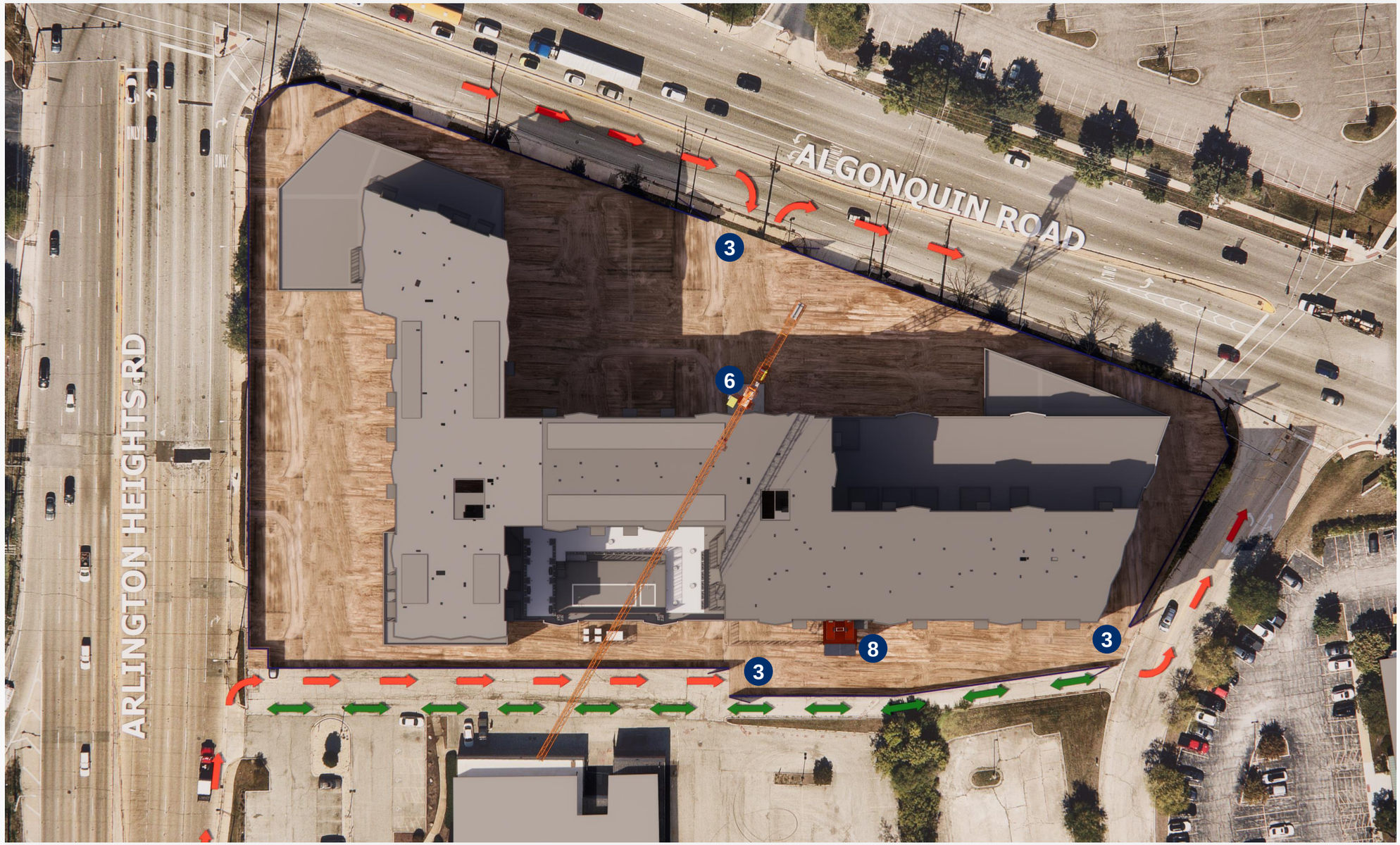
Facade

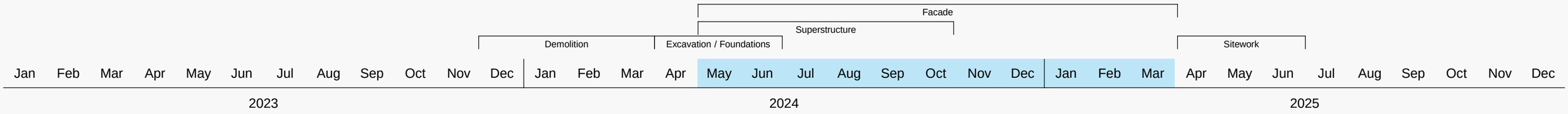
Keynotes

1. Existing Buildings - Demolition
2. Existing Parking Garage – Demolition
3. Construction Fencing
4. Excavation for Detention Tanks
5. Footings/Foundations
6. Tower Crane
7. Concrete Pump
8. Material Hoist

Symbols

- Construction Fencing
- Construction Traffic
- Public Traffic – Two Way





ARLINGTON HEIGHTS GATEWAY

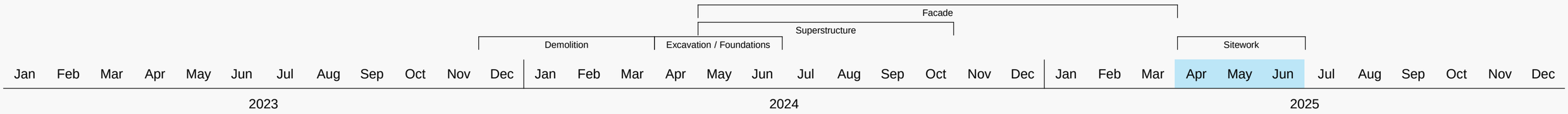
Sitework / Completion

Keynotes

1. Existing Buildings - Demolition
2. Existing Parking Garage – Demolition
3. Construction Gate
4. Excavation for Detention Tanks
5. Footings/Foundations
6. Tower Crane
7. Concrete Pump
8. Material Hoist

Symbols

- Construction Fencing
- Construction Traffic
- Public Traffic – Two Way



Village of Arlington Heights
Building & Life Safety Department

Interoffice Memorandum

To: **Jorge Torres, Director of Building & Life Safety**

From: **Elliot Eldridge, Assistant Building Official, Building & Life Safety Department**

Subject: **PC 23-012 (Arlington Gateway Development - Phase I)**

Date: **September 26, 2023**

General Comments:

The information provided is conceptual only and subject to a formal plan review. The following comments apply to all new mixed-use retail and residential buildings shown on the submittal.

1. Drawings produced by an Illinois licensed architect are required for permit submittal. The plans are not stamped and sealed at this review.

2. An approved water supply capable of supplying the required fire flow for fire protection shall be provided. The plans do not appear to conform to this requirement.

3. Fire pumps, if provided, shall be installed in accordance with the 2018 International Fire Code and NFPA 20 and shall comply with all current code requirements including a minimum of two water mains located in different streets. The plans do not appear to conform to this requirement.

4. Fire department connections (FDC) shall be located on the street side of buildings, fully visible and located at the main front entrance of the building and within a maximum travel distance of 100 feet to the nearest fire hydrant and in accordance with the NFPA standard applicable to the system design. The location of fire department connections shall be approved. In order to verify compliance, please provide the proposed location of the FDC and the location of a fire hydrant within 100 feet of the FDC. 2018 IFC 912.2.1 as amended. The plans do not appear to conform to this requirement.

5. A complete NFPA compliant fire suppression system is required. Supervised indicating control valves shall be provided at the point of connection to the riser on each floor. 2018 IFC 903.4.3

6. A fully functional fire alarm shall be installed per NFPA 72. The alarm annunciator panel shall be located at the front entrance. The plans do not appear to conform to this requirement.

7. Visible alarm notification appliances shall be provided in public areas and common areas. A visible exterior weatherproof alarm notification device shall be located within closest proximity to the front main entrance of the building or tenant space. 2018 IFC 907.5.2.3.1 as amended. The plans do not appear to conform to this requirement.

8. A zoning indicator panel and the associated controls, or, fire alarm control panel shall be located within the closest proximity to the front main entrance. Verify with the Fire Code Official and Fire Department if they should be included at the main entrance if they will be in the fire command center. The plans do not appear to conform to this requirement.

9. A key box (Knox Box) shall be provided and contain keys to gain necessary access as required by the fire code official. (More than one may be required based on the size of the project/building). The plans do not appear to conform to this requirement.

10. In order to be considered part of an accessible means of egress, an elevator shall comply with the emergency operation and signaling device requirements. The plans do not appear to conform to this requirement. Separate permit are required.

11. All new elevators shall be equipped with emergency key opening devices at all landings. The location and specific type of device shall be approved by the Fire Department. The plans do not appear to conform to this requirement.

12. If the elevator uses an automatic dialer, the ten-digit number 847-590-3470 shall be used. If bidirectional communication is available and is used, the elevator should call 911. The phone line used to dial 911 must have the correct address information affiliated with that phone line. The plans do not appear to conform to this requirement.

13. Emergency Signs required for elevators shall be 7 inches by 5 inches and read as follows: IN FIRE EMERGENCY, DO NOT USE ELEVATOR. USE EXIT STAIRS. The plans do not appear to conform to this requirement.

14. At least one elevator shall be provided for fire department emergency access to all floors. The elevator car shall be of such a size and arrangement to accommodate an ambulance stretcher in its horizontal, open position, and shall be identified by the International Symbol for emergency medical services (Star of Life). The Symbol shall be not less than 3 inches high and shall be placed inside on both sides of the hoist-way door frame. The plans do not appear to conform to this requirement.

15. Separate permits are required for an emergency back-up generator. The plans do not appear to conform to this requirement.

16. Structural calculations along with structural drawings by an Illinois licensed structural engineer shall be provided.

17. Accessible routes are required throughout the site. Not enough information has been provided to verify this requirement.

18. A preliminary construction staging plan and development schedule shall be provided for review by the Building & Life Safety Department prior to permit issuance for each phase of the project.

19. Per IFC 2018 D105.4, overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building. Other obstructions shall be permitted to be placed with the approval of the fire code official. Please verify that the submittal meets this requirement.

20. Note: “A transmittal letter detailing all the changes from the initial review will be required for any additional reviews”.

21. Separate permits are required for the following systems for each building:
    1. Each retail space;
    2. Elevators – designed for a high-rise;

3. Fire Alarm – designed for a high-rise;
4. Fire Suppression – designed for a high-rise;
5. Emergency power system;
6. Stand-by power system;
7. Each swimming pool.

ENGINEERING DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. PC 23-012
Petitioner: TR Management & Consulting as Agent for Bradford Allen
Arlington Heights Development, LLC. (Contract Purchaser)
145 S Wells Street Ste 700 Chicago, IL 60606, 847.208.7074, thomas@roszak.com
Owner: IHP AH REDEVELOPMENT LLC and IHP ARLINGTON HEIGHTS LLC
Brian Carley, 300 S. Wacker Drive, 35th Floor Chicago, IL 60606
312-994-5664, bcarley@bradfordallen.com
Contact Person: Mike Moceri
Address: 145 South Wells Street, Suite 700, Chicago, IL 60606
Phone #: 847.804.6433
Fax #: 847.716.7377
Email: mmoceri@roszak.com

P.I.N.# 08-16-401-046-0000, 08-16-401-043-0000, 08-16-401-030-0000, 08-16-401-018-0000, 08-16-401-045-0000 08-1
Location: 1, 15, & 11 East Algonquin Road, 2355 South Arlington Heights Road
Rezoning: ____ Current: B3 Proposed: B2
Subdivision: Lincoln Executive Plaza + part August Busse's
# of Lots: ____ Current: 7 Proposed: 1
PUD: YES For: ____
Special Use: N/A For: ____
Land Use Variation: N/A For: ____
Land Use: ____ Current: Commercial
Proposed: Mixed Use Residential/Retail
Site Gross Area: 167,266
# of Units Total: 299
Studio: 49 1BR: 157 2BR: 83 3BR: 10 4BR:

(Petitioner: Please do not write below this line.)

	YES	NO	COMMENTS
1. PUBLIC IMPROVEMENTS REQUIRED:			
a. **Underground Utilities**			
Water		X	
Sanitary Sewer		X	
Storm Sewer		X	
b. **Surface Improvement**			
Pavement		X	
Curb & Gutter		X	
Sidewalks	X		
Street Lighting		X	
c. **Easements**			
Utility & Drainage			
Access	SIDEWALK X		

2. PERMITS REQUIRED OTHER THAN VILLAGE:
a. MWRDGC X b. IDOT X
c. ARMY CORP ____ d. IEPA X
e. CCHD ____

	YES	NO	COMMENTS
3. R.O.W. DEDICATIONS?		X	
4. SITE PLAN ACCEPTABLE?		X	
5. PRELIMINARY PLAT ACCEPTABLE?		X	
6. TRAFFIC STUDY ACCEPTABLE?		X	DRAFT ONLY
7. STORM WATER DETENTION REQUIRED?	X		
8. CONTRIBUTION ORDINANCE EXISTING?	X		53-BDD NOT APPLICABLE
9. FLOOD PLAIN OR FLOODWAY EXISTING?		X	
10. WETLAND EXISTING?		X	

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: V3 COMPANIES
DATE OF PLANS: 09/16/2023

Director ~~Director~~ VILLAGE ENGINEER 10/4/23
Date

PLAN COMMISSION PC #23-012
Arlington Gateway
1, 15 & 11 E Algonquin Rd, 2355 S Arlington Heights Rd
Round 1

11. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, or permits required by other government or permitting agencies for construction. Detailed plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding.

12. Since a subdivision is being proposed the plans must meet all subdivision requirements. Final engineering plans for all public improvements must be approved prior to the final plat of subdivision approval. An Engineers estimate of construction cost for full site improvements is required to complete the calculation for plan review, inspection, and other fees. An Engineers estimate of construction cost for public improvements is also required to complete the calculation for the required public improvement guarantee deposit. The public improvements for this development would be public sidewalk along Arlington Heights Road and Algonquin Road. These estimates should be submitted at least three weeks prior to the final Plan Commission meeting to allow us time to generate the fee letter and for the petitioner to assemble the proper documents.

13. Final engineering plans shall be georeferenced by using State Plane Coordinate System – Illinois East. Below are details about projection:

Projected Coordinate System:	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet
Projection:	Transverse_Mercator
False_Easting:	984250.00000000
False_Northing:	0.00000000
Central_Meridian:	-88.33333333
Scale_Factor:	0.99997500
Latitude_Of_Origin:	36.66666667
Linear Unit:	Foot_US
Geographic Coordinate System:	GCS_North_American_1983
Datum:	D_North_American_1983
	Prime Meridian: Greenwich
	Angular Unit: Degree

14. The Final Plat of Subdivision must be reviewed and approved by Engineering prior to final Plan Commission approval. The original signed mylar Final Plat of Subdivision, containing all non-Village signatures, shall be submitted one week before the scheduled date of the final Plan Commission meeting. Village Code Section 29-209 also requires a digital copy of the plat to be provided on disk to the Village. The petitioner shall acknowledge that they accept this understanding.

15. The proposed detention facilities will be a private system and as such will not be the Village's responsibility to maintain.

    a) Provide calculations for sizing the weir.
    b) Provide a stormwater report.
    c) Detention shall meet MWRD and Village requirements.
    d) An MWRD permit is required.

16. An IEPA permit is required for the sanitary sewer and water main extensions.

17. Provide inspection manholes for the sanitary sewer approximately 5 feet from the buildings.

18. The proposed detention facility, onsite water main, sanitary sewer and storm sewer are private and as such will not be the Village's responsibility to maintain. An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval. Please contact the Village Engineer for an editable version of the OUMA.

19. For the east building, the storm sewer and storm services for the south side of the building are not routed through the underground storage vaults.

20. Storm structure ST1-5 is in close proximity to the proposed water main extension.

21. Show the location of the water services for the east building and the northwest building.

22. The fire service and domestic water service for the southwest building is shown to be 12" in diameter, off of an 8" water main.

23. The water main connection on Algonquin Road cannot be connected to a private main. The connection must be to the Village's 12" water main on the north side of Algonquin Road.

24. All existing utilities must be abandoned at the mains.

25. The Village has hired a consultant to assess the capacity of the sanitary sewer for future developments in this area. Phase 1 is complete, two routes have been identified and the Village has received preliminary approval from the MWRD. The Village is currently waiting for approval to go to Phase 2. Additional comments pertaining to the capacity of the sanitary sewer will be provided after the review of the report is complete.

26. Plan Commission approval will require preliminary engineering plans including detention calculations showing HWL, storage required, storage provided, and restrictor sizing calculations. Any detention storage system located under pavement must be designed to AASHTO HS-25 loading standard. The Village's allowable release rate is 0.18 cfs/Ac. Use C=0.50 for pervious areas, C=0.95 for impervious areas. Use updated Bulletin 70 rainfall data. Clearly show the overflow route for the site. Minimum restrictor size allowed, for maintenance reasons, is 2". Restrictors between 2" and 4" must be in a trap in a catch basin. Show the location and size of the restrictor. Provide a detail showing the restrictor catch basin. If the restrictor required to meet the allowable release rate is less than 2", calculate the amount of detention storage provided with a 2" restrictor. Subtract this amount from the required storage based on the allowable release rate to show the storage deficiency. This deficiency can be paid as money in lieu of detention at the rate of $1.00 per cubic foot.

27. Final subdivision approval will require final engineering plans.

28. The site photometric lighting diagram is acceptable. Clarify if the wall pack light fixture can be rotated or if the fixture is fixed to direct the light down.

29. Fire lanes, where required adjacent to buildings, must meet the pavement dimensions as directed by the Fire Department. Fire lanes require a heavy-duty pavement section. Asphalt pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-50 Binder, and 4" CA-6 Stone Subbase. Revise the heavy-duty pavement cross section.

30. The fire truck exhibit does not reflect the Village's tower truck. Attached are the specifications for the tower apparatus.

31. Provide dimensions from the fire lane to the buildings.

32. Concrete sidewalk through the entrances shall be 8" thick.

33. The sidewalk shall continue through the entrances, with the curb stopping at the sidewalk.

34. Provide a dedicated public easement for the public sidewalk along Arlington Heights Road and Algonquin Road.

35. Arlington Heights Road and Algonquin Road are under the jurisdiction of the Illinois Department of Transportation (IDOT). All work within the right-of-way will require an IDOT permit.

36. It is recommended to provide additional green space at the corner of Arlington Heights Road and Algonquin Road.

37. The demolition plan shows full-depth pavement removal at the entrance to Guitar Center affecting access to the Guitar Center parking lot, full-depth pavement removal for the cross-access road between Arlington Heights Rd and Tonne Road to the east, and for the entrance off of S Arlington Heights Rd to be used as the construction entrance, also impacting the Guitar Center parking lot access. The Village is aware that permits have been applied for to begin demolition. Provide additional information on the access to the Guitar Center site and if the cross-access will remain in service until construction begins.

38. The Guitar Center site is not part of this subdivision. Clarify if the developer has permission to complete the modifications to the Guitar Center parking lot.

39. For the east building, provide the direction of traffic flow to the parking garage. The proximity to the Tonne Road access could be problematic.

40. For the northwest building, provide the direction of traffic flow to the garage. The access is 16 ft, two-way traffic requires 24 ft minimum.

41. If the garage exits will be under stop control, provide detectable warning panels.

42. Provide an exhibit showing vehicles maneuvering through the drop off aisle east of the westerly building.

Traffic:

43. The Traffic and Parking Study is a draft. Provide the final Traffic and Parking Study.

44. The traffic signal at the intersection of Tonne Road and Algonquin Road is maintained by the Illinois Department of Transportation (IDOT). The Village of Arlington Heights is 100% responsible for the cost of the maintenance and energy costs. The south leg of Tonne Road is private. The development will be required to share in the cost of the maintenance and energy.

45. The draft Traffic and Parking Study indicate that dual left-turn lanes may be required on the northbound and southbound approaches of Tonne Road at Algonquin Road. Provide a layout for the future improvements to verify if the sidewalk between the building and Tonne Road should be shifted further west.

Preliminary Plat of Subdivision:

46. A Preliminary Plat has not been provided. Refer to the Preliminary Plat of Subdivision checklist.

Final Plat of Subdivision:

47. For the Final Plat of Subdivision, use the attached Final Plat of Subdivision Checklist. The elementary school district is Consolidated Community School District #25, Township High School District #214, Harper Community College District #512. Add the utility signature blocks.

48. The existing lot lines are shown as the same line weight as the proposed lot line, clarify the lot lines.

49. The existing and proposed easement line types are similar, adjust the line type to clarify proposed easements.

50. The plat shows the right-of-way to be 66 ft for Arlington Heights Road, the pavement width is approximately 124 ft. Verify the right-of-way width for Arlington Heights Road.

51. Refer to the Final Plat of Subdivision Checklist:

    a) Item k., the text of protective covenants relating to the proposed subdivision.
    b) Item l., provide an endorsement by the County Clerk that there are no delinquent, forfeited, foreclosed or purchased general taxes, or unpaid current general taxes, against the land proposed to be subdivided.
    c) Item n. provide the deed of dedication.
    d) Item o. for the Village Certificate, add signature blocks for the Village Collector and Village Engineer.
    e) Item r., provide a certificate in the form as required by the Illinois Department of Transportation.
    f) Item t., provide a block stating "Send Tax Bill to: (Name/Address)." The actual name and address shall be provided by the developer.
    g) Item u., provide a location to identify the address of each new lot.

52. Seven Owner's Certificates are provided on the plat. Indicate the respective parcels for each certificate.

10/4/23

Michael L. Pagones, P.E. Date
Village Engineer

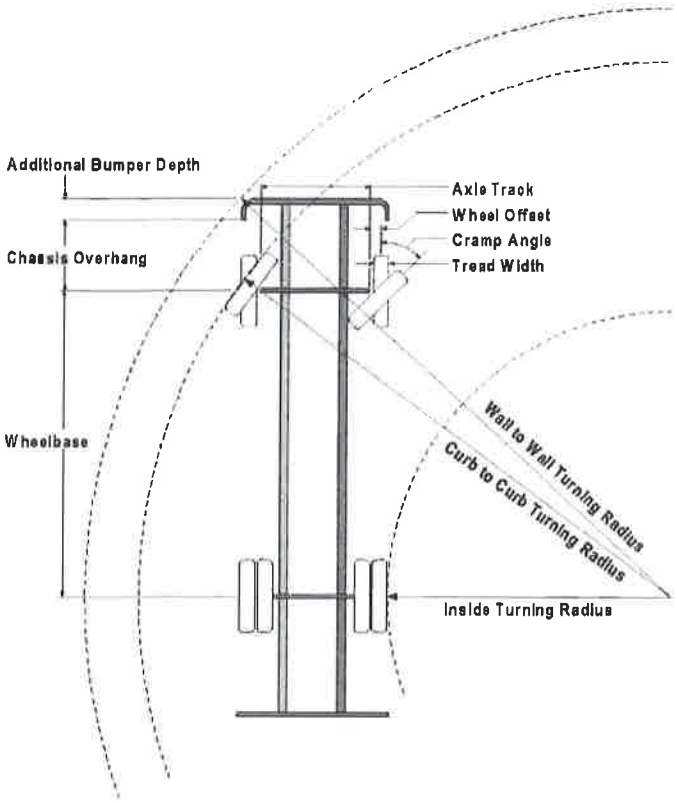
Attachments:
AHFD 133 Turning Performance Analysis (1 page)
Preliminary Plat of Subdivision Checklist (1 page)
Final Plat of Subdivision Checklist (3 pages)
Contacts for Plat Signatures (1 page)

Turning Performance Analysis

05/22/2018

Bid Number: 307
Department: Arlington Heights, IL

Chassis: Dash CF Chassis, PAP, PUC (Big Block)
Body: Aerial, Platform 100', PUC, Alum Body



Parameters:

*Inside Cramp Angle:	40°
Axle Track:	82.92 in.
Wheel Offset:	5.3 in.
Tread Width:	17.8 in.
Chassis Overhang:	78 in.
Additional Bumper Depth:	22 in.
Front Overhang:	136.1 in.
Wheelbase:	267.5 in.

Calculated Turning Radii:

Inside Turn:	25 ft. 3 in.
Curb to curb:	41 ft. 3 in.
Wall to wall:	48 ft. 2 in.

Category	Option	Description
Axle, Front, Custom	0090913	Axle, Front, Oshkosh TAK-4, Non Drive, 24,000 lb, Qtm/AXT/DCF
Wheels, Front	0019618	Wheels, Front, Alcoa, 22.50" x 13.00", Aluminum, Hub Pilot
Tires, Front	0078245	Tires, Front, Michelin, XZY3 (wb), 445/65R22.50, 20 ply
Bumpers	0550017	Bumper, 22" Extended, Arrow XT
Aerial Devices	0657391	Aerial, 100' Pierce Platform, 35 MPH Wind Rating, 400lb Tip Load Allowance

Notes:

*Actual Inside cramp angle may be less than shown.

Curb to Curb turning radius calculated for 9.00 inch curb.

Definitions:

Inside CrampAngle	Maximum turning angle of the front inside fire.
Axle Track	King-pin to King-pin distance of front axle.
Wheel Offset	Offset from the center line of the wheel to the King-pin.
Tread Width	Width of the tire tread.
Chassis Overhang	Distance of the center line of the front axle to the front edge of the cab. This does not include the bumper depth.
Additional Bumper Wheel	Depth that the bumper assembly adds to the front overhang.
Wheelbase	Distance between the center lines of the vehicles front and rear axles.
Inside Turning Radius	Radius of the smallest circle around which the vehicle can turn.
Curb to Curb Turning Radius	Radius of the smallest circle around which the vehicle's tires can turn. This measures assumes a curb height of 9 inches.
Wall to Wall Turning Radius	Radius of the smallest circle around which the vehicle's tires can turn. This measures takes into account any front overhang due to chassis , bumper extensions and or aerial devices.

Preliminary Plat of Subdivision Checklist

Municipal Code Section 29-201(b)(1 – 13)

- ○ 1. The name of the proposed subdivision.
- ○ 2. A north-point indication, scale, date of preparation of the Preliminary plat, and by whom prepared.
- ○ 3. A legal description of land proposed to be subdivided, by section, township and range, and other terms as used in describing land on the records of the Recorder of Deeds or Registrar of Titles, Cook County, Illinois.
- ○ 4. Sufficient information to locate accurately the proposed subdivision in relation to its general neighborhood, by means of references to streets, railroad lines, recorded plats, etc. If the foregoing references cannot be made, then a vicinity plat showing the location of the proposed subdivision, drawn to a smaller scale, shall accompany the Preliminary plat.
- ○ 5. The description and location of all survey monuments, existing and to be erected, in the area of the proposed subdivision.
- ○ 6. The boundary lines of the proposed subdivision, drawn to accurate scale and bearing, and a statement of the total area encompassed by the boundary lines.
- ○ 7. The location and dimensions of streets, easements, improvements and utilities within and immediately contiguous to the proposed subdivision, as well as the location and dimensions of major features such as railroad lines, airports, water courses, lakes and exceptional topography.
- ○ 8. The location, dimensions and layout of proposed streets, alleys, and sidewalks of the proposed subdivision.
- ○ 9. The layout, number, dimensions and area of each lot of the proposed subdivision.
- ○ 10. The location, dimensions and layout of all parcels of land intended to be dedicated for public use, such as parks and other open spaces, or reserved for the use of all subdivision property owners, together with an indication of the nature of each such use within the proposed subdivision.
- ○ 11. The location, dimensions and layout of all public utility easements in the proposed subdivision.
- ○ 12. The location and dimensions of all building setback lines in the proposed subdivision.
- ○ 13. The names and last known addresses of the owners of the land proposed to be subdivided, the subdivider and all owners of land immediately adjoining the land proposed to be subdivided.

The Village of Arlington Heights Municipal Code can be accessed over the internet at www.vah.com .

Final Plat of Subdivision Checklist
Municipal Code Section 29-209(a – t)

- ○ a. The date of preparation of the final plat and by whom prepared.
- ○ b. The boundary of the plat, based on accurate traverse, with angles and lineal dimensions.
- ○ c. All permanent survey monuments, markers and bench marks.
- ○ d. Exact location, width and name of all streets within and adjoining the plat, and the exact location and widths of all cross walkways.
- ○ e. True angles and distances to the nearest established street lines or official monuments, not less than three.
- ○ f. Municipal, township, county and section lines accurately tied to the lines of the subdivision by distances and angles.
- ○ g. Radii, internal angles, points and curvatures, tangent bearings and lengths of all arcs.
- ○ h. All easements for rights of way established for public use and utilities.
- ○ i. All lot numbers and lines, with accurate dimensions given in hundredths of feet.
- ○ j. Accurate outlines and legal descriptions of all areas dedicated or reserved for public use, with the proposed uses indicated thereon; and all areas to be reserved by deed covenant for the common use of all property owners; together with the proposed uses indicated thereon.
- ○ k. The text of protective covenants, approved by the Plan Commission, relating to the proposed subdivision.
- ○ l. An endorsement by the County Clerk in the form acceptable to Cook County, that there are no delinquent, forfeited, foreclosed or purchased general taxes, or unpaid current general taxes, against the land proposed to be subdivided.
- ○ m. A summary of all restrictions applicable to any part of such subdivision concerning building restrictions, use restrictions, building setback lines and similar matters.
- ○ n. A deed of dedication in the form set forth in Section 29-217(a):
  The Final plat shall contain a deed of dedication substantially as follows:

  "We, the undersigned, (Names), owners of the real estate shown and described herein, do hereby lay off, plat and subdivide said real estate in accordance with the within plat. This subdivision shall be known and designated as (Name), an addition to the Village of Arlington Heights, Cook County. All streets and alleys and public open spaces shown and not heretofore dedicated are hereby dedicated to the public. Front and side yard building setback lines are established as shown on this plat, between which lines and the property lines of the streets, there shall be erected or maintained no building or structure. There are strips of ground, (Number) feet in width, as shown on this plat and marked 'Easement' reserved for the use of public utilities for the installation of water and sewer mains, poles, ducts, lines and wires, subject at all times to the proper authorities and to the easement herein reserved. No permanent or other structures are to be erected or maintained upon

these strips of land, but owners of lots in this subdivision shall take their titles subject to the rights of the public utilities, and to the rights of the owners of other lots in this subdivision.

(Additional dedications and protective covenants, or private restrictions, would be inserted here upon the subdivider's initiative or the recommendation of the Plan Commission or Village Board; important provisions are those specifying the use to be made of the property and, in the case of residential use, the minimum habitable floor area.)

The foregoing covenants (or restrictions), are to run with the land and shall be binding on all parties and all persons claiming under them until January 1, 20____ [25 year period is suggested], at which time said covenants (or restrictions) shall be automatically extended for successive periods of ten years unless indicated otherwise by negative vote of a majority of the then owners of the building sites covered by these covenants (or restrictions), in whole or in part, which said vote will be evidenced by a petition in writing signed by the owners and duly recorded. Invalidation of any one of the foregoing covenants (or restrictions) by judgment or court order shall in no way affect any of the other various covenants (or restrictions), which shall remain in full force and effect.

The right to enforce these provisions by injunction, together with the right to cause the removal, by due process of law, of any structure or part thereof erected or maintained in violation, is hereby dedicated to the public, and reserved to the several owners of the several lots in this subdivision and to their heirs and assigns.

WITNESS our hands and seals this _____ day of _____, 20____.

STATE OF ILLINOIS)
COUNTY OF COOK) SS.

Before me the undersigned Notary Public, in and for the County and State aforesaid, personally appeared (Names), and each separately and severally acknowledged the execution of the foregoing instrument as his or her voluntary act and deed, for the purposes therein expressed.

WITNESS my hand and notarial seal this _____ day of 20 _____.

_____
Notary Public"

○ o. A blank certificate of approval in the form set forth in Section 29-217(b). The Final plat shall contain a certificate of approval as follows:

"Under the authority provided by 65 ILCS 5/11-12 as amended by the State Legislature of the State of Illinois and Ordinance adopted by the Village Board of the Village of Arlington Heights, Illinois, this plat was given approval by the Village of Arlington Heights AND MUST BE RECORDED WITHIN SIX MONTHS OF THE DATE OF APPROVAL BY THE VILLAGE BOARD, OTHERWISE IT IS NULL AND VOID.

APPROVED by the Plan Commission at a meeting held _____

_____
Chairman

_____
Secretary

APPROVED by the Village Board of Trustees at a meeting held _____

_____
President

_____
Village Clerk

APPROVED by the Village Collector

_____

APPROVED by the Village Engineer

_____"

○ p. A certification by a registered surveyor in the form set forth in Section 29-217(c). The Final plat shall contain a certificate signed by an Illinois Registered Land Surveyor in substantially the following form:

"I, (Name), hereby certify that I am an Illinois Registered Land Surveyor in compliance with the laws of the State of Illinois, and that this plat correctly represents a survey completed by me on (Date); that all monuments and markers shown thereon actually exist, and that I have accurately shown the materials that they are made of.

_____
Signature

(SURVEYOR'S SEAL)

Illinois Land Surveyor
No. _____"

○ q. A notarized statement from the owner indicating the school district in which each tract, parcel, lot or block lies.

○ r. A certificate in the form as required by the Illinois Department of Transportation or Cook County Highway Department, respectively, when any new street or new driveway will access one of these Department's streets.

○ s. The parcel index numbers of all lots contained within the plat shall be included on the plat of subdivision.

○ t. A block stating "Send Tax Bill To: (Name/Address)." The actual name and address shall be provided by the developer.

○ u. Provide a location to identify the address of each new lot.

The Village of Arlington Heights Municipal Code can be accessed over the internet at www.vah.com .

Contacts for Plat Signatures

Ted Wyman
Comcast Cable
Right-of-Way Engineer
688 Industrial Drive
Elmhurst, IL 60126
Phone: (224) 229-5850 office (847) 652-6074 cell
Fax: (630) 359-5482
Ted_Wyman@comcast.com

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Katie Bengson, Real Estate Specialist **ComEd** Three Lincoln Center, 4th Floor Oakbrook Terrace, IL 60181	630-576-6867 Katie.bengson@comed.com
Ms. Gwen Borjon **NICOR Gas** 1844 W Ferry Rd Naperville, IL 60563	630-388-2976 gborjon@southernco.com
Ms. Sue E. Manshum ROW Engineer **Ameritech** 1391 Abbot Ct Buffalo Grove, IL 60089	847-271-5149 sm9231@att.com
Mr. Alonzo Escatel or Paul Flinkow **Astound** 1130 Carolina Dr West Chicago, IL 60185	Alonzo 630-631-9577 Paul 630-803-9660 Alonzo.escatel@astound.com Paul.flinkow@astound.com
Mr. Charles Saint Vil **IDOT Permits** 201 W Center Court Schaumburg, IL 60196	Charles.SaintVil@illinois.gov
Mr. Michael Sterr, P.E. Permit Division Head, Construction Bureau **Cook County Department of Transportation and Highways** 69 W Washington St 24th Floor Chicago, IL 60602	312-603-1670 michael.sterr@cookcountyil.gov hwy.permits@cookcountyil.gov

Sample Signature Blocks

COMMONWEALTH EDISON COMPANY
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 20__

TITLE: _____

AMERITECH/SBC
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 20__

TITLE: _____

NICOR GAS
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 20__

TITLE: _____

COMCAST CABLE
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 20__

TITLE: _____

WIDE OPEN WEST, LLC
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 20__

TITLE: _____

Cook County Signature Block:

This plat has been approved by the Cook County Highway Department with respect to roadway access pursuant to 765 ILCS 205/2. However, a Highway Permit, conforming to the standards of the Cook County Highway Department is required by the owner of the property for this access.

_____

Superintendent of Highways
Cook County, Illinois

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Gateway Redevelopment
SE corner Algonquin Rd and Arlington Heights Rd

Round 1 Review Comments **10/02/2023**

1. **Character of use:**
   The character of use is consistent with the area. It will be necessary to limit access to the grounds, to discourage loitering. The addition of trespass signs is recommended.

2. **Are lighting requirements adequate?**
   Lighting should be up to Village of Arlington Heights Code. Special attention should be given to those outside common areas- ie courtyard and parking garage. Landscaping must not create hiding locations and should provide for natural surveillance.

3. **Present traffic problems?**
   Algonquin Rd and Arlington Heights Rd are both heavily traveled, main thoroughfares. Both roads and intersection of these roads are busy during peak and non-peak traffic hours. A traffic impact study was completed for this project.

4. **Traffic accidents at particular location?**
   The intersection of Algonquin Rd and Arlington Heights Rd is a top ten crash intersection.

5. **Traffic problems that may be created by the development.**
   This development will create higher traffic volume in the area. Vehicles entering and leaving the property will impact traffic on the busy roadway and vice versa.

   The size of the building adjacent to the roadway is a concern for traffic problems created by the development. Vehicles turning from northbound Arlington Heights Rd to eastbound Algonquin Rd will have to negotiate that curve without a clear line of sight onto Algonquin Rd.

   The design as it stands, reveals vulnerability to vehicles accidentally (or intentionally) leaving the roadway, whether by result of a traffic collision, or by reckless driving.

   A multilayered approach should be taken to protect pedestrian traffic and the structure itself. Special consideration should be given to the frequent commercial traffic and the speed of vehicles on the roads adjacent to the property. The use of bollards around the perimeter of the property is recommended as bollards makes it more difficult for cars to drive onto the curb, through the doors or walls, or injure pedestrians.

   Due to the location of this development, adjacent to a top ten crash intersection, it is recommended each entrance and exit is "right turn only."

The parking garage and proposed retail space will create heavy foot traffic on and around the property. The area around the vehicle entrance/exit should be clear of obstructions. Vehicle traffic entering and exiting the parking garage must be able to view other vehicles and pedestrians. Street parking adjacent to the entrances/exits should be prohibited. Warning lights/audible signals could be used to signal vehicles are exiting.

6. **General comments:**

Address visibility:

-Directional signage located at the entry to the complex should be utilized, clearly indicating location of management offices, building names, unit numbers and retail space.

-Include signage for "No Trespassing," "No Loitering" and/or "No Solicitation."

-Interior and exterior of lobby space should utilize signage and increase visibility of addresses and unit numbers. All lobby spaces, elevator landings, etc. should prominently/adequately display floor plans. This is essential for first responders as well as persons unfamiliar with the complex layout that may need emergency services. Lobby areas should be equipped with interior signage indicating building number, floor plans, door numbers, etc.

-For each individual unit within the complex, there should be a prominent address number which is easily visible to approaching motor vehicles, pedestrians, and first responders.

Parking Garage:

-Is the new parking garage going to have public access for customers of the retail spaces or is it a resident only parking garage? If yes, is there signage clearly distinguishing public access from private access? If no, is there access control to restrict non-residents/non-permitted driver's access?

-Parking could become an issue if a larger percentage of residents, than expected have vehicles. Emergency telephones should be installed in the parking area for added safety.

- Pedestrian access should be a priority for this project due to the size of the multi-family complex as well as the proposed retail space. Signage should be used whenever possible to increase access control. This includes clearly marked pedestrian entrances delineating public spaces from private spaces. Approved pedestrian entrances should be clear of obstructions and distractions to encourage use. Unapproved entrances on the ground floor should be securely locked in compliance with building, fire and life-safety codes. Avoid forcing pedestrians to cross the paths of the cars whenever possible. When such encounters are unavoidable, the design should create a safe passage for persons to move along until they come to a marked crosswalk.

- Is the new parking garage designed in a way to reduce or eliminate members of our homeless population squatting there? Perimeter definition and access control are essential to deter unwanted pedestrian-level access to the parking lot or garage. (i.e. fencing, level changes, ground floor protection, and/or other architectural and environmental barriers that channel people to designated entry points and discourage others from hiding outside and inside the property or buildings).

- CPTED recommends one means of entry and exit for all vehicles. The less entrances there are, the easier it is to control the users and uses of the facility.

-Ground-level metal screening should be used to prevent or deter unauthorized access, while upper floors should be open with cable strung to prevent cars from overshooting the parking spaces and toppling off. Ground-level screening should not be floor to ceiling in order to deter climbing to higher floors. If space permits, place short bushes close to the perimeter wall to discourage people from climbing or cutting the screen.

-Plantings higher than 3 feet should not be placed within 10 to 15 feet of entrances to prevent hiding spots, and mature trees should be pruned to 8 feet.

-Structural support elements should be round rather than rectangular. A round column allows for much greater visibility around the corners than a rectangular or square column.

-Elevators and stairwells should incorporate as much glass and high-visibility placement as structurally possible. Glass-walled elevators placed along the exterior of the building provide for good natural visibility by people on the street and within the garage.

-Lighting is an important aspect of CPTED. Lighting increases the amount and quality of natural surveillance. If people cannot see the activity, they cannot report the activity. Lighting can also deter those intending to conduct criminal/nuisance activity. Exterior lighting needs to be activated by sensor, timer or motion depending on the need and location.

-The height of the light fixtures makes a difference in the ability of pedestrians to see past the shadows caused by the cars and other obstructions naturally occurring in parking lots. Typical light poles are 30 to 45 feet high and cast a wide swath of lighting, but they create deep shadows between cars. Pedestrian-level lighting in the 12- to-14-foot range casts light that will go through the glass of cars and reflect off the cars; that can dramatically reduce shadows and dark spots.

-The interior of parking garages should be painted in light colors to increase reflectivity of the luminaries, which should use polycarbonate lenses for vandal- and break-resistance. The ceiling should be painted white to further increase the goal of reflectivity.

-CCTV is an essential part of CPTED and is highly recommended in a parking garage as large as the one proposed for this project. Signage indicating the use of video surveillance and monitoring is also highly recommended in conjunction with CCTV.

Balcony:

-The balcony should be designed so it does not act as a natural ladder and with anti-climb features. The balcony must be adequately designed so it does not to allow hand and foot holds to potential offenders trying to scale up the outside of the building. The railings should be designed so that foot or hand grips cannot be used by a potential offender.

Trash enclosure:

-Locking trash enclosures is recommended to discourage foraging. Additionally, the trash enclosure provides a place of concealment for criminal activity if trash areas are not properly secured.

-Should be monitored 24/7 by CCTV and contain clearly visible signage indicating the use of security cameras.

Additional Resident Storage Space:

-The blue prints indicate residents will have access to private storage/bike storage units. Storage facilities should be secure and accessible only to residents. There should be signage to encourage users to lock their storage lockers and video surveillance of the area to deter theft and help identify potential offenders.

Emergency Contact Information:

-Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.

A. O #330

Alexandra Ovington, Crime Prevention Officer
Community Services Bureau

Approved by:

#583

Supervisor's Signature

HEALTH SERVICES DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C.
Petitioner: TR Management & Consulting as Agent for Bradford Allen
Arlington Heights Development, LLC. (Contract Purchaser)
145 S Wells Street Ste 700 Chicago, IL 60606, 847.208.7074, thomas@roszak.com
Owner: IHP AH REDEVELOPMENT LLC and IHP.ARLINGTON HEIGHTS LLC
Brian Carley, 300 S. Wacker Drive, 35th Floor Chicago, IL 60606
312-994-5664, bcarley@bradfordallen.com
Contact Person: Mike Moceri
Address: 145 South Wells Street, Suite 700, Chicago, IL 60606
Phone #: 847.804.6433
Fax #: 847.716.7377
Email: mmoceri@roszak.com

P.I.N.# 08-16-401-046-0000, 08-16-421-043-0000, 08-16-401-030-0000, 08-16-401-018-0000, 08-16-401-045-0000 08-
Location: 1, 15, & 11 East Algonquin Road, 2355 South Arlington Heights Road
Rezoning: Current: B3 Proposed: B2
Subdivision: Lincoln Executive Plaza + part August Busse's
# of Lots: Current: 7 Proposed: 1
PUD: YES For:
Special Use: N/A For:
Land Use Variation: N/A For:
Land Use: Current: Commercial
Proposed: Mixed Use Residential/Retail
Site Gross Area: 167,266
# of Units Total: 299
Studio: 49 1BR: 157 2BR: 83 3BR: 10 4BR:

(Petitioner: Please do not write below this line.)

1. GENERAL COMMENTS:

- Plans for the proposed swimming pool and spa will will need to be submitted to the Illinois Department of Public Health for permitting.
- Village Code requires that recycling be provided in all multi-family properties. A recycling plan will need to be submitted during the building permit phase.

Sean Freres 9/19/23
Environmental Health Officer Date

James McCalister 9/19/23
Director Date

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. **PC 23-012**

Petitioner: TR Management & Consulting as Agent for Bradford Allen
Arlington Heights Development, LLC. (Contract Purchaser)
145 S Wells Street Ste 700 Chicago, IL 60606, 847.208.7074, thomas@roszak.com

Owner: IHP AH REDEVELOPMENT LLC and IHP ARLINGTON HEIGHTS LLC
Brian Carley, 300 S. Wacker Drive, 35th Floor Chicago, IL 60606
312-994-5664, bcarley@bradfordallen.com

Contact Person: Mike Moceri
Address: 145 South Wells Street, Suite 700, Chicago, IL 60606

Phone #: 847.804.6433
Fax #: 847.716.7377
Email: mmoceri@roszak.com

P.I.N.# 08-16-401-046-0000, 08-16-401-043-0000, 08-16-401-030-0000, 08-16-401-018-0000, 08-16-401-045-0000 08-
Location: 1, 15, & 11 East Algonquin Road, 2355 South Arlington Heights Road
Rezoning: ____ Current: B3 Proposed: B2
Subdivision: Lincoln Executive Plaza + part August Busse's
# of Lots: ____ Current: 7 Proposed: 1
PUD: YES For: ____
Special Use: N/A For: ____
Land Use Variation: N/A For: ____

Land Use: ____ Current: Commercial
Proposed: Mixed Use Residential/Retail
Site Gross Area: 167,266
# of Units Total: 299
Studio: 49 1BR: 157 2BR: 83 3BR: 10 4BR:

(Petitioner: Please do not write below this line.)

	YES	NO	
1.	X		COMPLIES WITH COMPREHENSIVE PLAN?
2.	X		COMPLIES WITH THOROUGHFARE PLAN?
3.	X		VARIATIONS NEEDED FROM ZONING REGULATIONS? (See below.)
4.		X	VARIATIONS NEEDED FROM SUBDIVISION REGULATIONS? (See below.)
5.	X		SUBDIVISION REQUIRED?
6.	X		SCHOOL/PARK DISTRICT CONTRIBUTIONS REQUIRED? (See below.)

Comments:

SEE ATTACHED COMMENTS #7 - #73

Sam Hubbard
Coordinator

OCT. 2, 2023
Date

Planning & Community Development Dept. Review

October 2, 2023

REVIEW ROUND 1

Project: Arlington Gateway – Phase I
1, 15, and 111 E. Algonquin Rd, 2355 S. Arlington Heights Rd.

Case Number: PC 23-012

General:

7. The Plan Commission must review and approve the following action:
   - Planned Unit Development to allow a 299-unit mixed use development with 24,875 square feet of ground floor commercial floor area.
   - Rezoning from the B-3, General Service, Wholesale, and Motor Vehicles District to the B-2, General Business District.
   - Plat of Subdivision approval to consolidate the subject property into one lot.
   - Conceptual Special Use Permit approval to allow xx,xxx sq. ft. of restaurant floor area including x,xxx square feet of exterior seating areas. When tenants are identified for these spaces, they will be required to obtain a Special Use Permit through the Plan Commission review process, or if eligible, receive a Special Use Permit Waiver.
   - Setback variations from Chapter 28, Section 5.1-21.1d will be required as based on your response. See remainder of comments for further details.
   - A variation from Chapter 28, Section 6.1-5.1, to allow balconies to encroach into certain yards as based on your response to certain comments below.

   Additional variations may be required depending upon your response to certain comments and review of the revised plans.

8. For all variations identified as being required based on the comments below, please provide a separate document outlying the justification for each variation requested. This document shall address the specific standards of approval for variations as outlined in Code. For each requested variation, provide a separate response outlying how the variation complies with the standards for approval as outlined below:

   - The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property; and
   - The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned; and
   - The proposed variation is in harmony with the spirit and intent of this Chapter; and
   - The variance requested is the minimum variance necessary to allow reasonable use of the property.

9. Please review and revise the project narrative to reflect the most recent iteration of this project.

10. Impact Fee's will be required for the residential portion of the development, in accordance with Village Policy.

11. Future plan submissions shall include less plan sheets. Please omit the following plans: Geotechnical, A107-A126, A201-205, A420-425, A490-A493, and A600 thru the end of the plan set, all of which shall be revied as part of building permit review. Please ensure that all plans and/or studies to be resubmitted as a result of the Round

1 Department review comments include a revision date. One hard copy of all resubmission items shall be required, along with one copy of all resubmission items in a USB/flash drive.

12. Please provide a short summary on the neighborhood meeting, including when notices were sent in the mail, when the meeting occurred, what the location of the meeting was, and how many attendees were present.

13. IDOT review and approval shall be required. You're strongly encouraged to begin coordination with IDOT regarding the proposed modifications to access/curb cuts. Please provide an update on all communications to-date.

14. Please reach out to Pace for coordination on potential bus stop improvements:
    Steven Andrews
    Pace Suburban Bus
    Section Manager, Community Relations
    Cell: 847-997-1509
    Steven.Andrews@PaceBus.com

Easements & Access:

15. What is the status on the release of the easements that encumber the site? Please provide a summary of the easements, beneficiaries, and the status of their release. Additionally, please provide the following easement documents: 22566267, 22566270, 22925493, 22925494, 86291197, 26446335, and 0020420409.

16. Access shall be granted for Lots 1, 2, and 3 of the Lincoln Executive Plaza subdivision for usage of the portion of the E/W road from Tonne to Arlington Heights Road that falls within the subject property. This must include the portion at the northwest portion where the access drive connects to Arlington Heights Road. This shall be added to the Plat of Subdivision.

17. Access shall be granted to the Guitar Center lot for usage of all portions of the E/W road from Tonne to Arlington Heights Road that fall within the subject property. Provide this on the Plat of Subdivision.

18. Please provide proof of ownership for Lot 2 of Lincoln Executive Plaza subdivision and/or authority to make the modifications to the E/W road. An easement benefitting the appropriate lots will be needed on Lot 2 to account for the proposed modifications to the intersection of the E/W Road and Tonne.

19. Does the petitioner have the authority to make the modifications to "Parcel 4" and the portions of the Guitar Center lot? Please provide record of the authority to make these modifications or indicate the status of any negotiations to obtain this authority.

20. Similarly, does the petitioner have the authority to make the modifications to the northwest corner of Lot 1 within the Lincoln Executive Plaza subdivision, (located at the northeast corner of the subject property)? Please provide record of the authority to make these modifications or indicate the status of any negotiations to obtain this authority.

21. An easement is needed for the sidewalk that falls within the subject property. Provide this on the Plat of Subdivision.

Streetscape/Landscaping/Photometrics:

22. Photometric levels along the south property line abutting the Guitar Center exceed the maximum allowable levels (restricted to 2.0 footcandles at the property line). Revise the plan to conform to code requirements, as feasible, or request a variation to allow 4.0 footcandles where code restricts maximum footcandle levels to 2.0.

23. Revise the Photometric Plan to include the fixture mounting height for all free-standing poles (fixtures SL-1 thru SL-3). Per Section 10.2-12.3c.3, all fixtures mounted 20'-40' above grade shall be separated from each other by 3' for every 1' of mounting height. Separate the fixtures accordingly to comply with code, as applicable.

24. The label callouts on sheet L-100 do not appear to be pointing to the correct items. Please review and revise accordingly.

25. Provide a detail for the proposed exterior mechanical screen (height, material, style). Also provide for the proposed dog run fence.

26. In addition to the proposed mechanical enclosure along the south of the building, please indicate the location of any necessary ground mounted mechanical equipment (HVAC equipment, utility pedestals/meters, switchgear, etc.) on the site plan and provide landscape screening where applicable.

Site/Infrastructure:

27. Please provide a conceptual intersection plan for the Tonne Road/Algonquin Road infrastructure improvements required in future phases. Modifications to the proposed infrastructure may be needed to accommodate for the future intersection improvements, such as curbline, sidewalk, and pedestrian crossings, and this should be taken into consideration within your forthcoming resubmission. Can intersection improvements, such as the dual left turn lanes, be accommodated in the existing roadway easement? The conceptual intersection plan shall include the following:
    - The entire intersection including all easements, Rights-of-Way (ROW), signal equipment, lane configurations, bike and pedestrian facilities, and crossings to determine the alignment of the roadway.
    - How the driveway will align with the traffic lanes with Tonne Road across Algonquin Road.
    - All configurations of the driveway for the future phases of redevelopment

28. Please re-evaluate the proposed pickle ball court location as adjacent to the outdoor eating area and along Algonquin Road. Consider a different amenity in this location that would better integrate with the outdoor dining areas and would not require a 10' tall fence with netting. As an accessory structure, this sport court would require a variation to be located in the exterior side yard along Algonquin Road. A variation would be required for the 10' tall fencing.

29. Please revise the exterior bike parking locations to relocate the bike racks outside of pedestrian walkways/sidewalks. Please note that between 5-15 bike parking spaces will be required for the commercial uses (depending on the overall tenant mix and size of the restaurants).

30. Per the South Arlington Height Road Corridor Plan, the overhead lines along the south side of Algonquin Road shall be buried as part of any redevelopment on the subject property. Please coordinate with IDOT and the applicable utility companies to facilitate said burial.

31. Provide a master plan showing how the proposed project (i.e. Phase I) integrates with the existing improvements on the neighboring lots.

32. The Obelisks shall be reviewed as part of the Design Commission review process.

Building:

33. Building setback variations are necessary as code requires building setbacks along all 4 sides of the site, not just along the sides abutting Algonquin Road and Arlington Heights Road. The setbacks are required as follows:
    - North: 15' (floors 1-3), 50' (floors 4 and above)
    - South: 15' (floors 1-3), 50' (floors 4 and above)
    - East: 15' (floors 1-3), 50' (floors 4 and above)
    - West: 15' (floors 1-3), 50' (floors 4 and above)

    Please revise the architectural plans to clearly show the proposed building setbacks. Specifically, see the attachment at the end of these comments and revise the applicable sheets to clearly show the proposed setbacks of the building ***at its closest point*** from the colored elevations to the adjacent colored property line.

34. Balconies are only a permitted encroachment within a required rear yard. Per Code, the rear yard is the east side of the site abutting the privately owned Tonne Road parcel. Balconies that project outwards past the front plane of the structure on the north, south, and west elevations in areas where the front plane of the structure already encroaches into a required setback, will require a variation to further project into the required setback. Please provide details to verify the extent of variations as may be required.

35. Provide a response to the variation approval criteria for any building setback variation and balcony encroachment variation required.

36. Add to the elevations a height measurement to the top of the elevator/stair overrun.

37. Add note to elevations confirming loading zone door height. Minimum required clearance for loading zones is 14' in height.

38. Please revise the architectural floor plans and to clearly show the width and depth of all parking rows within the garage, as well as the width of all drive aisles within the garage. Parking stalls shall be a minimum of 9' wide and 18' deep. Drive aisles shall be a minimum of 24' in width.

39. Please demonstrate if the last two "stalls" at the end of the Level 3 garage are too difficult to access to be used for parking purposes. If these spaces need to be left open to provide access to the adjacent stalls, please consider striping these stalls to make it clear that they are not to be used for parking.

40. A note must be added to the floor plans outlining how many bike parking spaces will be contained within the bike storage room. Per code, a minimum of 30 bike parking stalls shall be required for the residential uses.

41. Please provide a conceptual plan for the green roofs and solar panel array.

Parking and Traffic:

42. The amount of code required parking for restaurant tenants (1 space per 45 sq. ft. of seating area) is greater than for standard retail tenants (1 space per 300 sq. ft. of floor area). The proposed commercial spaces are intended to include restaurant tenants and outdoor seating areas have been proposed. The commercial parking has been proposed at the minimum code required amount as based on the entire commercial space being leased to non-restaurant tenants. In order to adequately plan for parking, provide an estimate for the total square footage within each retail space (A, B, C) that is anticipated to be leased to a restaurant/café/food establishment.

43. The parking tables on sheet A-006A and A-006B should be updated to account for the restaurant spaces.

44. Please note that the size of outdoor seating areas is included in the overall restaurant seating area size for code required parking calculations purposes.

45. Delineate on sheet A-006A the boundaries of each outdoor seating area and provide the size (in sq. ft.) of each.

46. Can the lower level of parking be expanded slightly to increase the garage parking supply? This would allow for sharing of garage parking between the commercial and residential uses. Commercial employees could park in the lower level of the garage, or if restaurants offer valet parking, this could be provided in the lower level of the garage.

47. Please outline where guests of the residential units, employees (of both the residential and commercial uses), and valet parking could occur.

48. Provide description of all anticipated approvals that will be needed from IDOT in order to design and install traffic as well as bike and pedestrian improvements.

49. Ensure all new signal phasing includes appropriate crossing times for the anticipated increase in pedestrian and bicycle traffic to safely accommodate the large crossings.

50. For the right-in, right-out driveways it may be beneficial to provide a gap analysis in order to determine the impact of these movements between intersections and highway ramps.

51. Please provide bike and pedestrian counts and crash data to determine potential impacts or issues that may be resolved with the planned improvements.

52. Please confirm access restrictions for the parking garage.

53. Please provide parking utilization data from similar sites to confirm the parking utilization rates. The sites should be of similar scale, land uses, and proximity to highway/transit as possible.

54. Parking Management – The petitioner should submit a parking management plan that provides detail on how all parking spots will be allotted to residential units, how guest parking and employee parking will be accommodated, and demand for commercial parking in light of previous comments on restaurant uses.

55. Algonquin Road and Arlington Heights Road Intersection - Under the Year 2029 Phase I conditions there is a nearly 50% increase in the westbound left turn movement during weekday evenings. This should be addressed in the signal timing recommendations.

56. Tonne Road Intersection - The Tonne Road Northbound left-turn movement suffers a significant delay in the Phase I and full buildout scenarios and not just a decrease in level of service. The delay more than doubles with no specific increase noted. The conditions with the proposed signal timing modifications should be provided. The same occurs for the southbound through and right-turn movements for both 2029 Phase I and full buildout.

Bike and Pedestrian Access

57. Provide details for the design and materials for all pedestrian crosswalks along the roadway frontages and internal parking lots.

58. Provide bicycle and pedestrian access along all frontages of the site through a shared-use path. This should include the shared drives accessible from Tonne Road and from Arlington Heights Road. The path would preferably be 10 – 12 feet wide although consideration down to an 8-foot path would be considered where they may be ROW restrictions and the existence of a sidewalk on the adjacent side of the roadway is provided. The path would allow for existing and future access to the following:
    - The Elk Grove Evanston Bikeway outlined in the Northwest Municipal Council (NWMC) Multimodal Plan. The Bikeway would be accessible from both Tonne Road and the Algonquin Road/Arlington Heights Road intersections.
    - Future connections to Busse Woods would be accessible from the southwestern edge of the site and would continue with future phases of the redevelopment. Future access may also be accessible to the internal roadway
    - Use shared-use paths through the site to access all future phases of redevelopment through the site or adjacent sites to promote multimodal access and shared parking opportunities.

Market Study:

59. While it is understood that the following projects are still in the planning phase, please analyze the potential impact of the Woods Plaza redevelopment in Elk Grove Village, along with the proposed redevelopment of International Plaza in the Village of Arlington Heights. Additionally, the Village is in very preliminary discussions with a developer that is interested in constructing 316 multi-family rental units on Arlington Heights Road approximately 1,500 north of the subject property.

PUD/Construction Phasing:

60. A preliminary construction schedule and construction staging plan shall be required, per Section 9.1i. The plans shall identify construction site entrances, anticipated number of construction workers and where they will park during each phase of construction, the type and amount of construction vehicles per phase and where they will

be staged, the location of material storage, and information on any anticipated lane closures, including info on where the closures will take place and the general timeframe for each closure.

61. Are they any proposed Covenants, Conditions, or Restrictions for the subdivision or PUD?

Plat of Subdivision:

62. Please clarify if your intent is to proceed with Preliminary and Final Plat of Subdivision approval into one process. Final Plat approval requires the submission of final engineering plans and stormwater detention calculations. Please note that the Final Plat of Subdivision, as approved by the Engineering Dept., must be printed on mylar and submitted to the Village, with signatures obtained from all parties except those to be coordinated by the Village, ***no less than one week*** prior to the Plan Commission hearing date. If this requirement cannot be met, you can proceed with Preliminary Plat approval, with Final Plat approval obtained at a future date (i.e. a separate Plan Commission meeting would be needed). Please note that no public notice is required for Final Plat of Subdivision approval. Should you end up proceeding with Preliminary Plat approval only, an electronic copy of the Plat which reads "Preliminary" will be required one week prior to the Plan Commission hearing.

63. Please note that payment of all applicable engineering fees and the provision of all surety bonds, public improvement deposits, and maintenance guarantees must be provided ***one week prior*** to appearing before the Village Board for Final Plat approval. An Engineer's Estimate of Probable Cost is needed in order to calculate these fees.

64. Why are so many owners certificates needed on the Plat?

65. IDOT signature is required on the Plat of Subdivision.

66. Per Section 29-209 of Chapter 29, please provide space for the County Clerk's stamp.

67. Building setback lines must be shown on the Plat of Subdivision. Please add setback lines which shall be 15' from the property boundary and 50' from the property boundary. For the 15' setback, a note shall be added clarifying that this applied only to structures between 1-3 stories tall and for the 50' setback a note shall be added to clarify that it shall be applied only to 4th story and above.

68. Provide a Deed of Dedication per Section 29-209n of Chapter 29. The 2nd and 3rd paragraphs can be omitted if there are no separate and additional covenants, conditions and restrictions for the subdivision.

69. A surveyors seal shall be added to the Plat.

70. Add the PIN numbers to the Plat per Chapter 29, Section 29-209s.

71. Add a location to send future tax bills per Chapter 29, Section 29-209t.

72. A lot number must be proposed for the new lot, including the total size of the newly proposed lot per Section 29-209i.

73. In order to properly display the necessary easements that must be established as part of this subdivision, along with the applicable easement provisions, it is recommended that another page be added to the Plat of Subdivision to clearly show the proposed easement locations, beneficiaries, and provisions.

Prepared by:

LANDSCAPING NOTES

1. REFER TO LANDSCAPE DRAWINGS FOR TERRACE DESIGN, DETAILS, AND SPECIFICATIONS.
2. REFER TO LANNDSCAPE DRAWINGS FOR PLANTS, TREES AND PLANTER SPECIFICATIONS.
3. REFER TO SHEET A-440 FOR ROOF TYPES
4. PROVIDE MINIMUM ONE EXTERIOR HOSE BIBB AND ONE WIFI/FI RECEPTACLE PER ROOF FOR BUILDING MAINTENANCE. REFER TO ARCH DRAWINGS FOR LOCATIONS

PARKING LEVEL NOTES

1. WALL REINFORCEMENT - CMU AND HERITAGE BRICK WALLS IN PARKING AREAS SHALL RESIST A CONCENTRATED LOAD OF 6,000 LBS APPLIED HORIZONTALLY IN ANY DIRECTION TO THE BARRIER SYSTEM AND SHALL HAVE ANCHORAGES OR ATTACHMENTS CAPABLE OF TRANSFERRING THIS LOAD TO THE STRUCTURE. THE LOADS SHALL BE ASSUMED TO ACT AT HEIGHTS BETWEEN 1'-6" AND 2'-3" ABOVE THE FLOOR. REFER TO SECTION 4.5.3 OF ASCE 7 FOR ADDITIONAL INFORMATION.
2. TYPICAL PARKING STALLS TO RECEIVE THE FOLLOWING:
   A. SIZE UNO: 9'-0" x 18'-0"
   B. 10" TALL PAINTED ORANGE STALL NUMBER
   C. 4" WIDE PAINTED ORANGE PARKING STRIPES AT LEFT AND RIGHT
   D. 6" x 6" BLACK RUBBER WHEEL STOP WITH REFLECTIVE VISIBILITY STRIPING LOCATED 2'-0" FROM REAR OF STALL, UNO.
3. TYPICAL HANDICAPPED PARKING STALLS TO RECEIVE THE FOLLOWING:
   A. SIZE UNO: 11'-0" x 18'-0" + 5'-0" x 18'-0" ACCESS AISLE
   B. 10" TALL PAINTED ORANGE STALL NUMBER
   C. 4" WIDE PAINTED ORANGE PARKING STRIPES AT LEFT AND RIGHT
   D. MIN 60" WIDE PAINTED WHITE STRIPED ACCESS AISLE FOR FULL LENGTH OF STALL
   E. 6" x 6" BLACK RUBBER WHEEL STOP WITH REFLECTIVE VISIBILITY STRIPING LOCATED 2'-0" FROM REAR OF STALL
   F. FLOOR OR WALL MOUNTED HANDICAP SIGNAGE.
   G. NO AREA OF THE PARKING STALL OR ACCESS AISLE SHALL HAVE SLOPE GREATER THAN 1:48
4. ALL PARKING STALLS AND DRIVE AISLES TO MAINTAIN MINIMUM CLEAR HEIGHT OF 7'-2"
5. PROVIDE PIPE GUARDS AT ALL EXPOSED PIPES, PAINTED SAFETY ORANGE.
6. PROVIDE CORNER GUARDS AT ALL COLUMNS AND WALLS WITHIN VEHICULAR TRAFFIC, PAINTED SAFETY ORANGE.
7. PROVIDE VEHICULAR TRAFFIC COATING IN ALL PARKING GARAGES EXCEPT AT FOLLOWING LOCATIONS: HEAVY VEHICULAR TRAFFIC COATING OVER OCCUPIED SPACES. SEALED CONCRETE AT SLAB-ON-GRADES.
8. ALL PARKING FLOORS ARE TO SLOPE TO FLOOR DRAINS LOCATED AT DRIVE AISLE.
9. REFER TO SHEET A-422 FOR BOLLARD DETAILS | B#

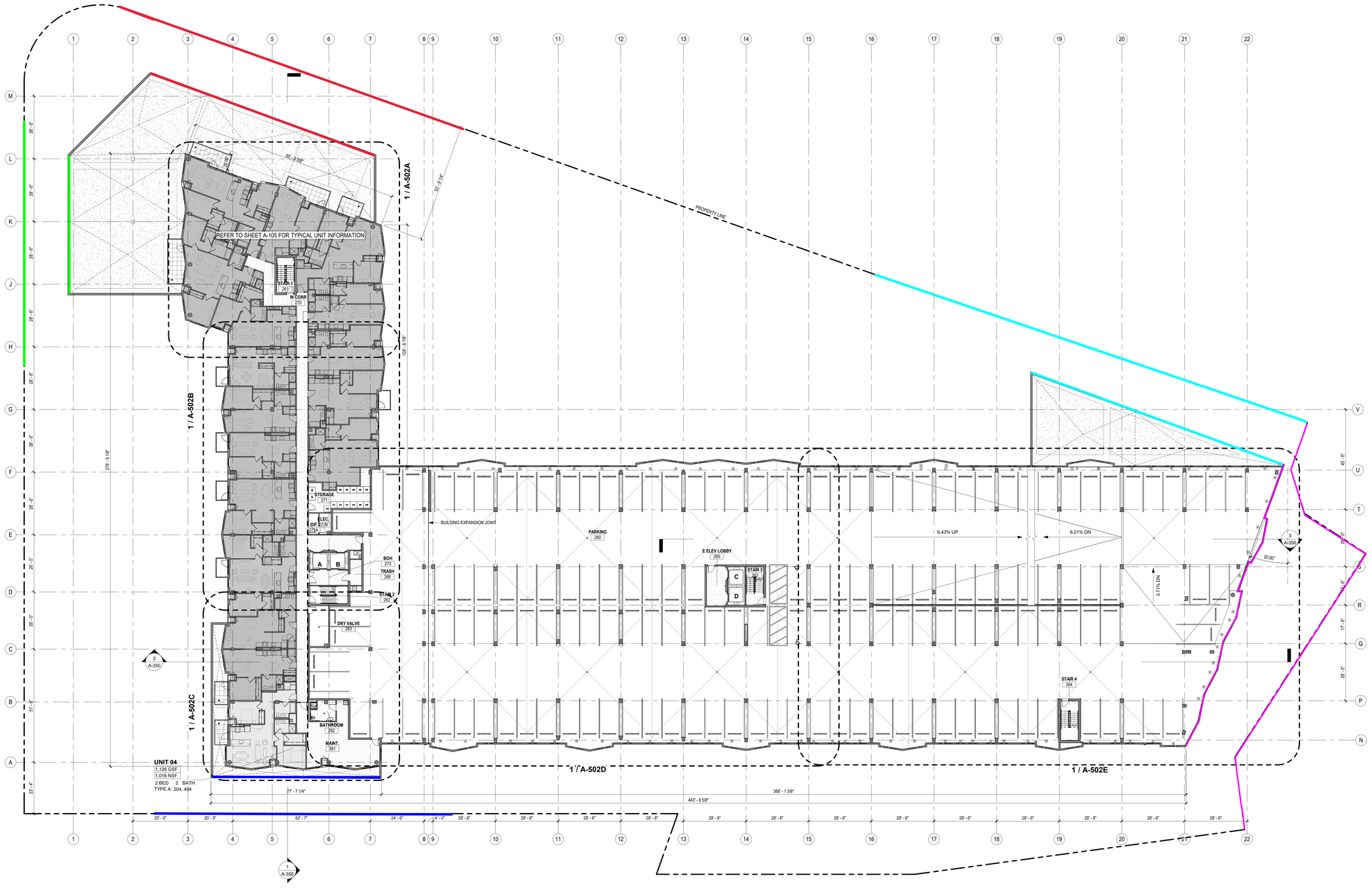
FINISH LEGEND

ROOM FINISH TAG	CEILING	WALL
	FLOOR	WALL BASE

COMMON SPACE SHADES

FLOOR PLAN NOTES

1. DIMENSIONS ARE TO GYPSUM BOARD, CONCRETE, OR CMU, UNO.
2. CLOSET DOORS ARE CENTERED WITHIN CLOSET WIDTHS, UNO.
3. SEE A-700 SHEETS FOR BATHROOM AND KITCHEN DETAILS IDENTIFYING DIFFERENCES BETWEEN TYPE A AND TYPE B UNITS.
4. FURNITURE IS SHOWN FOR REFERENCE ONLY.
5. REFER TO SHEET A-350 FOR ROOF TYPES AND A-003 FOR LOCATIONS AND SQUARE FOOTAGES
6. REFER TO INTERIOR ELEVATIONS FOR ROOMS WITH MULTIPLE WALL PAINT COLORS LISTED
7. SEAL ALL CONCRETE FLOORS THAT ARE NOT SCHEDULED TO RECEIVE ANOTHER FINISH
8. REFER TO DOOR SCHEDULE FOR TYPICAL RESIDENTIAL DOORS TAGS WITH A LETTER. NON-RESIDENTIAL DOORS ARE TAGGED WITH THE NUMBER OF THE ROOM THEY ASSOCIATE WITH
9. SEAL ALL EXPOSED CONCRETE WALLS IN RESIDENTIAL BATHROOMS
10. REFER TO DETAIL A-815 FOR TYP DOOR DETAILS
11. PROVIDE SHADES IN ALL UNITS: 1% AT ALL BEDROOMS AND STUDIO UNITS, 3% AT ALL KITCHENS, LIVING, DINING ROOMS UNLESS STUDIO UNITS.
12. REFER TO A-900 SEAMING DIAGRAMS FOR CARPET PATTERNS.
13. REFER TO LEVEL 5 FOR RESIDENTIAL UNIT TAGS AND INFORMATION.
14. PROVIDE CONTROL JOINTS AT ALL GYPSUM BOARD ASSEMBLIES AT INTERVALS OF 30' O.C. MAXIMUM. CONTROL JOINTS ARE TO ALIGN WITH DOOR JAMBS AT ALL LOCATIONS UNO. PROVIDE JOINT DRAWING TO ARCHITECT FOR REVIEW PRIOR TO CONSTRUCTION.
15. PROVIDE STANDARD WHITE LAMINATE CLOSET SHELVING MODULES WITH METAL HANGER RODS AT ALL RESIDENTIAL UNIT ENTRY AND BEDROOM CLOSETS.



1 LEVEL 2 OVERALL FLOOR PLAN
1/16" = 1'-0"

0' 8' 16' 32'

CITY STAMP

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SIGNATURE/SEAL

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ILLINOIS
THOMAS A. ROSZAK
REGISTERED ARCHITECT
#001 019175
EXPIRATION DATE:
NOVEMBER 30, 2024

I CERTIFY THAT THESE DRAWINGS WERE PREPARED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY PERSONAL KNOWLEDGE THEY CONFORM TO THE VILLAGE OF ARLINGTON HEIGHTS BUILDING CODE

No.	Date	Description
4	9/15/2023	90% CD's
2	7/25/2023	80% CD's
1	6/30/2023	50% CD's

ARLINGTON HEIGHTS PHASE I

2355 S. Arlington Heights Rd.,
Arlington Heights, IL 60005

OWNER
Bradford Allen
300 S. Wacker Dr. 35th Floor
Chicago, IL 60606
Tel: 312-994-5700

DEVELOPER
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Chicago, IL 60606
Tel: 312-423-7989

ARCHITECT
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Chicago, IL 60606
Tel: 312-423-7989

CONSTRUCTION MANAGER
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Tel: 312-423-7989

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Tel: 312-423-7989

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V3 Companies
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Woodridge, IL 60517
Tel: 630-724-9200

STRUCTURAL ENGINEER
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Tel: 312-596-2000

MEPFP DESIGN CONSULTANT
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Chicago, IL 60606
Tel: 312-201-7401

GEOTECHNICAL ENGINEER
GEI
8615 W. Bryn Mawr Avenue, Suite 406
Chicago, IL 60631
Tel: 312-985-0364

GENERAL CONTRACTOR
Clark Construction Group
216 S. Jefferson Street, Suite 502
Chicago, IL 60661
Tel: 312-474-5500

MECHANICAL DESIGN/BUILD CONTRACTOR

PLUMBING DESIGN/BUILD CONTRACTOR

ELECTRICAL DESIGN/BUILD CONTRACTOR

FIRE PROTECTION DESIGN/BUILD CONTRACTOR

KEY PLAN LV2-3

SHEET TITLE
LEVEL 2 FLOOR PLAN

SCALE	SHEET NUMBER
As indicated	A-102
DATE	
09/07/2023	

LANDSCAPING NOTES

1. REFER TO LANDSCAPE DRAWINGS FOR TERRACE DESIGN, DETAILS, AND SPECIFICATIONS.
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4. PROVIDE MINIMUM ONE EXTERIOR HOSE BIBB AND ONE WP/GFI RECEPTACLE PER ROOF FOR BUILDING MAINTENANCE. REFER TO ARCH DRAWINGS FOR LOCATIONS

FINISH LEGEND

ROOM FINISH TAG	CEILING	WALL
	FLOOR	WALL BASE
COMMON SPACE SHADES		

FLOOR PLAN NOTES

1. DIMENSIONS ARE TO GYPSUM BOARD, CONCRETE, OR CMU, UNO.
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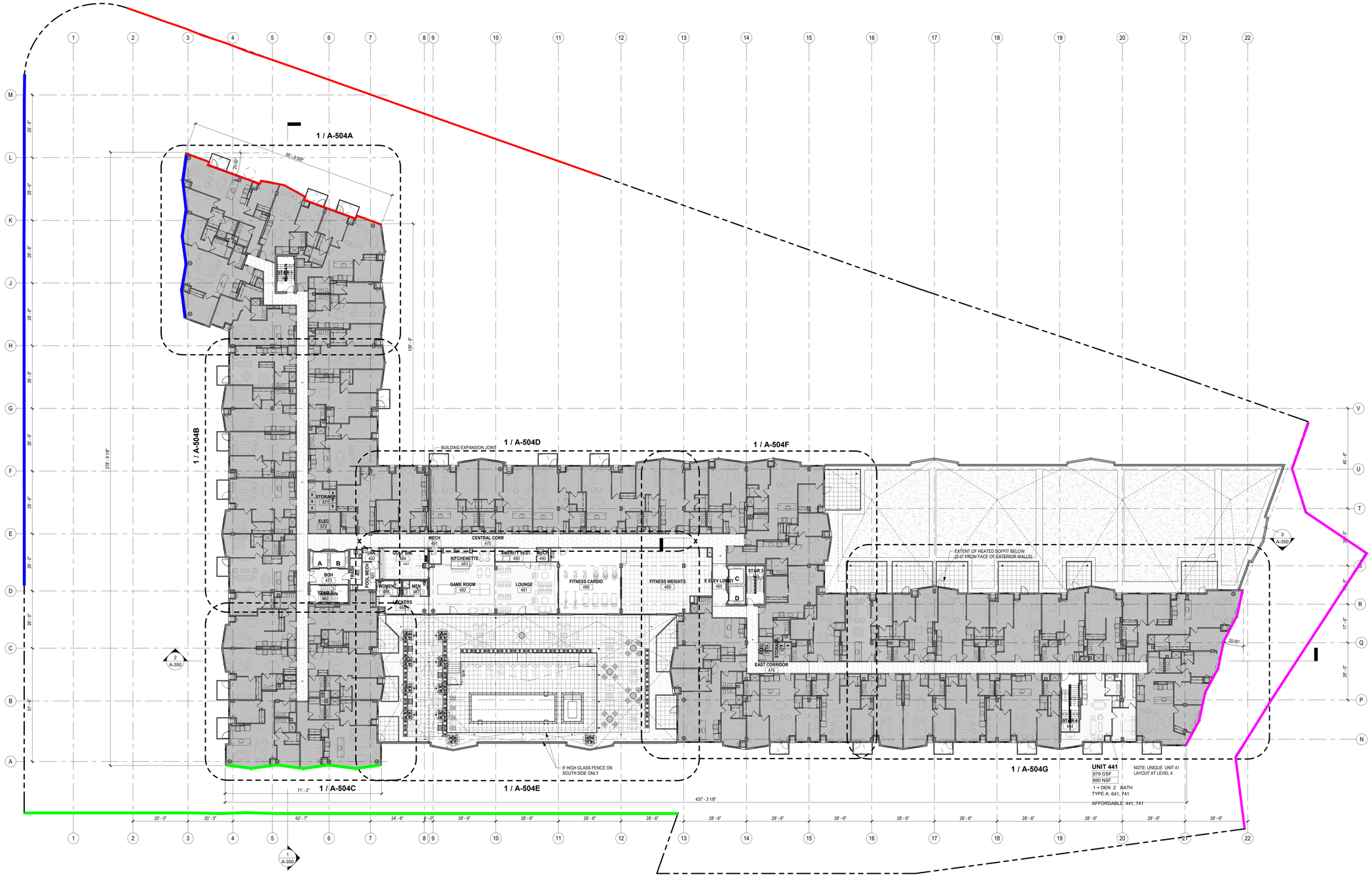

1 LEVEL 4 OVERALL FLOOR PLAN
1/16" = 1'-0"

CITY STAMP

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SIGNATURE/SEAL

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MECHANICAL DESIGN/BUILD CONTRACTOR

PLUMBING DESIGN/BUILD CONTRACTOR

ELECTRICAL DESIGN/BUILD CONTRACTOR

FIRE PROTECTION DESIGN/BUILD CONTRACTOR

KEY PLAN LV4

SHEET TITLE
LEVEL 4 FLOOR PLAN

SCALE	SHEET NUMBER
As indicated	A-104
DATE	
09/07/2023	

Arlington Gateway Development
PC 23-012
October 4, 2023

Landscape Issues

1) The overall landscaping is minimal. Please incorporate foundation plantings for the area located near the northwest corner of Arlington Heights Road and Algonquin Road. In addition, please incorporate foundation plantings for the area near Tonne Road and Algonquin Road. There should be an abundance of landscaping at both Tonne/Algonquin Road and Arlington Heights Road/Algonquin Road. The planting should be a mix of shrubs and perennials and take into consideration the design of the building elevation.

2) Provide parkway trees along Arlington Heights Road, Algonquin Road and Tonne Road. Please incorporate a variety of shade trees that are spaced approximately 40-50 feet apart. The trees should be 2.5 inch caliper at time of installation. The species must be salt and drought tolerant.

3) Incorporate decorative crosswalks that consist of a thermoplastic material or similar product for the intersection at Arlington Heights Road and Algonquin Road and the intersection at Algonquin Road and Tonne Road. The crosswalks must be wide enough to accommodate pedestrians and bicycles. Attached are examples of similar crosswalks and the Village will collaborate on the design details.

4) Specialty pavement is shown on the landscape plan and the engineering plan (Sheet L-100 & C3.0). Please note that the plans are inconsistent. The landscape plan shows specialty pavement that consists of stripes between the buildings. Please clarify the materials and coordinate so that the plans are consistent. In addition, please provide details for the pavers and the striped areas.

5) At the corner of Arlington Heights Road and Algonquin Road incorporate an expanded pedestrian area that includes specialty pavement, seat walls and landscaping. The area should contribute to the focal point and provide pedestrians a generous area of relief at the corner. Please see the attached concept.

6) Incorporate site furnishings including raised planters, decorative lighting and seating/benches throughout the site. Please provide details for the site furnishing package. For the decorative lighting, it is recommended that a decorative pedestrian light fixture (approximately 12 feet high) be incorporated throughout the site and along the public sidewalk on the private side.

7) Will landscaping or shade trees be provided on the south side of the new access road? Please show the transition for the area/drive to the south.

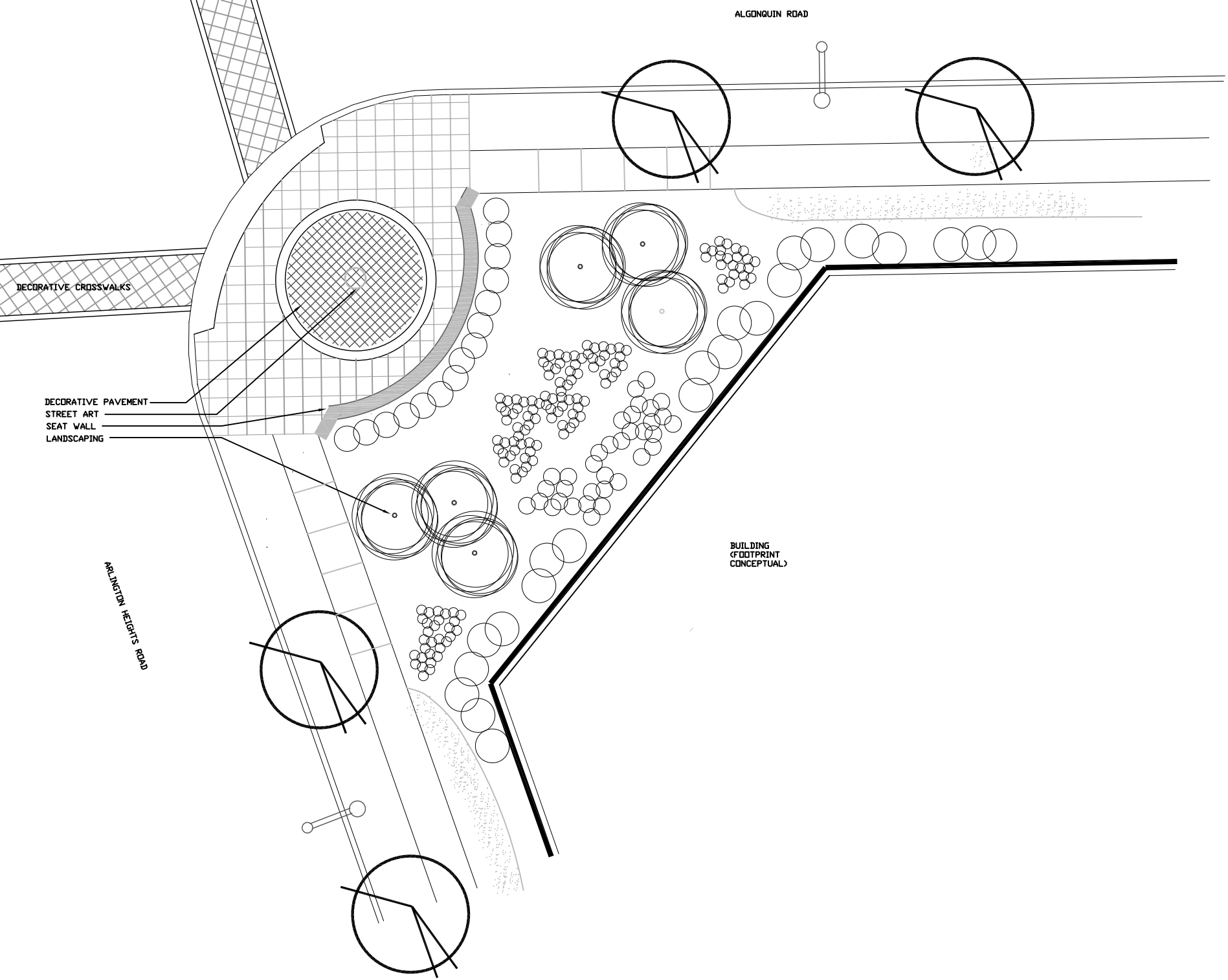
8) Whatever element is proposed in the area identified for pickle ball, it must be screened with landscaping. The landscaping should be layered with a mix of evergreens and perennials.

9) Provide a 3 foot high screen for parking areas along Arlington Heights Road and Algonquin Road. The code required screen must be incorporated between the public sidewalk and the parking area (Chapter 28, Section 6.15).

10) Provide four inch caliper shade trees at the end of each parking row (Chapter 28, Section 6.15).

11) Please provide details for the wall enclosing the generator on the south elevation.

12) Landscape screening must be provided for any utility/mechanical areas. Any new utility/mechanical boxes must be placed where they are not visible and screened.



1 PLAN VIEW CONCEPT - SOUTHEAST CORNER OF ARLINGTON HEIGHTS ROAD AND ALGONQUIN ROAD

NOT TO SCALE

CROSSWALKS

Memorandum

Date: **23 October 2023**

Re: **Arlington Gateway Development**
Response to VAH Department Comments received 06 October 2023

Case #: **PC 23-012**

To: **Sam Hubbard, VAH**

From: **Thomas Roszak**

Thank you for your careful review of our project drawings. We have reviewed the department comments and suggestions below and offer our responses underneath for each item;

Building & Life Safety:

#	COMMENT	RESPONSE
	The information provided is conceptual only and subject to a formal plan review. The following comments apply to all new mixed-use retail and residential buildings shown on the submittal.	*Noted*
1	Drawings produced by an Illinois licensed architect are required for permit submittal. The plans are not stamped and sealed at this review.	*Agreed, the drawings will be stamped and sealed by an IL licensed architect for permit submittal.*
2	An approved water supply capable of supplying the required fire flow for fire protection shall be provided. The plans do not appear to conform to this requirement	*Agreed, It is anticipated that an 8" water service will be required for the building to meet the required fire demand. The exact size of the incoming fire service will be coordinated to meet this requirement with the fire protection designer once they complete their design.*
3	Fire pumps, if provided, shall be installed in accordance with the 2018 International Fire Code and NFPA 20 and shall comply with all current code requirements including a minimum of two water mains located in different streets. The plans do not appear to conform to this requirement	*Agreed, fire pumps will be installed in accordance with the 2018 International Fire Code and NFPA 20 and shall comply with all current code requirements. The proposed fire service will be connected to the proposed watermain located south of the building which will be looped between the existing 12" watermains in Algonquin Road and Arlington Heights Road.*
4	Fire department connections (FDC) shall be located on the street side of buildings, fully visible and located at the main front entrance of the building and within a maximum travel distance of 100 feet to the nearest fire hydrant and in accordance with the NFPA standard applicable to the system design. The location of fire department connections shall be approved. In order to verify compliance, please	*Please refer to updated drawings. Two fire department connections are proposed on the building. One on the north side of the building near the main entrance, and one on the south side along the shared access drive. A fire hydrant is located approximately 62' from the southern FDC. The proposed north FDC was evaluated for hydrant proximity,*

	provide the proposed location of the FDC and the location of a fire hydrant within 100 feet of the FDC. 2018 IFC 912.2.1 as amended. The plans do not appear to conform to this requirement.	*and based on the geometry of the building and locations of the existing public watermains a fire hydrant cannot be located within 100' of the north location. The existing Village watermain along Algonquin Road is located on the north side across that street and running a new public main to the south side of the street for a single hydrant is impractical.*
5	A complete NFPA compliant fire suppression system is required. Supervised indicating control valves shall be provided at the point of connection to the riser on each floor. 2018 IFC 903.4.3	*Agreed, will be provided by fire protection contractor as separate permit.*
6	A fully functional fire alarm shall be installed per NFPA 72. The alarm annunciator panel shall be located at the front entrance. The plans do not appear to conform to this requirement.	*Agreed, a fire command center room (room 103) measuring a minimum 10 feet by 20 feet is provided in level 1 reception. Please confirm location or provide additional requirements for design team to incorporate into the design.*
7	Visible alarm notification appliances shall be provided in public areas and common areas. A visible exterior weatherproof alarm notification device shall be located within closest proximity to the front main entrance of the building or tenant space. 2018 IFC 907.5.2.3.1 as amended. The plans do not appear to conform to this requirement.	*Agreed, see revised sheets A-100, A201, A511C&D for added visible alarms at both residential entrances in exterior drive aisle. Further alarms will be coordinated at later date with the fire alarm contractor, prior to submittal for permit.*
8	A zoning indicator panel and the associated controls, or, fire alarm control panel shall be located within the closest proximity to the front main entrance. Verify with the Fire Code Official and Fire Department if they should be included at the main entrance if they will be in the fire command center. The plans do not appear to conform to this requirement.	*Agreed, see added note inside of Fire Command Center Room 103 on sheet A-501B.* *Please confirm is this location is acceptable.*
9	A key box (Knox Box) shall be provided and contain keys to gain necessary access as required by the fire code official. (More than one may be required based on the size of the project/building). The plans do not appear to conform to this requirement.	*Agreed, refer to revised sheets A-100, A-101, A501B and detail 8/A-300 for Knox Box location adjacent to main entry vestibule.*
10	In order to be considered part of an accessible means of egress, an elevator shall comply with the emergency operation and signaling device requirements. The plans do not appear to conform to this requirement. Separate permit are required.	*Elevators are not part of a means of egress*
11	All new elevators shall be equipped with emergency key opening devices at all landings. The location and specific type of device shall be approved by the Fire Department. The plans do not appear to conform to this requirement.	*Agreed, to be submitted as part of elevator permitting by elevator contractor*
12	If the elevator uses an automatic dialer, the ten-digit number 847-590-3470 shall be used. If bidirectional communication is available and is used, the elevator should call 911. The phone line used to dial 911 must have correct address information affiliated with that phone line. The plans do not appear to conform to this requirement.	*Agreed, to be submitted as part of elevator permitting by elevator contractor*
13	Emergency Signs required for elevators shall be 7 inches by 5 inches and read as follows: IN FIRE EMERGENCY, DO NOT USE ELEVATOR. USE EXIT STAIRS. The plans do not appear to conform to this requirement.	*Agreed, general signage added, please see revised sheet G-005, detail 5. Evacuation map and emergency signage will be provided at all elevator lobbies except egress floor level 1.*

14	At least one elevator shall be provided for fire department emergency access to all floors. The elevator car shall be of such a size and arrangement to accommodate an ambulance stretcher in its horizontal, open position, and shall be identified by the International Symbol for emergency medical services (Star of Life). The Symbol shall be not less than 3 inches high and shall be placed inside on both sides of the hoist-way door frame. The plans do not appear to conform to this requirement.	*Agreed, refer to updated detail 4/A-610 and 4/A-611 for added notes on Star of Life and added graphics of the compliant 24" x 84" stretcher fitting inside the elevator cabs.*
15	Separate permits are required for an emergency back-up generator. The plans do not appear to conform to this requirement.	*Agreed, permitting to be by electrical design/build contractor at later date.*
16	Structural calculations along with structural drawings by an Illinois licensed structural engineer shall be provided.	*Agreed, the drawings will be stamped and sealed by an IL licensed architect for permit submittal.*
17	Accessible routes are required throughout the site. Not enough information has been provided to verify this requirement.	*Agreed, additional elevations have been added along the accessible routes through the property.*
18	A preliminary construction staging plan and development schedule shall be provided for review by the Building & Life Safety Department prior to permit issuance for each phase of the project.	*Agreed, preliminary plan provided herein by the General Contractor and will be revised as necessary at time of permit submission.*
19	Per IFC 2018 D105.4, overhead utility and power lines shall not be located over the aerial fire apparatus access road of between the aerial fire apparatus road and the building. Other obstructions shall be permitted to be placed with the approval of the fire code official. Please verify that the submittal meets this requirement.	*Agreed, utility lines along Algonquin will be buried by contract with ComEd at additional cost to Developer. There are no other aerial obstructions throughout the site. Removal of the overhead lines on Algonquin Road have been noted on C2.1.*
20	Note "A transmittal letter detailing all the changes from the initial review will be required for any additional reviews."	*Agreed, this letter provides responses to each comment from all departments.*
21	Separate permits are required for the following systems for each building: 1. Each retail space; 2. Elevators - designed for a high-rise; 3. Fire Alarm - designed for a high-rise; 4. Fire Suppression - designed for a high-rise; 5. Emergency power system; 6. Stand-by power system; 7. Each swimming pool.	*Agreed, see added note on cover sheet of drawings.* *1. Retail build-out permit submissions will be provided prior to any construction work in the retail spaces beyond what is shown in the overall building permit drawings.* *2-7. Separate permits by the responsible contractors will be provided before commencement of any work.*

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http://www.roszak.com + thomas@roszak.com

Engineering:

#	COMMENT	RESPONSE
1	PUBLIC IMPROVEMENTS REQUIRED: Sidewalks	*Noted*
2	PERMITS REQUIRED OTHER THAN VILLAGE: a. MWRDGC b. IDOT d. IEPA	*Noted*
3	R.O.W. Dedications? NO	*Noted*
4	Site Plan Acceptable? NO	*Noted*
5	Preliminary Plat Acceptable? NO	*Noted*
6	Traffic Study Acceptable? NO (Draft Only)	*Noted*
7	Storm Wate Detention Required? YES	*Noted*
8	Contribution Ordinance Existing? YES (53-800 Not Applicable)	*Noted*
9	Floor Plain or Floodway Existing? NO	*Noted*
10	Wetland Existing? NO	*Noted*
11	The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, or permits required by other government or permitting agencies for construction. Detailed plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding.	*Agreed, and acknowledged.*
12	Since the subdivision is being proposed the plans must meet all subdivision requirements. Final engineering plans for all public improvements must be approved prior to the final plat of subdivision approval. An Engineering estimate of construction cost for full site improvements is required to complete the calculation for plan review, inspection, and other fees. An Engineers estimate of construction cost for public improvements is also required to complete the calculation for the required public sidewalk along Arlington Heights Road and Algonquin Road. These estimates should be submitted at least three weeks prior to the final Plan Commission meeting to allow us time to generate the fee letter and for the petitioner to assemble the proper documents.	*Agreed, an engineer's estimate of construction cost will be provided.*
13	Final engineering plans shall be georeferenced by using State Plane Coordinate System - Illinois east. Below are details about projection: Projected Coordinate System: NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	*Agreed, the final engineering plans are georeferenced using State Plane Coordinate System - Illinois east.*

	Projection: Transverse_Mercator False_Easting: 984250.00000000 False_Northing: 0.00000000 Central_Meridian: -88.33333333 Scale_Factor: 0.99997500 Latitude_Of_Origin: 36.66666667 Linear Unit: Foot_US Geographic Coordinate System: GCS_North_American_1983 Datum: D_North_American_1983 Prime Meridian: Greenwich Angular Unit: Degree	
14	The Final Plat of Subdivision must be reviewed and approved by Engineering prior to final Plan Commission approval. The original signed mylar Final Plat of Subdivision, containing all non-Village signatures, shall be submitted one week before the scheduled date of the final Plan Commission meeting. Village Code Section 29-209 also requires a digital copy of the plat to be provided on disk to the Village. The petitioner shall acknowledge that they accept this understanding.	*Agreed, and acknowledged.*
15	The proposed detention facilities will be a private system and as such will not be the Village's responsibility to maintain. a) Provide calculations for sizing the weir b) Provide stormwater report c) Detention shall meet MWRD and Village requirements, d) An MWRD permit is required.	*Agreed, see enclosed Stormwater Management report detailing required detention and volume control calculations. Project will be permitted with MWRD prior to detention facility construction. Copies of the MWRD permits will be submitted to the Village for review and approval.*
16	An IEPA permit is required for the sanitary sewer and water main extensions	*Agreed, copies of the IEPA water and sanitary permits will be provided to the Village for review and signature.*
17	Provide inspection manholes for the sanitary sewer approximately 5 feet from the buildings.	*Agreed, 5' Inspection Manholes have been provided at the downstream end of the sanitary sewer system prior to connection to the Village sanitary main.*
18	The proposed detention facility, onsite water main, sanitary sewer and storm sewer are private and as such will not be the Village's responsibility to maintain. An Onsite Utility Maintenance Agreement must be executed prior to the final engineering approval. Please contact the Village Engineer for an editable version of the OUMA	*Agreed, a request to the Engineering department was submitted via email on October 17th. Please send an editable copy of the OUMA to our team at mmoceri@roszak.com*
19	For the east building, the storm sewer and storm services for the south side of the building are not routed through the underground storage vaults.	*These services are tied into the detention system upstream of the restrictor and will back up into the proposed detention facilities.*
20	Storm structure STI-5 is in close proximity to the proposed water main extension	*Agreed, proposed watermain and storm structure have been adjusted to provide the required 10' of horizontal separation.*
21	Show the location of the water services for the east building and the northwest building	*Water service for all portions of the building are from the single water main at the south side of the building.*
22	The fire service and domestic water service for the southwest building is shown to be 12" in diameter, off of a 8" water main.	*Agreed, incoming water service has been revised to 8". Exact size of the incoming water service to be verified with the fire protection engineer once the design has been completed.*

23	The water main connection on Algonquin Road cannot be connected to a private main. The connection must be to the Village's 12" water main on the north side of Algonquin Road.	*Agreed, the watermain connection has been revised to connect to the existing Village watermain on the north side of Algonquin Road.*
24	All existing utilities must be abandoned at the mains.	*Agreed, all existing utilities must be abandoned at the mains.*
25	The Village has hired a consultant to assess the capacity of the sanitary sewer for future developments in this area. Phase 1 is complete, two routes have been identified and the Village has received preliminary approval from the MWRD. The Village is currently waiting for approval to go to Phase 2. Additional comments pertaining to the capacity of the sanitary sewer will be provided after the review of the report is complete.	*Acknowledged.*
26	Plan Commission approval will require preliminary engineering plans including detention calculations showing HWL., storage required, storage provided, and restrictor sizing calculations. Any detention storage system location under pavement must be designed to AASHTO HS-25 loading standard. The Village's allowable release rate is 0.18 cfs/Ac. Use C=0.50 for pervious areas, C=0.95 for impervious areas. Use updated Bulletin 70 rainfall data. Clearly show the overflow route for the site. Minimum restrictor size allowed, for maintenance reasons, is 2". Restrictors between 2" and 4" must be in a trap in a catch basin. Show the location and size of the restrictor. Provide a detail showing the restrictor catch basin. If the restrictor required to meet the allowable release rate is less than 2", calculate the amount of detention storage provided with a 2" restrictor. Subtract this amount from the required storage based on the allowable release rate to show the storage deficiency. This deficiency can be paid as money in lieu of detention at the rate of $1.00 per cubic foot.	*Agreed.1) Detention calculations have been provided in the enclosed stormwater management report.* *2) HWL within the vaults is noted on the Utility Plan (C5.0).* *3) Proposed StormTrap Vaults have been designed to meet HS-25 Loading.* *4) Detention Calculations are based on a release rate of 0.18 cfs/acre.* *5) C factors of 0.95 & 0.50 have been utilized.* *6) Updated Bulletin 70 rainfall has been used for detention calculations.* *7) Restrictor catch basin detail is included on C6.1.* *8) Restrictor size is 3.20".*
27	Final subdivision approval will require final engineering plans.	*Agreed, and acknowledged.*
28	The site photometric lighting diagram is acceptable. Clarify if the wall pack light fixture can be rotated or if the fixture is fixed to direct the light down.	*All fixtures mounted to the building walls cannot be rotated. fixture type EF4 directs light onto the building face only.*
29	Fire lanes, where required adjacent to buildings, must meet the pavement dimensions as directed by the Fire Department. Fire lanes require a heavy-duty pavement section. Asphalt pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-50 Binder, and 4" CA-6 Stone Subbase. Revise the heavy-duty pavement cross section.	*Agreed, the heavy duty asphalt section has been revised accordingly.*
30	The fire truck exhibit does not reflect the Village's tower truck. Attached are the specifications for the tower apparatus.	*Agreed, the fire truck exhibit has been revised per the provided tower truck specification.*
31	Provide dimensions from the fire lane to the buildings.	*Agreed, dimensions from the fire lanes to the buildings have been added to the plans.*
32	Concrete sidewalk through the entrances shall be 8" thick.	*Agreed, concrete sidewalks through driveways are noted as 8" thick.*

33	The sidewalk shall continue through the entrances, with the curb stopping at the sidewalk.	*Depressed curb and gutter is proposed at all locations where a sidewalks cross access drives.*
34	Provide a dedicated public easement for the public sidewalk along Arlington Heights Road and Algonquin Road.	*Agreed, a dedicated public easement will be provided for the public sidewalks at Arlington Hts Road and Algonquin Road.*
35	Arlington Heights Road and Algonquin Road are under the jurisdiction of the Illinois Department of Transportation (IDOT). All work within the right-of-way will require an IDOT permit.	*Agreed, the proposed site plan has been submitted to IDOT for preliminary review, and preliminary comments from IDOT were received on 7/10/23. Final drawings will be submitted to IDOT for review and approval.*
36	It is recommended to provide additional green space at the corner of Arlington Heights Road and Algonquin Road.	*Agreed, see revised L-100 for green space, planting, and seating added per this and other department comments.*
37	The demolition plan shows full-depth pavement removal at the entrance to Guitar Center affecting access to the Guitar Center parking lot, full-depth pavement removal for the cross-access road between Arlington Heights Rd and Tonne Road to the east, and for the entrance off of S Arlington Heights Rd to be used as the construction entrance, also impacting the Guitar Center parking lot access. The Village is aware that permits have been applied for to begin demolition. Provide additional information on the access to the Guitar Center site and if the cross-access will remain in service until construction begins.	*Agreed, a Logistics Plan will be provided at later date. Developer is undergoing conversations to purchase the Guitar Center lot. The plan will allow for entry at all times into the Guitar Center parking lot via their existing curb cut to remain or from the New Access Road.*
38	The Guitar Center site is not part of this subdivision. Clarify if the developer has permission to complete the modifications to the Guitar Center parking lot.	*Agreed, Developer is undergoing conversations to purchase the Guitar Center lot and will have such permissions.*
39	For the east building, provide the direction of traffic flow to the parking garage. The proximity to the Tonne Road access could be problematic.	*Access is provided from North via Algonquin Road, South via New Access Road, or East from New Access Road via Tonne Rf. All traffic is two-way. All traffic movements have been reviewed and approved by an IL licensed traffic engineer.*
40	For the northwest building, provide the direction of traffic flow to the garage. The access is 16 ft, two-way traffic requires 24 ft minimum.	*The access point to the northwest building is not a garage access point. This area is the access point to the loading dock for the building. The 16' dimension is sufficient for this access point.*
41	If the garage exits will be under stop control, provide detectable warning panels.	*Agreed, visual warning will be provided when the garage door is in motion to warn pedestrians and traffic of ingoing/outgoing traffic from the garage.*
42	Provide an exhibit showing vehicles maneuvering through the drop off aisle east of the westerly building.	*Exhibits of vehicles maneuvering through the drop off aisle have been enclosed, and they were reviewed and approved by an IL licensed civil engineer.*

Traffic

43	The Traffic and Parking Study is a draft. Provide the final Traffic and Parking Study	*Agreed, refer to the attached final traffic and parking study.*
44	The traffic signal at the intersection of Tonne Road and Algonquin Road is maintained by the Illinois Department of Transportation (IDOT). The Village of Arlington Heights is 100% responsible for the cost and maintenance and energy costs. The south leg of Tonne	*Agreed, and acknowledged*

	Road is private. The development will be required to share in the cost of the maintenance and energy.	
45	The draft Traffic and Parking Study indicate that dual left-turn lanes may be required on the northbound and southbound approaches of Tonne Road and Algonquin Road. Provide a layout for the future improvements to verify if the sidewalk between the building and Tonne Road should be shifted further west.	*Agreed, refer to attached exhibit for potential future layout of Tonne/Algonquin intersection. Please refer to updated site plans for relocation of the sidewalk along Tonne away from the curb in the event that this intersection increases in width in the future.*
Preliminary Plat of Subdivision		
46	A Preliminary Plat has not been provided. Refer to Preliminary Plat of Subdivision checklist.	*Agreed, one final plat will be provided*
Final Plat of Subdivision		
47	For the Final Plat of Subdivision, use the attached Final Plat of Subdivision Checklist. The elementary school district is Consolidated Community School District #25, Township High School District #214, Harper Community College District #512. Add the utility signature blocks.	*Agreed, this has been revised, please see attached Final Plat*
48	The existing lot lines are shown as the same line weight as the proposed lot lines, clarify the lot lines.	*Agreed, this has been revised, please see attached Final Plat*
49	The existing and proposed easement line types are similar, adjust the line type to clarify proposed easements.	*Agreed, this has been revised, please see attached Final Plat*
50	The plat shows the right-of-way to be 66 ft for Arlington Heights Road, the pavement width is approximately 124 ft. Verify the right-of-way for Arlington Heights Road.	*Agreed, this has been revised, please see attached Final Plat*
51	Refer to the Final Plat of Subdivision Checklist: a) Item k., the text of protective covenants relating to the proposed subdivision. b) Item l., provide an endorsement by the County Clerk that there are no delinquent, forfeited, foreclosed or purchased general taxes, or unpaid current general taxes, against the land proposed to be subdivided. c) Item n., provide the deed of dedication. d) Item o., for the Village Certificate, add signature blocks for the Village Collector and Village Engineer. e) Item r., provide a certificate in the form as required by the Illinois Department of Transportation. f) Item t., provide a block stating "Send Tax Bill to: (Name/address)." The actual name and address shall be provided by the developer. g) Item u., provide a location to identify the address of each new lot.	*Agreed, this has been revised, please see attached Final Plat*
52	Seven Owner's Certificates are provided on the plat. Indicate the respective parcels for each certificate.	*Agreed, this has been revised, please see attached Final Plat*

Police Department:

#	COMMENT	RESPONSE
1	**Character of use:** The character of use is consistent with the area. It will be necessary to limit access to the grounds, to discourage loitering. The addition of trespass signs is recommended.	*Agreed, and we are taking this comment into consideration. The property is under CCTV surveillance and adequate site lighting is provided. The Developer is open to providing "No Trespassing" signs as required in the future should loitering occur on the property.*
2	**Are lighting requirements adequate?** Lighting should be up to Village of Arlington Heights Code. Special attention should be given to those outside common areas- ie courtyard and parking garage. Landscaping must not create hiding locations and should provide for natural surveillance.	*Agreed, lighting meets Village Code minimums. We are asking for a variance to increase lighting on the south of the property past code maximum to better monitor the area, see Variance letter #1.*
3	**Present traffic problems?** Algonquin Rd and Arlington Heights Rd are both heavily traveled, main thoroughfares. Both roads and intersection of these roads are busy during peak and non-peak traffic hours. A traffic impact study was completed for this project.	*Acknowledged*
4	**Traffic accidents at particular location?** The intersection of Algonquin Rd and Arlington Heights Rd is a top ten crash intersection.	*Acknowledged*
5	**Traffic problems that may be created by the development.**	
5a	This development will create higher traffic volume in the area. Vehicles entering and leaving the property will impact traffic on the busy roadway and vice versa.	*Acknowledged*
5b	The size of the building adjacent to the roadway is a concern for traffic problems created by the development. Vehicles turning from northbound Arlington Heights Rd to eastbound Algonquin Rd will have to negotiate that curve without a clear line of sight on Algonquin Rd.	*Building is located at the corner per Planning Department feedback to create high visibility for the retail. Both our civil engineer and traffic engineer do not see this as an issue.*
5c	The design as it stands, reveals vulnerability to vehicles accidentally (or intentionally) leaving the roadway, whether by result of a traffic collision, or by reckless driving.	*Acknowledged*
5d	A multilayered approach should be taken to protect pedestrian traffic and the structure itself. Special consideration should be given to the frequent commercial traffic and the speed of vehicles on the roads adjacent to the property. The use of bollards around the perimeter of the property is recommended as bollards makes it more difficult for cars to drive onto the curb, through the doors or walls, or injure pedestrians.	*Acknowledged, we will take this into consideration.*
5e	Due to the location of this development, adjacent to a top ten crash intersection, it is recommended each entrance and exit is "right turn only".	*Agreed, entrances from Algonquin Road and from Arlington Heights road are right-turn only. The access from Tonne road is signalized.*
5f	The parking garage and proposed retail space will create heavy foot traffic on and around the property. The area around the vehicle entrance/exit should be clear of obstructions. Vehicle	*Agreed, see revised sheet A-501D for added warning lights at entrance to parking garage. Street parking will be prohibited.*

	traffic entering and exiting the parking garage must be able to view other vehicles and pedestrians. Street parking adjacent to the entrances/exits should be prohibited. Warning lights/audible signals could be used to signal vehicles are exiting.	
6	**General Comments:**	
6a	**Address visibility:**	
6a.**1**	Directional signage located at the entry to the complex should be utilized, clearly indicating location of management offices, building names, unit numbers and retail space.	*Agreed, signage and wayfinding will be provided and be permitted separately and to be in full compliance with the Building Code.*
6a.2	Include signage for "No Trespassing," "No Loitering" and/or "No Solicitation."	*Agreed, the Developer is open to providing these signs as required in the future should loitering occur on the property, and will confer with AHPD for resolution.*
6a.3	Interior and exterior of lobby space should utilize signage and increase visibility of addresses and unit numbers. All lobby spaces, elevator landings, etc. should prominently/adequately display floor plans. This is essential for first responders as well as persons unfamiliar with the complex layout that may need emergency services. Lobby areas should be equipped with interior signage indicating building number, floor plans, door numbers, etc.	*Agreed, signage will be provided and be permitted separately to be in full compliance with the Building Code.*
6a.4	For each individual unit within the complex, there should be a prominent address number which is easily visible to approaching motor vehicles, pedestrians, and first responders.	*Agreed, signage will be provided and be permitted separately to be in full compliance with the Building Code.*
6b	**Parking Garage:**	
6b.1	Is the new parking garage going to have public access for customers of the retail or is it a resident only parking garage? If yes, is there signage clearly distinguishing public access from private access? If no, is there access control to restrict non-residents/non-permitted driver's access?	*The parking garage will be limited to tenant parking, guests and building staff only. Access control signage will be provided for guests.*
6b.2	Parking could become an issue if a larger percentage of residents, than expected have vehicles. Emergency telephones should be installed in the parking area for added safety.	*Private residential garage only with access credentials required. Parking stalls are assigned and paid for by the tenant on a monthly basis. Cameras are provided at all entries and exits to the garage, both for vehicles and foot traffic.*
6b.3	Pedestrian access should be a priority for this project due to the size of the multi-family complex as well as the proposed retail space. Signage should be used whenever possible to increase access control. This includes clearly marked pedestrian entrances delineating public spaces. Approved pedestrian entrances on the ground floor should be securely locked in compliance with building, fire and life-safety codes. Avoid forcing pedestrians to cross the paths of the cars whenever possible. When such encounters are unavoidable, the design should create a safe passage for persons to move along until they come to a marked crosswalk.	*Agreed, refer to revised site plans. We have better delineated all crosswalks through the property with grey pigmented concrete. All exterior doors to the building are locked and require either key or keycard access. This project was designed to be pedestrian friendly.*

6b.4	Is the new parking garage designed in a way to reduce or eliminate members of our homeless population squatting there? Perimeter definition and access control are essential to deter unwanted pedestrian-level access to the parking lot or garage. (i.e. fencing, level changes, ground floor protection, and/or other architectural and environmental barriers that channel people to designated entry points and discourage others from hiding outside and inside the property or buildings).	*Agreed, private residential garage only with access credentials required. Cameras are provided at all entries and exits to the garage, both for vehicles and foot traffic. A professional management company will be employed and have employees to make rounds of the property multiple times per day. The large population of the building also allows residents to self-police and report any issues directly to the management company or the AHPD if needed.*
6b.5	CPTED recommends one means of entry and exit for all vehicles. The less entrances there are, the easier it is to control the users and uses of the facility.	*Agreed, one garage door serves all entry/exit from the garage. This door is monitored by CCTV and is in line of sight of management offices.*
6b.6	Ground-level metal screening should be used to prevent or deter unauthorized access, while upper floors should be open with cable strung to prevent cars from overshooting the parking spaces and toppling off. Ground-level screening should not be floor to ceiling in order to deter climbing to higher floors. If space permits, place short bushes close to the perimeter wall to discourage people from climbing or cutting the screen.	*Agreed, the parking garage is enclosed in the same materials as the rest of the building, brick with windows same as the residential portions above, and is not easily climbable. All exterior and interior walls of garage are crash rated to prevent a vehicle from crashing through.*
6b.7	Plantings higher than 3 feet should not be placed within 10 to 15 feet of entrances to prevent hiding spots, and mature trees should be pruned to 8 feet.	*Agreed, and acknowledged.*
6b.8	Structural support elements should be round rather than rectangular. A round column allows for much greater visibility around the corner than a rectangular or square column.	*Agreed, all columns within the exterior drive aisles are rounded in shape.*
6b.9	Elevators and stairwells should incorporate as much glass and high-visibility placement as structurally possible. Glass-walled elevators placed along the exterior of the building provide for good natural visibility by people on the street and within the garage.	*Agreed, the elevator entries at ground level are glass and visible from the building's main entrance and from the management offices. Ground level elevator entries are monitored by CCTV as well as cameras located inside each elevator car. All parking entrances and exits by car and pedestrians are monitored by CCTV. Stair access from parking levels to floors above parking level 3 is prohibited without the use of key fob or other monitored credentials.*
6b.10	Lighting is an important aspect of CPTED. Lighting increases the amount and quality of natural surveillance. If people cannot see the activity, they cannot report the activity. Lighting can also deter those intending to conduct criminal/nuisance activity. Exterior lighting needs to be activated by sensor, timer or motion depending on the need and location.	*Agreed, all exterior lights are on photocell, please see revised note #10 on L-100.*
6b.11	The height of the fixtures makes a difference in the ability of pedestrians to see past the shadows caused by the cars and other obstructions naturally occurring in parking lots. Typical light poles are 30 to 45 feet high and cast a wide swath of lighting, but they create deep shadows between cars. Pedestrian-level lighting in the 12- to 14-foot range casts light that will go through the glass of cars and reflect off the cars; that can dramatically reduce shadows and dark spots.	*Agreed, proposed parking lot lighting will have a mounting height of 20'-6" and additional lighting will be provided along the building façade at ground level. Proposed parking lot lighting levels have been designed by an IL licensed civil engineer to meet Arlington Heights Municipal Code and national standards for parking lot lighting. Care was taken to omit any light coming into residential units if the mounting heights were too high.*

6b.12	The interior of parking garages should be painted in light colors to increase reflectivity of the luminaires, which should use polycarbonate lenses for vandal- and break-resistance. The ceiling should be painted white to further increase the goal of reflectivity.	*The garage is private with restricted access. The interior of the garage will have light grey traffic coating on the floors, exposed concrete columns and ceilings, and exposed grey brick as seen around the building. The lights have a clear tempered lense and we have used this previously in other similar type buildings without any issues.*
6b.13	CCTV is an essential part of CPTED and is highly recommended in a parking garage as large as the one proposed for this project. Signage indicating the use of video surveillance and monitoring is also highly recommended with the CCTV.	*Agreed, all parking entrances and exits by car and pedestrians are monitored by CCTV. The use of surveillance is part of all resident lease forms.*
6c	**Balcony:**	
6c.1	The balcony should be designed so it does not act as a natural ladder and with anti-climb features. The balcony must be adequately designed so it does not to allow hand and foot holds to potential offenders trying to scale up the outside of the building. The railings should be designed so that foot or hand grips cannot be used by a potential offender.	*Agreed, the railings around balconies are made of vertical bars and make it difficult to scale up. Additionally, balconies are located at a minimum of 18 feet above the ground floor.*
6d	**Trash enclosure:**	
6d.1	Locking trash enclosures is recommended to discourage foraging. Additionally, the trash enclosure provides a place of concealment for criminal activity if trash areas are not properly secured.	*Agreed, all trash collection is located inside the building. Dedicated trash rooms are provided for all retail spaces and residential functions of the building.*
6d.2	Should be monitored 24/7 by CCTV and contain clearly visible signage indicating the use of security cameras	*Agreed, 24/7 CCTV monitoring will be provided in trash rooms directly accessible from the exterior, and contain clearly visible signage indicating the use of security cameras.*
6e	**Additional Resident Storage Space:**	
6e.1	The blue prints indicate residents will have access to private storage/bike storage units. Storage facilities should be secure and accessible only to residents. There should be signage to encourage users to lock their storage lockers and video surveillance of the area to deter theft and help identify potential offenders.	*Agreed, bike storage spaces required key card access or other monitored credentials. All bike parking equipment has space for a u-lock or other bike locking device. All residential storage rooms located on resident floors have individual storage lockers inside with lockable doors, locks are provided by the residents.*
6f	**Emergency Contact Information:**	
6f.1	Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.	*Agreed, the form has been received and has been shared with the General Contractor. The site superintendent will be responsible for keeping this up to date with the AHPD.*

Health Department:

#	COMMENT	RESPONSE
1	Plans for the proposed swimming pool and spa will need to be submitted to the Illinois Department of Public Health for permitting.	*Agreed, plans will be submitted for permitting.*
2	Village Code requires that recycling be provided in all multi-family properties. A recycling plan will need to be submitted during the building permit phase	*Agreed, please see added sheet A-620 for trash room plans. Recycling bins will be provided on each floor for residents and brought down to be disposed of by trash and recycling vendor. Can the Village provide an example of a "recycling plan" for our team to modify as required and put together prior to submitting for building permit?*

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Landscape:

#	COMMENT	RESPONSE
1	The overall landscaping is minimal. Please incorporate foundation plantings for the area located near the northwest corner of Arlington Heights Road and Algonquin Road. In addition, please incorporate foundation plantings for the area near Tonne Road and Algonquin Road. There should be an abundance of landscaping at both Tonne/Algonquin Road and Arlington Heights Road/Algonquin Road. The planting should be a mix of shrubs and perennials and take into consideration the design of the building elevations.	*Agreed, please see revised landscape plan for added plantings at both of these major corners. Care was taken into the overall landscape design to provide beautiful shade trees and ornamental trees. An abundance of perennials, grasses and annuals are shown to provide for a prairie landscape design theme. Two butterfly gardens are shown to provide opportunities for pollinators to thrive and provide delight to the residents.*
2	Provide parkway trees along Arlington Heights Road, Algonquin Road and Tonne Road. Please incorporate a variety of shade trees that are spaced approximately 40-50 feet apart. The trees should be 2.5 inch caliper at time of installation. The species must be salt and drought tolerant.	*Agreed, please see revised landscape plans for dimensions and locations of trees. We will comply with minimum caliper sizes. The trees we are providing are spaced closer together, and more in line with spacing as suggested by landscaping standards for each species. These species are salt and drought tolerant.*
3	Incorporate decorative crosswalks that consist of a thermoplastic material or similar product for the intersection at Arlington Heights and Algonquin Road and the intersection at Algonquin Road and Tonne Road. The crosswalks must be wide enough to accommodate pedestrians and bicycles. Attached are examples of similar crosswalks and the Village will collaborate on the design details.	*Agreed, we are open to exploring this option with the Village.*
4	Specialty pavement is shown on the landscape plan and the engineering plan (Sheet L-100 & C3.0). Please note that the plans are inconsistent. The landscape plan shows specialty pavement that consists of stripes between the buildings. Please clarify the materials and coordinate so that the plans are consistent. In addition, please provide details for the pavers and the striped areas.	*Agreed, please refer to updated civil and landscape drawings. We have clarified pigmented concrete locations on the site as well as removed pavers in the drive areas for a more simplified design.*
5	At the corner of Arlington Heights Road and Algonquin Road incorporate an expanded pedestrian area that includes specialty pavement, seat walls and landscaping. The area should contribute to the focal point and provide pedestrians a generous area of relief at the corner. Please see attached concept.	*Agreed, please see revised landscape plan for these updates based on the VAH provided concept drawing. We have also added a similar design to the small corner at Tonne and Algonquin Road intersection.*
6	Incorporate site furnishings including raised planters, decorative lighting and seating/benches throughout the site. Please provide details for the site furnishing package. For the decorative lighting, it is recommended that a decorative pedestrian light fixture (approximately 12 feet high) be incorporated throughout the site and along the public sidewalk on the private side.	*Agreed, please see revised landscape plans for locations of planters, site lighting, and benches. We have opted to keep all pole lighting at 20'-6" in order to meet minimum site lumen requirements without having to add too many poles. Reducing the height to 12' would require adding site lighting poles in order to keep the minimum lumens as required by code. Care was also taken to omit any light coming into residential units.*
7	Will landscaping or shade trees be provided on the south side of the new access road? Please show the transition for the area/drive to the south.	*Agreed, we are matching existing pavements at south side of New Access Road including existing curb cuts. There is no planting planned for this Phase of the project as this area is beyond out property line. However, we plan on providing landscaping at south side of the road on that future phase.*

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8	Whatever element is proposed in the area identified for pickle ball, it must be screened with landscaping. The landscaping should be layered with a mix of evergreens and perennials.	*Agreed, please refer to revised site plans with pickle ball court removed (as suggested by Sam Hubbard). This function has been replaced with a meadow/butterfly garden with lighting and benches.*
9	Provide a 3 foot high screen for parking areas along Arlington Heights Road and Algonquin Road. The code required screen must be incorporated between the public sidewalk and the parking area (Chapter 28, Section 6.15).	*Agreed, please refer to revised landscaping plans for added hedgerows (Forsythia) between parking lots and public sidewalks.*
10	Provide four inch caliper shade trees at the end of each parking row (Chapter 28, Section 6.15).	*Noted, please refer to revised landscaping plans for locations of trees at ends of parking lots. The south end of the west parking lot has been provided with a hedgerow in lieu of trees as there is not enough space to plant trees at this location.*
11	Please provide details for the wall enclosing the generator on the south elevation.	*Agreed, please see detail 1/A-426 for railing detail around the site mechanical area on the south side of the building. Note that the detail is for a picket fence which is used throughout the project. At this specific site location there will be an additional layer of perforated metal screening applied to the vertical posts to further screen the mechanical equipment. There will also be a planting bed on the outside of this fence with hedges, see Landscape drawings.*
12	Landscape screening must be provided for any utility/mechanical areas. Any new utility/mechanical boxes must be placed where they are not visible and screened.	*Agreed, please refer to revised landscaping drawings for added landscaping around the south mechanical area.*

Planning & Community Development:

#	COMMENT	RESPONSE
1	Complies with Comprehensive Plan? YES	*Noted*
2	Complies with Thoroughfare Plan? YES	*Noted*
3	Variations needed from Zoning Regulations? YES	*Noted*
4	Variations needed from Subdivision Regulations? NO	*Noted*
5	Subdivision Required? YES	*Noted*
6	School/Park District Contributions Required? YES	*Noted*
7	The Plan Commission must review and approve the following action:	
7a	*- Planned Unit Development to allow a 299-unit mixed use development with 24,875 square feet of ground floor commercial floor area.*	*Agreed, please see revised drawings for updated unit count (301) and square feet of ground floor commercial area (24,972 square feet)*
7b	*- Rezoning from the B-3, General Service, Wholesale, and Motor Vehicle District to the B-2, General Business District.*	*Agreed*
7c	*- Plat of Subdivision approval to consolidate the subject property into one lot.*	*Agreed*
7d	*- Conceptual Special Use Permit approval to allow xx,xxx sq. ft. of restaurant floor area including x,xxx square feet of exterior seating areas. When tenants are identified for these spaces, they will be required to obtain a Special Use Permit through the Plan Commission review process, or if eligible, receive a Special Use Permit Waiver.*	*Agreed, the exterior seats have been removed.*
7e	*- Setback variations from Chapter 28, Section 5.1-21.1d will be required as based on your response. See remainder of comments for further details.*	*Agreed, refer to Variation Request #1*
7f	*A variation from Chapter 28, Section 6.1-5.1 to allow balconies to encroach into certain yards as based on your response to certain comments below.*	*Agreed, assuming the code section is supposed to read "Section 6.5-1" for accessory structures attached to main building. Refer to Variation Request #1*
	Additional variations may be required depending upon your response to certain comments and review of the revised plans.	*Agreed, refer to Variation Request #2 for site lighting variation request*
8	For all variations identified as being required based on the comments below, please provide a separate document outlying the justifications for each variation requested. This document shall address the specific standards of approval for variations as outlined in Code. For each requested variation, provide a separate response outlying how the variation complies with the standards for approval as outlined below:	*Agreed, refer to Variation Requests #1 and #2.*

8a	*The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property; and*	*Agreed, our design for this project has aspired to comply with this statement.*
8b	*The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned; and*	*Agreed*
8c	*The proposed variation is in harmony with the spirit of this Chapter; and*	*Agreed, our design for this project has aspired to comply with this statement.*
8d	*The variance requested is the minimum variance necessary to allow reasonable use of the property.*	*Agreed, our design for this project has aspired to comply with this statement.*
9	Please review and revise the project narrative to reflect the most recent iteration of this project.	*Agreed, please see attached revised Project Narrative*
10	Impact Fees will be required for the residential portion of the development, in accordance with Village Policy.	*Agreed*
11	Future plan submissions shall include less plan sheets. Please omit the following plans. Geotechnical, A107-A126, A201-205, A420-425, A490-493, and A600 thru the end of the plan set, all of which shall be reviewed as part of building permit review. Please ensure that all plans and/or studies to be submitted as a result of the Round 1 Department review comments include a revision date. One hard copy of all resubmission items shall be required, along with one copy of all resubmission items in a USB/flash drive.	*Agreed*
12	Please provide a short summary on the neighborhood meeting, including when notices were sent in the mail, when the meeting occurred, what the location of the meeting was, and how many attendees were present.	*A neighborhood meeting was held on August 29th, 2023 at 6pm at the DoubleTree by Hilton Hotel Chicago – Arlington Heights. Notices were mailed to out on August 11th. There we no attendees at the meeting.*
13	IDOT review and approval shall be required. You're strongly encouraged to begin coordination with IDOT regarding the proposed modifications to access/curb cuts. Please provide an update on all communications to-date.	*Agreed, the proposed site plan has been submitted to IDOT for preliminary review, and preliminary comments from IDOT were received on 7/10/23. A copy of the preliminary comments has been enclosed. Final drawings will be submitted to IDOT for review and approval.*
14	Please reach out to Pace to coordination on potential bus stop improvements: Steven Andrews Pace Suburban Bus Section Manager, Community Relations Cell: 847-997-1509 Steven.Andrews@PaceBus.com	*Agreed, we have reached out to Pace and are working on providing the appropriate bus stop pads along Algonquin Road. Please see revised site plans for added concrete pad. The design may evolve further as we finalize coordination with Pace. Final design will be provided with building permit submittal.*

Easements & Access

15	What is the status on the release of the easements that encumber the site? Please provide a summary of the easements, beneficiaries, and the status of their release. Additionally, please provide the	*Final Plat of Subdivision and Plat of Abrogation and Grant of New Easements have been submitted herein.*

	following easement documents: 22566267, 22566270, 22925493, 22925494, 86291197, and 0020420409	
16	Access shall be granted for Lots 1, 2, and 3 of the Lincoln Executive Plaza subdivision for usage of the portion of the E/W road from Tonne to Arlington Heights Road that falls within the subject property. This must include the portion at the northwest portion where the access drive connects to Arlington Heights Road. This shall be added to the Plat of Subdivision.	*These items are encompassed in the Plat of Subdivision and Plat of Abrogation and Grant of New Easements, we intend to interact with staff and figure out how all the various rights can be mentioned.*
17	Access shall be granted to the Guitar Center lot for usage of all portions of the E/W road from Tonne to Arlington Heights Road that fall within the subject property. Provide this on the Plat of Subdivision.	*These items are encompassed in the Plat of Subdivision and Plat of Abrogation and Grant of New Easements, we intend to interact with staff and figure out how all the various rights can be mentioned.*
18	Please provide proof of ownership for Lot 2 of Lincoln Executive Plaza subdivision and/or authority to make the modifications to the E/W road. An easement benefiting the appropriate lots will be needed on Lot 2 to account for the proposed modifications to the intersection of the E/W Road and Tonne.	*These items will be solved by showing we are in title to Guitar Center, and that the new road modification do not fall onto Lot 2 of the Lincoln Executive Plaza office condo. The obelisk is now within our property. We do not yet have control of Lincoln Executive Plaza office condo Lots in Phase 4.*
19	Does the petitioner have the authority to make the modifications to "Parcel 4" and the portions of the Guitar Center lot? Please provide record of the authority to make these modifications or indicate the status of any negotiations to obtain this authority.	*We will be in title to Guitar Center shortly, but do not yet have control of Lincoln Executive Plaza office condo Lots in Phase 4, and that is the reason for the road modification. Once we are in control of the Lincoln Executive Plaza office condo Lots in Phase 4, we will modify the road to the original layout.*
20	Similarly, does the petitioner have the authority to make the modifications to the northwest corner of Lot 1 within the Lincoln Executive Plaza subdivision, (located at the northeast corner of the subject property)? Please provide record of the authority to make these modifications or indicate the status of any negotiations to obtain this authority.	*The obelisk is now within our property. We do not yet have control of Lincoln Executive Plaza office condo Lots in Phase 4.*
21	An easement is needed for the sidewalk that falls within the subject property. Provide this on the Plat of Subdivision.	*Agreed, this will be shown on Final Plat of Subdivision.*

Streetscape/Landscaping/Photometrics

22	Photometric levels along the south property line abutting the Guitar Center exceed the maximum allowable levels (restricted to 2.0 footcandles at the property line). Revise the plan to conform to code requirements, as feasible, or request a variation to allow 4.0 footcandles where code restricts maximum footcandles to 2.0.	*Please see attached Variance Request #2. A variance is being requested to exceed the 2.0 foot candle requirement at the south property line. To adequately light the shared access drive (a portion of which is outside the property limits), the 2.0 foot candle requirement needs to be exceeded at certain locations.*
23	Revise the Photometric Plan to include the fixture mounting height for all free-standing poles (fixtures SL-1 thru SL-3). Per Section 10.2-12.3c3, all fixtures mounted 20'-40' above grade shall be separated from each other by 3' for every 1' of mounting height. Separate the fixtures accordingly to comply with code, as applicable.	*Agreed, a mounting height of 20'-6" is noted in the fixture schedule on the photometric plan for fixtures SL-1 thru SL-3. Based on a mounting height of 20'-6" a minimum separation of 61.5' is required. All proposed fixtures meet this separation requirement.*
24	The label callouts on sheet L-100 do not appear to be pointing to the correct items. Please review and revise accordingly.	*Agreed, please see revised L-100 sheet*

25	Provide a detail for the proposed exterior mechanical screen (height, material, style). Also provide for the proposed dog run fence.	*Agreed, see revised notes on L-100. Refer to detail 1/A-426 for railing details.*
26	In addition to the proposed mechanical enclosure along the south side of the building, please indicate the location of any necessary ground mounted mechanical equipment (HVAC equipment, utility pedestals/meters, switchgear, etc.) on the site plan and provide landscaping screening where applicable.	*Agreed, all exterior mechanical equipment is labeled on L-100 and other drawings through the set. The only exterior mechanical equipment, besides on building rooftops, are within the fenced enclosure on the south side of the development.*

Site/Infrastructure

27	Please provide a conceptual intersection plan for the Tonne Road/Algonquin Road infrastructure improvements required in future phases. Modifications to the proposed infrastructure may be needed to accommodate for the future intersection improvements, such as curbline, sidewalk, and pedestrian crossings, and this should be taken into consideration within your forthcoming resubmission. Can intersection improvements, such as the dual left turn lanes, be accommodated in the existing road-way easement? The conceptual intersection plan shall include the following: - The entire intersection including all easement, Rights-of-Way (ROW), signal equipment, lane configurations, bike and pedestrian facilities, and crossings to determine the alignment of the roadway. - How the driveway will align with the traffic lanes with Tonne Road across Algonquin Road. - All configurations of the driveway for the future phases of redevelopment.	*Agreed, a conceptual exhibit for the proposed intersection geometry has been included.*
28	Please re-evaluate the proposed pickle ball court location as adjacent to the outdoor eating area and long Algonquin Road. Consider a different amenity in this location that would better integrate with the outdoor dining areas and would not require a 10' tall fence with netting. As an accessory structure, this sport court would require a variation to be located in the exterior side yard along Algonquin Road. A variation would be required for the 10' tall fencing.	*Agreed, refer to updated site drawings for removal of pickle ball court. This area has been updated to a meadow/butterfly garden.*
29	Please revise the exterior bike parking locations to relocate the bike racks outside of pedestrian walkways/sidewalks. Please not that between 5-15 bike parking spaces will be required for the commercial uses (depending on the overall tenant mix and size of the restaurants).	*Agreed, refer to updated site drawings for additional bike parking locations throughout the site, near Retails A, B, and C, as well as the residential entrance. All bike parking locations have been relocated outside of the main sidewalk.*
30	Per the South Arlington Height Road Corridor Plan, the overhead lines along the south side of Algonquin Road shall be buried as part of any redevelopment on the subject property. Please coordinate with IDOT and the applicable utility companies to facilitate said burial.	*Agreed, utility lines along Algonquin will be buried by contract with ComEd at additional cost to Developer. We are coordinating with ComEd and deposits for design work have been paid at this time.*
31	Provide a master plan showing how the proposed project (i.e. Phase 1) integrates with the existing improvements on the neighboring lots.	*Agreed, please refer to sheets G-100A and G-100B to Phase 1 and Multiple Phase site plans.*

32	The Obelisks shall be reviewed as part of the Design Commission review process.	*Agreed*
Building		
33	Building setback variations are necessary as code requires building setbacks along 4 sides of the site, not just along the sides abutting Algonquin Road and Arlington Heights Road. The setbacks are required as follows: - North: 15' (floors 1-3), 50' (floors 4 and above) - South: 15' (floors 1-3), 50' (floors 4 and above) - East: 15' (floors 1-3), 50' (floors 4 and above) - West: 15' (floors 1-3), 50' (floors 4 and above) Please revise the architectural plans to clearly show the proposed building setbacks. Specifically, see the attachment at the end of these comments and revise the applicable sheets to clearly show the proposed setbacks of the building at its closest point from the colored elevations to the adjacent colored property line.	*Agreed, refer to Variance Request #1. We have also added these setback lines to our Roof Plan, sheet A-106*
34	Balconies are only a permitted encroachment within a required rear yard. Per Code, the rear yard is the east side of the site abutting the privately owned Tonne Road parcel. Balconies that project outwards past the front plane of the structure on the north, south, and west elevations in areas where the front plane of the structure already encroaches into a required setback, will require a variation to further project into the required setback. Please provide details to verify the extent of variations as may be required.	*Agreed, refer to Variance Request #1. We have also added these setback lines to our Roof Plan, sheet A-106*
35	Provide a response to the variation approval criteria for any building setback variation and balcony encroachment variation required.	*Agreed, refer to Variance Request #1*
36	Add to the elevation a height measurement to the top of the elevator/stair overrun.	*Agreed, refer to added elevation notes on building elevation sheets A-300 and A-301*
37	Add note to elevations confirming loading zone door height. Minimum required clearance for loading zones is 14' in height.	*Agreed, vertical dimensions added to Sheet A-301 at all loading dock doors. All doors are 14' minimum.*
38	Please revise the architectural floor plans and to clearly show the width and depth of all parking rows within the garage, as well as the width of all drive aisles within the garage. Parking stalls shall be a minimum of 9' wide and 18' deep. Drive aisles shall be a minimum of 24' in width.	*Agreed, refer to updated site plan for site parking dimensions. Refer to updated A-500 Floor Plans for parking dimensions.*
39	Please demonstrate if the last two "stalls" at the end of the Level 3 garage are too difficult to access to be used for parking purposes. If these spaces need to be left open to provide access to the adjacent stalls, please consider striping these stalls to make it clear that they are not to be used for parking.	*Agreed, these areas are intended to provide easier access to the adjacent stalls and are now shown as striped. As these were not intended to be stalls they were never included in the total parking number. See sheet A-006B*
40	A note must be added to the floor plans outlining how many bike parking spaces will be contained within the bike storage room. Per code, a minimum of 30 bike parking stalls shall be required for the residential uses.	*Agreed, refer to updated floors plan A-501D for number of bike parking (50 bikes)*
41	Please provide a conceptual plan for the green roofs and solar panel array.	*Agreed, refer to Roof plan on A-106 for roof plan showing preliminary solar array layout. We are discussing the design*

		with a number of solar array companies at this time. Refer to revised Landscape drawings for roof landscape plans.

Parking and Traffic

42	The amount of code required parking for restaurant tenants (1 space per 45 sq. ft. of seating area) is greater than for standard retail tenants (1 space per 300 sq. ft. of floor area). The proposed commercial spaces are intended to include restaurant tenants and outdoor seating areas have been proposed. The commercial parking has been proposed at the minimum code required amount as based on the entire commercial space being leased to non-restaurant tenants. In order to adequately plan for parking, provide an estimate for the total square footage within each retail space (A, B, C) that is anticipated to be leased to a restaurant/café/food establishment.	*Agreed, please refer to Parking Management Plan for parking requirements without a restaurant and in the case Retail C becomes a restaurant.*
43	The parking tables on sheet A-006A and A-006B should be updated to account for the restaurant spaces.	*Agreed, the restaurant spaces would only occupy our building once we begin on a subsequent phase and allowing us to utilize shared additional parking on the next phase(s). The parking counts on the A-006 sheets reflect non-restaurant uses in the retail spaces. Please refer to the Parking Management Plan for parking with Restaurant in Retail C space.*
44	Please note that the size of outdoor seating areas is included in the overall restaurant seating area size for code required parking calculations purposes.	*Agreed, we have removed the outdoor seating at these areas. Refer to updated site plans.*
45	Delineate on sheet A-006A the boundaries of each outdoor seating area and provide the size (in sq. ft.) of each.	*Agreed, we have removed the outdoor seating at these areas. Refer to updated site plans.*
46	Can the lower level of parking be expanded slightly to increase the garage parking supply? This would allow for sharing of garage parking between the commercial and residential uses. Commercial employees could park in the lower level of the garage, or if restaurants offer valet parking, this could be provided in the lower level of the garage.	*This is something we explored a few times during conceptual design. The cost of excavation, retaining walls, and waterproofing required to extend the basement further out is cost prohibitive. We meet and exceed the VAH parking requirements.*
47	Please outline where guests of the residential units, employees (of both the residential and commercial uses), and valet parking could occur.	*All residential parking, building staff parking and guest parking is within the garage. Commercial use spaces are all the exterior spaces. Refer to the Parking Management Diagram for parking allocation if Retail C becomes a restaurant.*
48	Provide description of all anticipated approvals that will be needed from IDOT in order to design and install traffic as well as bike and pedestrian improvements.	*Agreed, a highway permit from IDOT will be required for removal of the existing driveways and sidewalks, relocation of an existing light pole, new right-in / right-out driveways to Arlington Heights Road and Algonquin Road, new sidewalks, and sanitary sewer and watermain connections in Arlington Heights Road and Algonquin Road.*
49	Ensure all new signal phasing includes appropriate crossing times for the anticipated increase in pedestrian and bicycle traffic to safely accommodate the large crossings.	*Agreed, as is the case under current conditions, any modifications to the traffic signal will be designed with pedestrian/bicycle actuation (push buttons). When activated,*

		the traffic signal will provide the appropriate time for pedestrians and bicyclists to cross the intersection.
50	For the right-in, right-out driveways it may be beneficial to provide a gap analysis in order to determine the impact of these movements between intersections and highway ramps.	*It is our traffic engineer's opinion that gap studies are not necessary due to the facts that (1) the access drives are restricted to right-turn movements only, (2) the access drives are replacing existing right-turn in/right-turn out access drives, (3) the development will be reducing the number of access drives along Arlington Heights Road, and (4) many unsignalized access drives currently exist along Arlington Heights Road and Algonquin Road within the vicinity of the site.*
51	Please provide bike and pedestrian counts and crash data to determine potential impacts or issues that may be resolved with the planned improvements.	*Agreed, please see attached IDOT crash data*
52	Please confirm access restrictions for the parking garage.	*Agreed, access to the parking garage is limited to those with card readers. Garage access is granted to tenants by the building staff.*
53	Please provide parking utilization data from similar sites to confirm the parking utilization rates. The sites should be a similar scale, land uses, and proximity to highway/transit as possible.	*It is our traffic engineer's opinion that the additional surveys are not required as the development is meeting the parking requirements of the Village of Arlington Heights. Further, based on parking rates published in the ITE Parking Generation Manual, 5th Edition, the parking to be provided is sufficient to meet the estimated peak parking demand.*
54	Parking Management - The petitioner should submit a parking management plan that provides detail on how all parking spots will be allotted to residential units, how guest parking and employee parking will be accommodated, and demand for commercial parking in light of previous comments on restaurant uses.	*Agreed, refer to attached Parking Management Plan*
55	Algonquin Road and Arlington Heights Road Intersection - Under the year 2029 Phase 1 conditions there is a nearly 50% increase in the westbound left turn movement during weekday evening. This should be addressed in the signal timing recommendations.	*It is our traffic engineer's opinion, the projected Year 2029 Phase 1 traffic volumes represent only an approximate 17 percent increase in the westbound left-turn movement. Further, a portion of the increase in traffic is due to the background growth as opposed to the proposed development. In addition, the left-turn movement is projected to experience only an approximate eight second increase in delay when the Year 2029 Phase 1 conditions are compared to the existing conditions.*
56	Tonne Road Intersection - The Tonne Road Northbound left-turn movement suffers a significant delay in the Phase I and full buildout scenarios and not just a decrease in level of service. The delay more than doubles with no specific increase noted. The conditions with the proposed signal timing modifications should be provided. The same occurs for the southbound through and right-turn movements for both 2029 Phase I and full buildout.	*Please refer to the attached Traffic Study page 31: The Tonne Road movements are projected to operate significantly better with the reallocation of four to five seconds of green time from the Algonquin Road approaches to the Tonne Road approaches.*
Bike and Pedestrian Access		
57	Provide details for the design and materials for all pedestrian crosswalks along the roadway frontages and internal parking lots.	*Agreed, site pavement and sidewalk details are provided on civil drawings. Landscape details are provided on Landscape*

		drawings. Note that vehicular paver areas have been removed and replaced with a pigmented concrete sidewalk.
58	Provide bicycle and pedestrian access along all frontages of the site through a shared-use path. This would include the shared drives accessible from Tonne Road and from Arlington Heights Road. The Path would preferably be 10 - 12 feet wide although consideration down to an 8-foot path would be considered where they may be ROW restrictions and the existence of a sidewalk on the adjacent side of the roadway is provided. The path would allow for existing and future access to the following: - The Elk Grove Evanston Bikeway outlines in the Northwest Municipal Council (NWMC) Multimodal Plan. The Bikeway would be accessible from both Tonne Toad and the Algonquin Road/Arlington Heights Road intersections. - Future connections to Busse Woods would be accessible from the southwestern edge of the site and would continuous with future phases of the redevelopment. Future access may also be accessible to the internal roadway. - Use shared-use paths through the site to access all future phases of redevelopment through the site or adjacent sites to promote multimodal access and shared parking opportunities.	*The Village's early review comments requested 8' sidewalks (to double as bike paths) which we have incorporated into our plans. Increasing the sidewalks further would not provide enough of a landscaping buffer between the sidewalk and our buildings and parking lot.*

Market Study

59	While it is understood that the following projects are still in the planning phase, please analyze the potential impact of the Woods Plaza redevelopment in Elk Grove Village, along with the proposed redevelopment of International Plaza in the Village of Arlington Heights. Additionally, the Village is in very preliminary discussions with a developer that is interested in constructing 316 multi-family rental units on Arlington Heights Road approximately 1,500 north of the subject property.	*In our opinion as residential developers in both Chicago and the suburbs for the last 32 years, we feel that the NW suburbs of Chicago (including all of these properties mentioned in and around Arlington Heights) are in drastic need of new quality housing. Quality housing requires the incorporation of mixed-use concepts to support the residential population and provide high-quality amenities necessary to attract these tenants. With the burdens of land acquisition, high costs and low leverage of financing, high costs of construction, long time to get municipal approvals, it is very difficult to develop these types of projects. We should applaud and encourage these efforts and help in anyway we can to bring them to successful completion. The market needs it, and the fact that our project and other similar ones in this area are being planned shows the strength of this area as an attractor for residential and mixed use development. These types of projects are a benefit for all involved.*

PUD/Construction Phasing

60	A preliminary construction schedule and construction staging plan shall be required, per Section 9.1i. The plans shall identify construction site entrances, anticipated number of construction workers and where they will park during each phase of construction, the type and amount of construction vehicles per phase and where they will be staged, the location of material storage, and information on any anticipated lane closures, including info on where the closures will take place and the general timeframe for each closure.	*Agreed, and confirmed, this preliminary information will be provided now, and an updated one along with Building Permit submittal.*

61	Are there any proposed Covenants, Conditions, or Restrictions for the subdivision of PUD?	*No other covenants, conditions and restrictions are required for the subdivision.*

Plat of Subdivision

62	Please clarify if your intent is to proceed with Preliminary and Final Plat of Subdivision approval into one process. Final Plat approval requires the submission of final engineering plans and stormwater detention calculations. Please note that the Final Plat of Subdivision, as approved by the Engineering Dept., must be printed on mylar and submitted to the Village, with signatures obtained from all parties except those to be coordinated by the Village, no less than one week prior to the Plan Commission hearing date. If this requirement cannot be met, you can proceed with Preliminary Plat approval, with Final Plat approval obtained at a future date (i.e. a separate Plan Commission meeting would be needed). Please note that no public notice is required for Final Plat of Subdivision approval. Should you end up proceeding with Preliminary Plat approval only, an electronic copy of the Plat which reads "Preliminary" will be required on week prior to the Plan Commission hearing.	*Agreed, we confirm final plat only*
63	Please note that payment of all applicable engineering fees and the provision of all surety bonds, public improvement deposits, and maintenance guarantees must be provided one week prior to appearing before the Village Board for Final Plat approval. An Engineer's Estimate of Probable Cost is needed in order to calculate these fees.	*Agreed, civil engineer will coordinate with Developer and VAH to comply*
64	Why are so many owners certificates needed on the Plat?	*Agreed, excess owner certificates will be revised.*
65	IDOT signature is required on the Plat of Subdivision	*Agreed*
66	Per Section 29-209 of Chapter 29, please provide space for the County Clerk's stamp	*Agreed, to be provided at later date.*
67	Building setback lines must be shown on the Plat of Subdivision. Please add setback lines which shall be 15' from the property boundary and 50' from the property boundary. For the 15' setback, a note shall be added clarifying that this applied only to structures between 1-3 stories tall and for the 50' setback a note shall be added to clarify that it shall be applied only to 4th story and above.	*Agreed, this will be modified to show setbacks.*
68	Provide a Deed of Dedication per Section 29-209n of Chapter 29. The 2nd and 3rd paragraphs can be omitted if there are no separate and additional covenants, conditions and restrictions for the subdivision.	*Agreed, no other separate and additional covenants, conditions and restrictions for the subdivision are required.*
69	A surveyors seal shall be added to the Plat.	*Agreed*
70	Add the PIN numbers to the Plat per Chapter 29, Section 29-209s.	*Agreed, PIN numbers are provided*
71	Add a location to send future tax bills per Chapter 29, Section 29-209t.	*Agreed, location to be provided at future date. Space has been provided on the drawing for address once determined.*
72	A lot number must be proposed for the new lot, including the total size of the newly proposed lot per Section 29-209i.	*Agreed, to be provided at later date.*

73	In order to properly display the necessary easements that must be established as part of this subdivision, along with the applicable easement provisions, it is recommended that another page be added to the Plat of Subdivision to clearly show the proposed easement locations, beneficiaries, and provisions.	*Agreed, provided on last page.*

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http://www.roszak.com + thomas@roszak.com

Village of Arlington Heights
Building & Life Safety Department

Interoffice Memorandum

To: Jorge Torres, Director of Building & Life Safety

From: Elliot Eldridge, Assistant Building Official, Building & Life Safety Department

Subject: PC 23-012 (Arlington Gateway Development - Phase I)

Date: October 26, 2023

General Comments:

Based on the applicant's response letter dated October 23, 2023, the Building & Life Safety Department have no further review comments.

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Gateway Redevelopment
SE corner Algonquin Rd and Arlington Heights Rd

Round 2 Review Comments **10/27/2023**

1. **Character of use:**
   Nothing further.
2. **Are lighting requirements adequate?**
   Nothing further
3. **Present traffic problems?**
   Nothing further.
4. **Traffic accidents at particular location?**
   Nothing further.
5. **Traffic problems that may be created by the development.**
   Nothing further.
6. **General comments:**
   Nothing further.

A. O. #330

Alexandra Ovington, Crime Prevention Officer
Community Services Bureau

Approved by:

583

Supervisor's Signature

Health Dept – Round 2 Comments:

Per the response to comment #2, please see the attached example for a Recycling Plan.

Date _____

Village of Arlington Heights Health Department
33 S. Arlington Heights Road
Arlington Heights, Illinois 60005-1499
Attention: Terese Biskner, Recycling Coordinator

RE: Multi-Family Recycling Plan

Dear Recycling Coordinator:

The following is the Recycling Proposal for:

_____
(Complex Name)

_____
(Address)

A. Collection Process:

1. Materials to be collected:
   a. Newspaper
   b. Glass (clear, green, brown)
   c. Aluminum, steel, tin cans
   d. Plastic, both PET and HDPE (#1 and #2 plastics)
   e. Other

2. Method of collection:
   a. The collection of recyclables will be completely separate from solid waste, to avoid contamination.

3. Preparation for collection:
   A detailed list of how to prepare recyclables will be distributed to all residents.
   (See exhibit "A")
   All residents and office staff will be instructed to prepare materials as follows:

   Newspapers and newspaper advertisements should be placed loosely in designated containers.

Glass containers (green, clear or brown bottles and jars only) should be rinsed and all lids removed. Labels and rings can be left on containers. Window glass and ceramics are not accepted.
Bi-metal and steel cans should be rinsed and all labels removed before being placed
in marked container.
Plastic containers, marked #1 and #2 are acceptable, including milk, water, detergent, bleach and soda containers. Lids must be removed and container rinsed.
Flattened containers will reduce their size.

4. Frequency of collection:
   a. Collection will be _____ times per week. List those days.

5. Capacity requirements of containers:
   The following formula for calculating capacity must be used, where the applicable gallonage is multiplied for the total mix of dwelling unit sizes in the complex:

   7 gallons x number of studio & 1-bedroom units
   + 8 gallons x number of 2-bedroom units
   + 9 gallons x number of 3-bedroom or more units
   = total base capacity

B. Collection Areas:

1. Number of areas
   Our complex has _____ solid waste storage areas. All of these will become the designated recycling stations.

2. Size of Areas
   The corrals measure _____ X _____ and currently enclose _____ cubic yard dumpster. The toters will also rest inside the corrals unless adequate walking space (ease of use) necessitates relocating them along side the exterior.

C. Containers:

_____ will provide 90 gallon capacity
(Solid Waste Disposal Company)
recycling containers, which weigh 40 lbs. Each. They measure 44 inches high, 28.5 inches wide and have 36 inch long handles (other measurements acceptable according to your plan). Bins will not be issued to individual units.

D. Contracts, Data Collection and Reporting:

Our complex will have a recycling agreement with

_____
(Solid Waste Disposal Company)
or other capable vendor. The toter carts will be owned by _____ _____or servicing vendor and revenue gained from the sale of materials will be retained by the hauler and applied to operating expenses of the program.

Data Collection and Reporting Required:

The cost of monthly collection service will be $ _____. A quarterly report will be furnished to the Village in specified format.

E. Educational Campaign and Materials:

1. Literature
   Prior to the start of the program, our complex will produce and deliver a general announcement about the program to all residents and each building common area. A second announcement will follow during the week of the program start date, and it will provide more collection of materials as well as other guidelines for a successful recycling center. Informational materials will be printed on recycled paper, to lend credibility to the program. (Optional, but recommended).

2. Posters and Billboards
   Current, positive information about the program will be posted in building common areas, including laundry rooms and mailbox/entry halls. We will also promote participation through our monthly newsletter.

3. Meetings
   Our complex will sponsor a recycling orientation meeting prior to beginning the program, to educate residents on program specifics and answer questions/concerns. The information channels mentioned above will be used to publicize the meeting.

4. Signs
   All recycling containers and corrals will be clearly marked and visible to the user, indicating exactly what designated materials are to be inserted. The refuse hauler will provide similar signs.

5. Other Publicity and Education
   Due to continual turnover of residents, recycling will be discussed with each new resident and literature will be provided. The management office will keep residents informed of program progress, questions, changes, etc. though its newsletter.

6. Ongoing Education
   Recycling literature will be provided to all new tenants/owners, upon purchase/lease signing. For current residents, a brief survey will be conducted and recycling will be encouraged when leases are renewed/owners change.

F. Administrative Issues:

1. Management Support
   The property management/association will support the program through positive publicity and ongoing education. We also recognize the importance of providing properly maintained collection areas and visible signage to allow for ease of use.

2. Annual Review
   Our complex is aware of the Village's intention to hold an annual review meeting of the program and related regulations. The office management's contact person and representative of the hauler will plan to attend when given proper advance notice.

Our complex looks forward to working with the Village of Arlington Heights to achieve a successful multi-family recycling program. Please call our office at

_____
(office contact number)
with any comments or questions regarding our plan and its implementation.

Sincerely,

(Property Management/Owner)

Planning & Community Development Dept. Review

November 16, 2023

REVIEW ROUND 2

Project: Arlington Gateway – Phase I
1, 15, and 111 E. Algonquin Rd, 2355 S. Arlington Heights Rd.

Case Number: PC 23-012

General:

75. The responses to the following comments are acceptable: 1-6, 8, 10, 12, 24, 26, 28, 29, 31, 33-37, 39, 41, 48-53, 55-57, 61, 65, 66, 69, 70, and 72.

76. The response to comment #7 is noted. Based upon the revised plans, the following approvals are necessary:
    a. Planned Unit Development to allow an 8-story mixed use development with 24,972 square feet of ground floor commercial floor area and 301 multi-family residential units above.
    b. Rezoning from the B-3, General Service, Wholesale, and Motor Vehicles District to the B-2, General Business District.
    c. Preliminary and Final Plat of Subdivision approval to consolidate the subject property into one lot.
    d. Variation to Chapter 28, Section 5.1-21.1d, to allow the northeast corner of the first floor to be setback 2 feet from a property line where code requires a minimum setback of 15 feet for structures three floors and less in height.
    e. Variation to Chapter 28, Section 5.1-21.1d, to allow the eastern side of floors four through eight to be setback 21.1 feet from a property line, and to allow the southern side of floors four through eight to be setback 19.2 feet from a property line, where code requires a minimum setback of 50 feet for structures over three floors in height.
    f. Variation to Chapter 28, Section 6.6-5.1, to allow balconies on the north side of the building to encroach .8 feet into the required 50-foot building setback and on the east and south sides of the building to encroach 16.5 feet into the required 50-foot building setback.
    g. Variation to Chapter 28, Section 10.2-12.3b, to allow 4.0-foot candles along a property line adjacent to a Business District where code restricts maximum foot candles to 2.0.

77. The response to comment #9 is noted. The project narrative still references a pickle ball court. Please remove this reference. Additionally, the project narrative must be revised to include the proposed bedroom mix.

78. The response to comment #11 is noted. Future resubmissions shall include all the plan sheets (with exception to the unnecessary sheets as outlined in comment #11), not just the revised plan sheets.

79. The response to comment #13 is noted. Any approval of this project will be conditioned upon IDOT review and approval of the proposed site access on Arlington Heights Road and Algonquin Road, along with any improvements within the IDOT right-of-way.

80. The response to comment #14 is noted. Any approval of this project shall be conditioned upon the developer implementing bus stop improvements to the satisfaction of the Village of Arlington Heights and in coordination with Pace, which shall be required as part of building permit issuance.

Easements & Access:

81. The responses to comments #15, #16, and #17 did not adequately address the comments. To re-iterate, please provide a summary of all easements that encumber the site, outlining what they are for (generally) and to whom

they benefit. Explain which easements benefit the subject property and can be abrogated solely by the owner(s) of the subject property without approval from outside entities/beneficiaries, and which easements will require signature/approval from other entities/beneficiaries that are not controlled by the owner(s) of the subject property. For the latter easements, provide an update on the status of discussions with these outside entities/beneficiaries relative to their approval of the proposed abrogation's. Additionally, as the proposed E/W easement along the southern side of the subject property falls outside of the boundaries of the subject property and requires approval from the owner of Lot 3 in August Busse's Subdivisions (the Guitar Center lot – 2375 S. Arlington Heights Rd), please outline the status of any discussion with that property owner relative to the proposed easement.

Prior to recording of the Final Plat of Subdivision approval, the Plat of Abrogation and Grant of New Easements shall be executed and recorded. Said document shall provide the following allowances, which shall be to the satisfaction of the Village:

a. Perpetual ingress and egress granted to Lots 1, 2, and 3 in the Lincoln Executive Plaza Subdivision, for usage of the E/W road on the subject property and on the property abutting to the south.
b. Perpetual ingress and egress granted to Lot 3 in August Busse's Subdivision (the Guitar Center lot – 2375 S. Arlington Heights Rd) for usage of the E/W road on the subject property.

82. The response to comment #18 is noted. Any approval of this project shall be conditional upon implementation of the originally proposed intersection configuration, which shall be implemented by the petitioner upon request by the Village at such time as approval is obtained from the property owners to the south/east or the petitioner acquires said property.

83. The response to comment #19 is noted. Please provide documentation of an executed contract for purchase of the Guitar Center site.

84. The response to comment #20 is noted, however, while the obelisk has been relocated to be within the subject property, the development plans still show sidewalk, flatwork, and landscaping proposed within a portion of Lot 1 of the Lincoln Executive Plaza Subdivision. Prior to Final Plat of Subdivision approval, the petitioner shall secure an easement or provide evidence of an existing easement that allows for said improvements. In the absence of this, the site improvements will need to be redesigned to be outside of this area.

85. The response to comment #21 is insufficient. No sidewalk easement was added to the Plat. Any approval of this project will be conditional upon providing the sidewalk easement on the Final Plat of Subdivision.

Streetscape/Landscaping/Photometrics:

86. The responses to comments #22 and #23 are noted. However, the landscape plan and photometric plan have not been coordinated. Please coordinate to ensure that all building mounted light fixtures have been accommodated within the photometric values and that the proposed landscaping is viable given the proposed pole locations.

87. The response to comment #25 is noted. Please see Landscape Comment #11 within the separate landscape review.

Site/Infrastructure:

88. The response to comment #27 is noted, however, the proposed lane expansion occurs on land not controlled by the petitioner. At what phase will the dual left turn lane become warranted? If warranted during any phase prior to Phase IV, then how would this improvement be implemented? Please describe the rights that the petitioner has to implement the dual left turn lane, and if none exist, outline how this will be accomplished? The exhibit did not show any the easements, right-of-way infrastructure, or alignment with the lanes on the opposite side of the street. Prior to appearing before the Plan Commission, the exhibit must be revised to include this missing information. Any approval of this project shall be conditional upon the property owner bearing 50% of the cost for design, permitting, and construction said infrastructure improvement when it is determined to be warranted, subject to IDOT review and approval if required prior to future phased development. A recapture agreement for the remaining 50% cost can be established.

89. The response to comment #30 is acceptable. Please be aware that any approval of this project shall be conditional upon the burial of these overhead line and shall be subject to IDOT and the applicable utility companies' approval.

90. The response to comment #32 is noted. Please re-evaluate the placement of the obelisk at the northeast corner of the building, which appears crowded and close to the structure with only 4' of separation. The petitioner shall make good faith efforts to secure the necessary approvals to move this element further from the building.

Building:

91. The recently proposed change to convert the spandrel glass along the front of the building to louvers should be re-evaluated. Please outline whether these louvres can be relocated to the interior of the site along the south side of the building.

Parking and Traffic:

92. The responses to comment #42-47, and #54 are noted. This development will create a parking deficit relative to both code requirements and expected parking demand should any non-retail users occupy the commercial spaces. A shared parking model for commercial parking within the garage will be necessary to accommodate for peak demand, and the garage may need to be expanded within the basement to create additional capacity. Please design and propose a shared parking format for commercial and residential parking within the garage, and reevaluate the possibility for expanding the lower level of the garage for additional parking capacity. Additional off-site parking opportunities should be explored.

Bike and Pedestrian Access

93. The response to comment #58 is noted. Any approval of this application shall be conditioned upon the petitioner working in good faith with the Village to explore future bicycle connections and access improvements to Busse Woods if feasible.

Market Study:

94. The response to comment #59 is noted.

PUD/Construction Phasing:

95. The response to comment #60 is not sufficient. A preliminary construction staging plan must be provided prior to Village Board review of this project.

Plat of Subdivision:

96. The response to comment #62 is noted. However, this project is not ready to proceed with Final Plat of Subdivision approval on November 29th. Accordingly, a version of the Plat that replaces "Final" with "Preliminary" must be provided no later than November 20th.

97. The response to comment #63 is noted. This information must be provided at time of application for Final Plat of Subdivision approval.

98. The response to comment #64 did not respond to the question. Why are there seven Owners Certificates on the Plat of Subdivision? Is the site owned by 7 different entities? The Affidavit of Ownership only listed two entities/LLC's as owners of the subject property.

99. The response to comment #67 is noted, however the Building Setback Lines must be extended around the southern and eastern sides of the site. This can be addressed at time of Final Plat of Subdivision application.

100. The response to comment #68 is noted. Please verify with the Engineering Division whether any utility easements are needed on the Plat of Subdivision. If none are required, the last 2 sentences in the Deed of

Dedication can be removed. If easements are required, the "_____" on the Plat must be filled. This can be addressed as part of Final Plat of Subdivision approval.

101. The response to comment #71 is noted. As part of Final Plat of Subdivision approval, this section will need to be filled out.

102. The response to comment #73 is insufficient. Please outline why the proposed Plat of Abrogation & Grant of New Easements contains signature lines for the Plan Commission and Village Collector. Village Board approval is only required when public utility easements are proposed for abrogation or establishment. If all easements to be abrogated are private easements, no Village Board approval shall be required. The only new easements proposed appear to be private easements for ingress/egress. Additionally, see comment # 81; do the proposed Ownership Certificates account for all owners/easement beneficiaries of the existing easements to be abrogated? The Plat of Abrogation and Grant of New Easements must be executed and recorded prior to recording of the Final Plat of Subdivision.

Prepared by:

Arlington Gateway Development
PC 23-012
November 16, 2023

Landscape Issues

1) The response to comment #1 did not fully resolve the issue.
Provide foundation plantings adjacent to the building where turf is proposed along Arlington Heights Road, Algonquin Road and Tonne Road.

2) The response to comment #2 did not fully resolve the issue.
Incorporate parkway trees that are spaced 40 feet apart within the IDOT right of way along Arlington Heights Road and Algonquin Road.

3) The response to comment #3 is noted.
Provide details of the crosswalks for the intersection at Arlington Heights Road and Algonquin Road and the intersection at Algonquin Road and Tonne Road prior to submitting for IDOT permit review.

4) The response to comment #4 is noted.
Provide details for the tinted concrete within the crosswalks and parking area. Indicate if the concrete will be stamped and provide the pattern. Include details for the proposed pavers.

5) The response to comment #5 is noted.
For the seat wall and pedestrian area at the southeast corner of Arlington Heights Road and Algonquin Road, develop a plan that is acceptable to the Village including the design, details, materials and colors.

6) The to #6 has not fully resolved the issue.
Prior to issuance of a permit provide a site furnishings package which includes decorative pedestrian light fixtures (approximately 12 feet high) within the interior of the site and along the east/west roadway.

7) The response to comment #7 and plan revisions are acceptable.

8) The response to comment #8 and plan revisions are acceptable.

9) The response to comment #9 and plan revisions are acceptable.

10) The response to comment #10 and plan revisions are acceptable.

11) The response to comment #11 is noted.
The screen wall on the south elevation must match the building and be constructed with similar/matching building materials. Increase the height of the wall so that the mechanical units are fully screened.

12) The response to comment #12 is noted. Please note comment #11 above.

Village Board
12/18/2023

Item: Resolution Regarding the Zoning and Regulation of Properties in the Vicinity of 116-120 W. Eastman Development

Department: Planning & Community Development Department

On December 4th during discussion of the 116-120 W. Eastman redevelopment project, the Village Board directed staff to prepare a "Red Flag" resolution for consideration at a future meeting directing the Plan Commission to hold a Public Hearing concerning properties fronting on St. James Street immediately adjacent to the proposed 116-120 W. Eastman redevelopment site. Such resolution would identify a further study and evaluation of possible zoning, rezoning, overlay zoning, and/or comprehensive plan changes may be considered for their properties.

The Board also directed staff to identify and evaluate other properties in the Village that are adjacent to B-5 zoning that could potentially face similar development dilemmas if development is proposed in the future.

ATTACHMENTS:

Description	**Type**
Red Flag Resolution	Resolution
Proposed Red Flag Resolution Memo	Memorandum
Downtown Comprehensive Plan Map	Exhibits
Downtown Aerial Zoning Map	Exhibits
Downtown Zoning Map	Exhibits

VILLAGE OF ARLINGTON HEIGHTS

RESOLUTION NO. _____

A RESOLUTION REGARDING THE ZONING AND REGULATION OF PROPERTIES IN THE VICINITY OF 116-120 W. EASTMAN STREET

WHEREAS, the Village desires to amend the "2002 Comprehensive Amendment of the Zoning Ordinance of the Village of Arlington Heights," as amended ("*Zoning Code*"), the "2015 Village of Arlington Heights Comprehensive Plan," as amended ("*Comprehensive Plan*"), and the "2007 Village of Arlington heights Downtown Master Plan," as amended ("*Downtown Plan*"), to regulate the properties located on the north side of the Northwest Highway, between Vail Avenue to the east and Walnut Avenue to the west, and the properties along W. St. James Street adjacent to 116-120 Eastman Street (collectively, the "*Properties*"); and

WHEREAS, the President and Board of Trustees have determined that it is in the best interest of the Village and its residents to direct the Village's Plan Commission to evaluate and recommend to the Board of Trustees whether and to what extent the Zoning Code, the Comprehensive Plan, the Downtown Plan, and other Village land use regulations should be amended with respect to the Properties;

NOW, THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF ARLINGTON HEIGHTS, COOK COUNTY, ILLINOIS, as follows:

SECTION 1: RECITALS. The facts and statements contained in the preamble to this Resolution are found to be true and correct and are hereby adopted as part of this Resolution.

SECTION 2: DIRECTION TO PLAN COMMISSION; NOTICE TO PUBLIC. The Plan Commission is directed to hold a public hearing concerning possible amendments to the Zoning Code, the Comprehensive Plan, the Downtown Plan, the official Zoning Map of the Village, and the Village's subdivision control regulations, which amendments may include, without limitation:

A. The establishment of an overlay zoning district with specific use and bulk regulations applicable to the Properties;

B. The rezoning of certain districts applicable to the Properties; and

C. The revision of the Comprehensive Plan and the Downtown Plan.

The notice of such hearing must be given as required by law within 90 days after the effective date of this Resolution. The public is to be deemed to have notice that the Village is considering Zoning Code, Zoning Map, and subdivision amendments regarding the Properties as of the effective date of this Resolution.

SECTION 3: EFFECTIVE DATE. This Resolution will be in full force and effect upon its passage and approval as provided by law.

AYES:

NAYS:

PASSED AND APPROVED THIS ___ day of _____, 2023

_____
Village President

ATTEST:

_____
Village Clerk

MEMORANDUM

TO: Randy Recklaus, Village Manager

FROM: Charles Witherington-Perkins
Director of Planning and Community Development

DATE: December 14, 2023

SUBJECT: Proposed "Red Flag" Resolution

On December 4th during discussion of the 116-120 W Eastman redevelopment project, the Village Board directed staff to prepare a "Red Flag" Resolution for consideration at a future meeting directing the Plan Commission to hold a Public Hearing concerning properties fronting on St. James Street immediately adjacent to the proposed 116-120 W Eastman redevelopment site. Such a resolution would identify a further study and evaluation of possible zoning, rezoning, overlay zoning, and/or comprehensive plan changes may be considered for their properties.

The Board also directed staff to identify and evaluate other properties in the Village that are adjacent to B-5 zoning that could potentially face similar development dilemmas if development is proposed in the future. As part of this effort Staff evaluated the properties west, that were subject to a proposed development in 2017 and located at Northwest Hwy and Ridge/Walnut. A preliminary review is summarized below.

B-5 Properties adjacent to single family homes zoned R-3

1. Village Bank & Trust - 234 W Northwest Hwy.
   Current Comprehensive Plan – Mixed Use
   Current Zoning – B-5

   Analysis: This is the only B-5 property in the entire Village that has not been redeveloped or has an approved redevelopment plan that is adjacent to single family homes that are zoned R-3. The only other B-5 zoned property that is adjacent to single family homes zoned R-3 is the Arlington 425 property which has been approved for a five-story building on Chestnut, a ten-story building on Campbell St., and five-story parking garage.

   Recommendation: *Include this property in the proposed "Red Flag" resolution for further study.*

2. AT & T Property fronting on St. James St.
   Current Comprehensive Plan – Mixed Use
   Current Zoning – B-5

   Analysis: While this property is not adjacent to the single-family R-3 district, it was subject to the Board's direction for further review and study. This property fronts on St. James Street, which is the west-east entrance to the southern portion of the HANA District.

   Recommendation: *Include this property in the proposed "Red Flag" resolution for further study.*

Properties West of Chestnut/North of Northwest Hwy./South of West Park Place

3. 301-303 W. Park, 307, 309, & 315 W Park and 402-404 N. Chestnut
   Current Comprehensive Plan – High density multi-family
   Current Zoning – R-7

   Analysis: There are a number of properties currently fronting on West Park Place and Chestnut Avenue that are zoned R-7 for many years. These are smaller parcels that have developed over many years independently and consist of five separate properties totaling approximately 21 residential units.

   Options include retaining its current R-7 designation, although if the five parcels were assembled it may permit mathematically up to 58 two-bedroom units under current zoning. Alternatively, the Comprehensive Plan could be amended to change these properties from high-density multi-family to moderate-density multi-family. The properties could either remain zoned R-7 or a Village initiated rezoning the properties to R-6 could be considered which may result in properties becoming non-conforming.

   Recommendation: *Amend the Comprehensive Plan to change the designation from high-density multi-family to moderate-density multi-family, and evaluate the potential impacts of rezoning from R-7 to R-6.*

4. 400-424 and 308 W. Northwest Hwy. Northeast corner of Ridge/Walnut/Northwest Hwy.
   Current Comprehensive Plan – Commercial
   Current Zoning – B-3

   Analysis: The B-3 zoning is an auto related zoning district, from the days when Northwest Hwy had many car dealerships and auto repair facilities. The two properties 400-424 W Northwest Hwy and 380 W Northwest Hwy are currently used for auto repair businesses. In 2017 a developer submitted a preliminary request to rezone from B-3 to R-7 with numerous variations for a 50-unit development, 58 feet in height. The current B-3 and B-2 zoning districts currently permit low density residential above the first floor. Mathematically in a B-2 or B-3 district 13 two-bedroom units could be included in redevelopment of properties currently zoned under this classification. Changing to R-6 or R-7 mathematically could allow 18 to 50 residential units.

   Options to consider would include maintaining the current comprehensive plan, either maintain as commercial or modify the back half of the property that fronts on W. Park Ave. and W. Fremont St. from commercial to moderate-density multi-family. For zoning, either keep as B-3 or rezone to B-2, in which case existing businesses would become non-conforming or rezone the back half of the property to R-6 multi-family in which case existing businesses would become non-conforming.

   Recommendation: *Amend the Comprehensive Plan to change the back half of the property from commercial to moderate-density multi-family. Evaluate rezoning of the property from B-3 to B-2.*

5. 500-550 W. Northwest Hwy, Shopping Center located at the Northwest Corner of Northwest Hwy and Ridge & Walnut
   Current Comprehensive Plan – Moderate-density multi-family
   Current Zoning – B-2

Analysis: This property was recently acquired and improved the strip shopping center. The B-2 zoning district would be the most appropriate for this parcel.

Recommendation: No change

6. Village owned properties at Parking Lot S
   Current Comprehensive Plan – Single-Family Attached
   Current Zoning – Public Lands

   Analysis: There are two parcels of Village owned property that is utilized as Parking Lot S that remain designated on the comprehensive plan as moderate-density multi-family. These properties should be modified on the comprehensive plan to Government or Institutional.

   Recommendation: *Modify the comprehensive plan from single family attached to Government or Institutional.*

7. Properties located at the Southwest corner of Campbell St. and Chestnut
   Current Comprehensive Plan – High-density multi-family
   Current Zoning – R-6

   Analysis: These properties consist of a vacant parking lot and an existing home and duplex. The duplex on Chestnut is currently designated single-family attached, and the other properties are designated on the comprehensive plan as high-density multi-family, yet zoned as R-6 moderate-density multi-family. Alternatives include maintaining the current comprehensive plan high-density multi-family designation or changing to moderate-density multi-family to more accurately reflect the R-6 zoning.

   Recommendation: *Modify the comprehensive plan from high-density multi-family to moderate-density multi-family.*

Due to the significant impact a proposed B-5 development could have on an adjacent single-family neighborhood it is recommended the "Red Flag" resolution proceed with the two parcels identified along W. St. James Street, and further study the options identified here can also occur. These recommendations may change upon further analysis and input from property owners and neighborhood input. While the passage of the "Red Flag" resolution can occur immediately, Staff suggests that this and the other changes be discussed at upcoming meetings.

C. Hart Passman, Attorney
Greg Smith, Attorney
Michael Lysicatos, Assistant Director of Planning
Hailey Nicholas, Assistant Planner

CW-P:ksm

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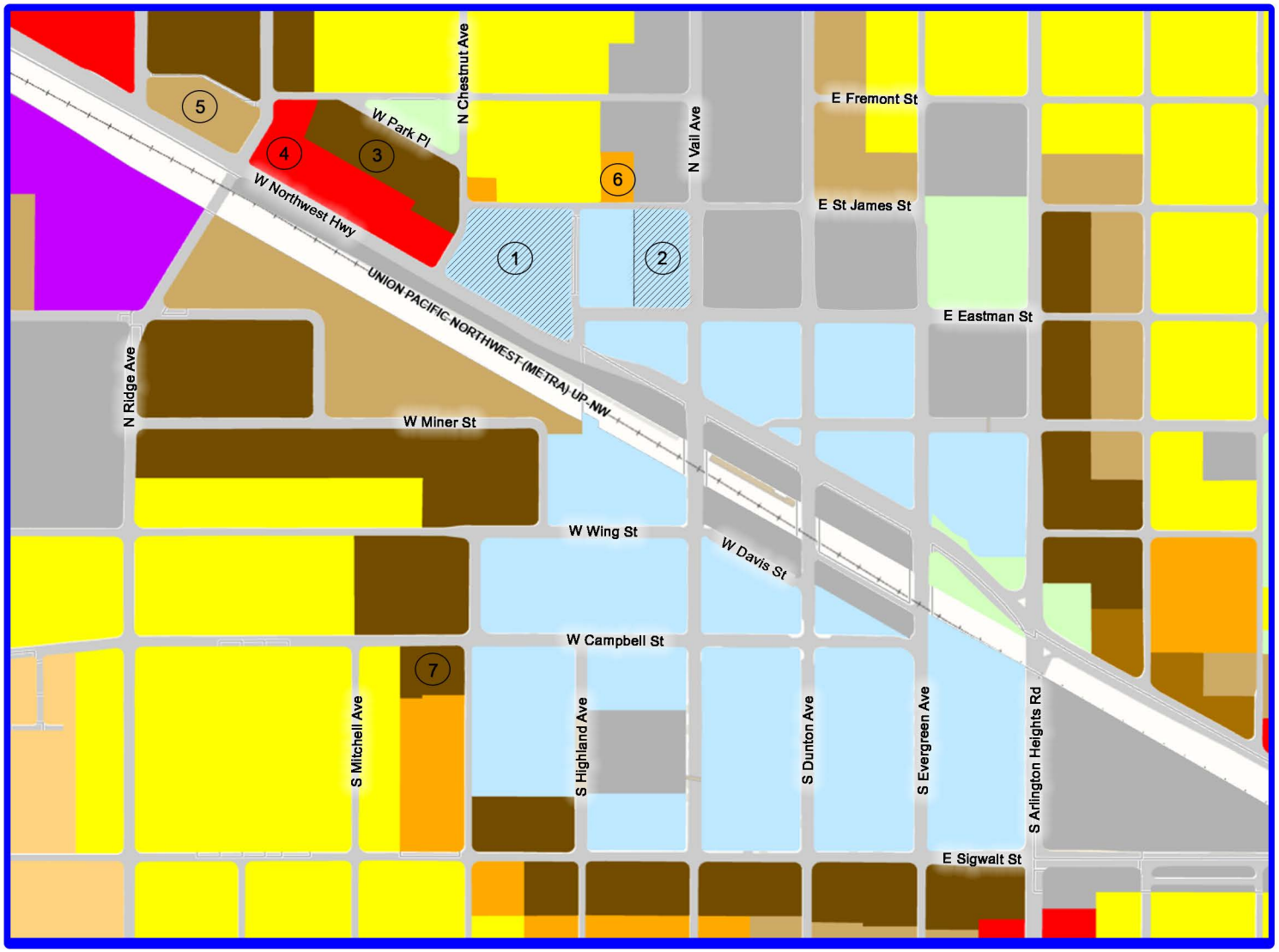
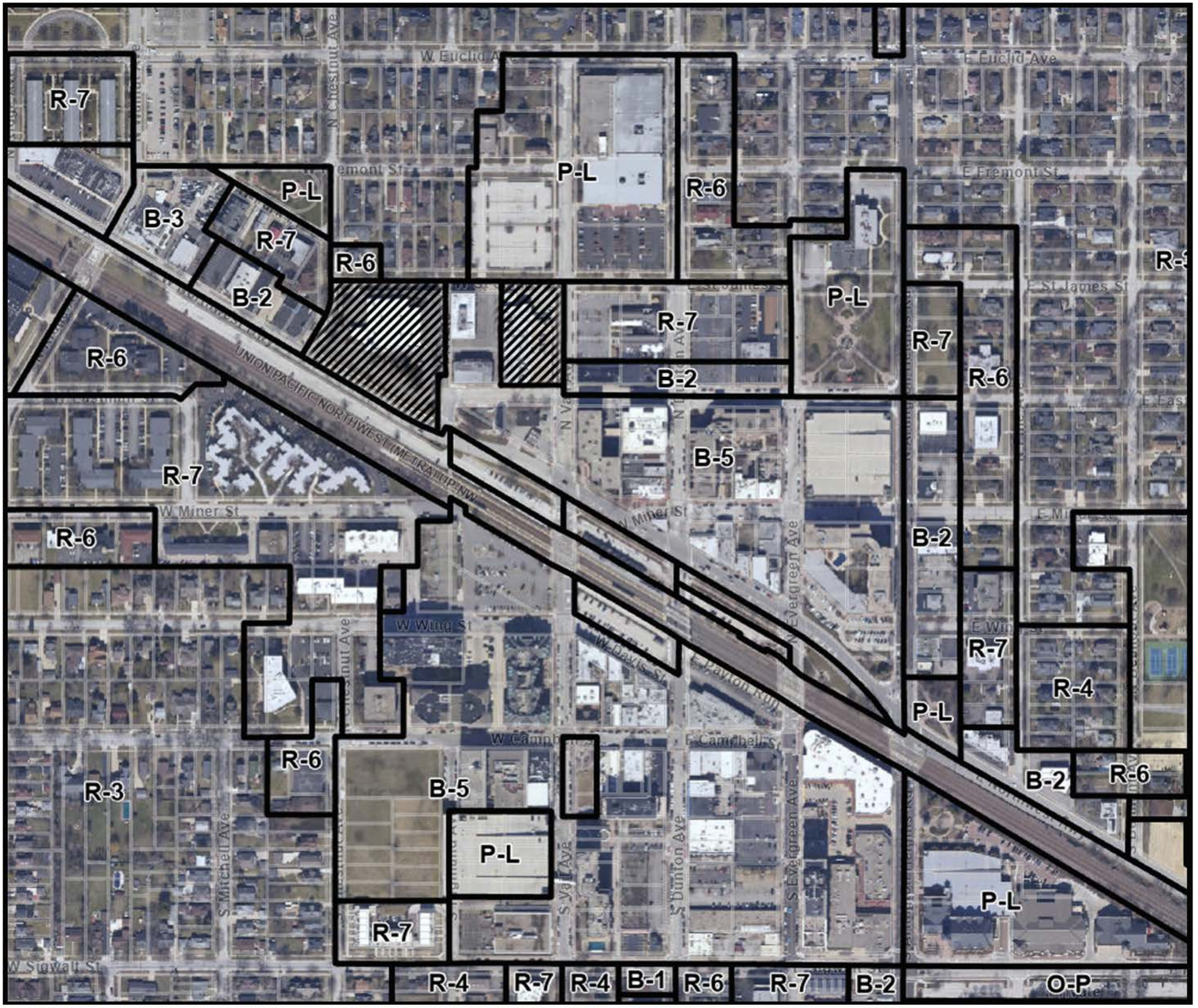


Downtown Area

- Single Family Detached
- Two Family
- Single Family Attached
- Moderate Density Multi-Family
- High Density Multi-Family
- Commercial
- Offices Only
- Mixed Use
- Government or Institutional
- Parks
- RD, Manufacturing, Warehouse

DOWNTOWN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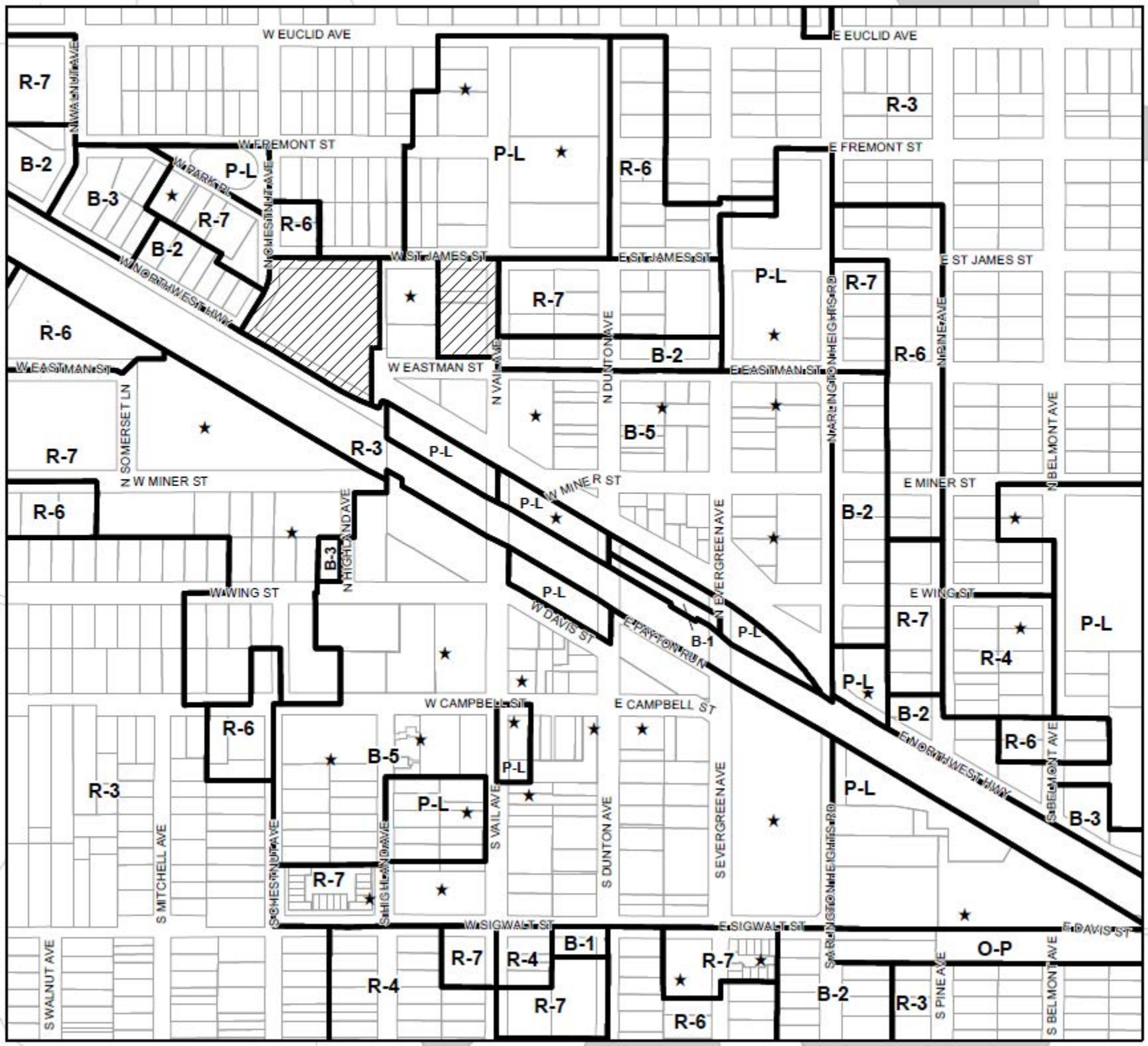
DOWNTOWN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