Village of Arlington Heights
Plan Commission
Board Room, 3rd Floor
Arlington Heights Village Hall, 33 S. Arlington Heights Rd.
November 29, 2023
7:30 PM

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES

A. GOLF VX - 622, 626 & 644 E. Rand Rd. - 11/8/23

B. Full Circle Communities/Grace Terrace - 1519 S. Arlington Heights Rd. - 11/8/23

IV. PUBLIC HEARINGS

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

V. OTHER BUSINESS

A. Public Comment

VI. PUBLIC COMMENTS

VII. 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.

Plan Commission
11/29/2023

Item: GOLF VX - 622, 626 & 644 E. Rand Rd. - 11/8/23

Department: Planning & Community Development Department

ATTACHMENTS:

Description	**Type**
Golf VX - 11/8/23	Minutes

PLAN

REPORT OF THE PROCEEDINGS OF A PUBLIC HEARING
BEFORE THE VILLAGE OF ARLINGTON HEIGHTS
PLAN COMMISSION

COMMISSION

RE: GOLF VX - 622, 626 & 644 EAST RAND ROAD - PC #23-013
SPECIAL USE PERMIT FOR AMUSEMENT FACILITY, LARGE, AND RESTAURANT,
VARIATION

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 8th day of November, 2023 at the hour of 7:30 p.m.

MEMBERS PRESENT:

GEORGE DROST, Acting Chairperson
LYNN JENSEN
JOE LORENZINI
BRUCE GREEN
TERRY ENNES
JOHN SIGALOS
JAY CHERWIN

ALSO PRESENT:

SAM HUBBARD, Development Planner
HAILEY NICHOLAS, Assistant Planner
MICHAEL LYSICATOS, Assistant Director of Planning and Community Development

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ACTING CHAIRPERSON DROST: I'll call this meeting to gather and to start.

We can do the Pledge of Allegiance to the Flag, so if you would all join?

(Pledge of Allegiance recited.)

ACTING CHAIRPERSON DROST: Thank you.

All right, roll call, Sam.

MR. HUBBARD: Sure. Before I call the roll, I will note that the Chair and the Vice Chair are absent today, so Commissioner Drost has graciously accepted my offer to be an Interim Chair for the night. So, we can do a quick roll voice vote on that.

ACTING CHAIRPERSON DROST: It's subject to term limits because I've served in that capacity before. So, thank you, Sam.

MR. HUBBARD: Yes.

All right, we can do roll call.

Commissioner Cherwin.

COMMISSIONER CHERWIN: Here.

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: Commissioner Warskow.

(No response.)

MR. HUBBARD: Chair Dawson.

(No response.)

MR. HUBBARD: And Acting Chair Drost.

ACTING CHAIRPERSON DROST: Here.

All right, thank you, Sam.

I'll call for an approval of the minutes. Last session, we had the Eastman Development.

COMMISSIONER GREEN: I'd like to make a motion for approval.

ACTING CHAIRPERSON DROST: Second?

COMMISSIONER SIGALOS: I'll second.

ACTING CHAIRPERSON DROST: I'll call for a vote.

Those in favor?

(Chorus of ayes.)

ACTING CHAIRPERSON DROST: Any opposed, same sign?

(No response.)

ACTING CHAIRPERSON DROST: Hearing none, it's passed. Good.

All right, we have some public hearings, two. The first one on the list is Golf VX. It's on Rand Road, a special use permit, an amusement facility seeking a variation. Is

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the Petitioner here?

MS. CHOI: Yes.

ACTING CHAIRPERSON DROST: Great, and will you be accompanied by any other individuals?

MS. CHOI: Yes.

ACTING CHAIRPERSON DROST: Then we're going to swear you in, all right? So, if you'd stand and raise your right hand?

(Witnesses sworn.)

ACTING CHAIRPERSON DROST: Okay, thank you. All right, introduce yourself, state your name, and maybe a brief summary of your petition, and spelling, helpful for our court reporter.

MS. CHOI: My name is Gina Choi, G-i-n-a C-h-o-i. Can I start the projection? Okay.

Okay, we are thrilled to introduce Golf VX, a golf simulator facility that promises an exceptional golfing experience while also offering an enticing range of food and beverage options. In this proposal, we will outline the numerous positive impacts Golf VX will bring to Arlington Heights, showcasing how we want to enrich the lives of residents.

Positive impact of Golf VX to Arlington Heights. Golf VX is dedicated to fostering inclusivity within the community. We will provide access to golf for all residents and non-residents regardless of their experience, level or ability. Chicago's climate can often limit traditional golfing opportunities within an average of 133 days, about 4.5 months per year of rain in addition to a long winter. Nevertheless, Golf VX provides a year-round golfing experience that remains immune to all weather conditions, offering residents the freedom to enjoy their beloved sport in their leisure.

Golf VX utilizes cutting edge simulator technology to faithfully recreate the landscape of prestigious golf courses from around the world. These cutting edge features ensure the unparalleled golfing experience that closely mirrors the challenges and dynamics of playing on an outdoor golf course. At Golf VX, we not only focus on the golf but also to culinary excellence. Our restaurant offers a wide variety of delicious dishes that can be enjoyed both inside the bay and in the common area, making dining a delighting experience whether you're playing golf or you're spending time with your loved ones.

Our diverse menu is designed to satisfy your taste buds, and we offer unique beverage pairings from Arlington Heights' first ever robotic bartender, the Makr Shakr. This innovative bartender can handle an impressive selection of 158 variety of choices elegantly displayed from the ceiling above the bar, making this a perfect blend of technology, innovation and craftsmanship.

Before we proceed, allow me to introduce our exceptional team: Kyu Choi, CEO; Michael Perkins, Business Development Manager; Billy Nienstedt, Business Development; and Jong Pil Park, our Architect.

ACTING CHAIRPERSON DROST: Why is he hiding?

MS. CHOI: He's the shy one. And my name is Gina Choi, and I'm the Project Manager.

Okay, so Arlington Heights of Illinois GVX, LLC doing business as Golf VX is requesting for a special use permit to allow an approximately 11,938 square-foot large amusement facility and restaurant with food and liquor service, and a variation to Chapter 28 of the Municipal Code, Section 6.12-1, to waive the requirement of a traffic and parking study.

I would like to present an overview of our floor plan and interior remodel, and again these drawings are in progress.

You will be able to enjoy our facility on Sunday, 10:00 a.m. to 8:00 p.m., Monday through Thursday, 10:00 a.m. to 10:00 p.m., and Friday and Saturday, 10:00 a.m. to 12:00 a.m.

Now, let me show you the two videos that will summarize our presentation today. The first video will be the video of our VX simulator.

(Whereupon, the first video was played.)

MS. CHOI: And our next one will be the video of our Makr Shakr.

(Whereupon, the second video was played.)

MS. CHOI: Thank you.

ACTING CHAIRPERSON DROST: Yes, we should applaud. You know, I feel like I'm on Shark Tank.

So, for now your presentation is complete?

MR. CHOI: Yes.

MS. CHOI: Yes.

ACTING CHAIRPERSON DROST: It's very good, thank you.

MR. CHOI: Thank you.

ACTING CHAIRPERSON DROST: I just want to clarify a couple of things. One is, and to the Staff, we have Ms. Nicholas, I think that you're going to do the presentation for the Staff report, have all the notices been provided and given for this project?

MS. NICHOLAS: Yes, they have.

ACTING CHAIRPERSON DROST: And the Petitioner, have you seen the blue sheet that we have here?

MS. CHOI: Yes.

ACTING CHAIRPERSON DROST: Which lists the conditions that you would be subject to if you are successful in getting the approval of the Plan Commission?

MS. CHOI: Yes. I have.

ACTING CHAIRPERSON DROST: Good, thank you.

All right, Ms. Nicholas, fire away.

MS. NICHOLAS: All right, I'll start with a brief overview of the project, although the Petitioner did a very --

AUDIENCE MEMBER: Can you speak up please, or turn the volume up?

MS. NICHOLAS: Hello, does this work?

ACTING CHAIRPERSON DROST: Yes.

MS. NICHOLAS: Okay, good. Okay, sorry about that.

So, the subject property is located at 622, 626 and 644 East Rand Road. The zoning of the property is in the B-3 District, it's located in the Southpoint Shopping Center. The Comprehensive Plan designates this land as commercial land use.

There are two requested actions. First, for a special use permit for a large amusement facility, and the second is a special use permit for a restaurant, both in the B-3 District. The Petitioner is also requesting a variation from the requirement to submit a traffic and parking study from a qualified engineer.

So, this shows an aerial view of the subject property. As previously mentioned, it's within the Southpoint Shopping Center. It is a planned unit development at the intersection of Palatine and Rand Road.

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As shown in these pictures, the condition of the current facade is not ideal. Staff is recommending a couple of conditions of approval for this project. One of the conditions is that the Petitioner will collaborate with the property owner on exterior enhancements to the facade to create an enhanced gateway to this portion of the shopping center. Additionally, Staff is also recommending a condition of approval in regard to the parking lot repairs. As shown in the picture to the right, the parking lot currently has numerous potholes and the striping of the parking spots has faded. So, in anticipation of the increased parking demand created by Golf VX, Staff is recommending a condition of approval for the Petitioner and property owner to provide a paving and striping plan for the parking lot adjacent to the unit.

This image is the floor plan that Golf VX also shared with us. As previously mentioned, they plan to have 12 golf simulator bays and a bar and dining area. The gray area on the floor plan shows the neighboring tenant space which is a dog boarding facility, Dogtopia. Another condition of approval for this project that has been recommended by Staff is that the Petitioner install sound attenuation during their interior remodel of the space in order to offset any noise that may permeate through the walls from the neighboring tenant. Dog barking can be heard from outside the building, so it is expected that this may be an issue at Golf VX if appropriate sound attenuation is not installed.

A parking study was submitted as part of this application. They surveyed two parking areas. Parking Lot 2A is the area adjacent to the unit in which there were no parked vehicles observed by the Petitioner. Parking Lot 1 is adjacent to At Home and Dogtopia, and the peak parking demand is highlighted at 36 cars on a Saturday evening. Staff does not anticipate there being parking issues as the shopping center is well served by multiple parking lots that are shared among all the tenants.

This image shows the two parking lots that were surveyed by the Petitioner. In addition, this image also shows the proposed bicycle parking location as bicycle parking is required for this project. Staff is generally supportive of this location but is also recommending a condition of approval that ensures that the location of the bicycle rack will not obstruct the pedestrian sidewalk or ADA ramp adjacent to the proposed location.

The Petitioner provided responses to the special use and variation approval criteria as part of their application. Staff found their responses to be sufficient. Overall, the Staff Development Committee is recommending approval subject to the number of conditions that were discussed throughout the presentation, and this concludes Staff's presentation.

ACTING CHAIRPERSON DROST: Yes, thank you. Well done.

Is there a motion to include the Staff report into the record?

COMMISSIONER JENSEN: So moved.

COMMISSIONER CHERWIN: I'll second.

ACTING CHAIRPERSON DROST: Okay, all in favor?

(Chorus of ayes.)

ACTING CHAIRPERSON DROST: Any opposed, same sign?

(No response.)

ACTING CHAIRPERSON DROST: Hearing none, Staff report is included into the record. We'll start the hearing off with comments from the Commissioners and I will start with Commissioner Jensen.

Do you have any comments?

AUDIENCE MEMBER: Speak up please or turn the volume up on the master control?

ACTING CHAIRPERSON DROST: Yes, I think we're -- how is your hearing? Is that better?

AUDIENCE MEMBER: Thank you.

ACTING CHAIRPERSON DROST: Okay, so we'll start, Jensen?

COMMISSIONER JENSEN: Yes, I think I'm going to wait.

ACTING CHAIRPERSON DROST: Speak up.

COMMISSIONER JENSEN: I'm going to hear what the public has to say before I ask any questions, so I'll pass at this point.

ACTING CHAIRPERSON DROST: Okay, Commissioner Lorenzini?

COMMISSIONER LORENZINI: Nothing at this time.

ACTING CHAIRPERSON DROST: Commissioner Green?

COMMISSIONER GREEN: Nothing at this time.

ACTING CHAIRPERSON DROST: Commissioner Ennes?

COMMISSIONER ENNES: I don't have anything at this time. My hearing aid is working fine.

ACTING CHAIRPERSON DROST: Good.

Commissioner Sigalos?

COMMISSIONER SIGALOS: I have a question about this bicycle rack. I mean, I was never a golfer and I can't ever picture myself carrying my golf clubs on a bicycle. Is that really required?

MS. NICHOLAS: It is required by code because there's going to be an increase in parking demand, and that's just the code requirement that we have.

COMMISSIONER CHERWIN: You'll have to learn how to ride your bike with your golf clubs behind you.

COMMISSIONER SIGALOS: I don't have anything further at this time.

COMMISSIONER CHERWIN: Nothing from me, thank you.

ACTING CHAIRPERSON DROST: Commissioner Cherwin? Oh, nothing?

COMMISSIONER CHERWIN: No.

ACTING CHAIRPERSON DROST: Yes, we have some issues with bicycle racks. I think Commissioner Jensen puts the sort of reasonable reason for bicycle racks.

All right, we'll defer on further comments from the Commissioners. Can you hear me okay? So, what we'll do, I'll open it up for public comment.

Who is here to talk about the VX golf site? Anybody that wants to come forward? Any comments?

(No response.)

ACTING CHAIRPERSON DROST: All right, if not, then I'll close the public meeting and then take it back to the Commissioners.

COMMISSIONER JENSEN: I really am very supportive of this project. I really don't have any questions. They've answered everything that we discussed in the Conceptual Plan review, so I'll pass at this point.

ACTING CHAIRPERSON DROST: Commissioner Lorenzini?

COMMISSIONER LORENZINI: I have one question for Ms. Choi. Can you come back up to the mic, please?

Do you have other facilities like this or similar somewhere?

MS. CHOI: So, Golf VX will be our first facility in Illinois; however, we do have our golf simulator out in New Jersey, LA, New York, but the facility of the project that we're

doing will be our first facility in Arlington Heights.

COMMISSIONER LORENZINI: Does it have all the same features?

MS. CHOI: The flagship -- I'm sorry?

COMMISSIONER LORENZINI: Does it have all the same features, the bartender, the restaurant?

MS. CHOI: That is something that we want to forgo on in the future as a franchisee in the business plan.

COMMISSIONER LORENZINI: Okay, thank you.

MS. CHOI: Thank you.

ACTING CHAIRPERSON DROST: Commissioner Green?

COMMISSIONER GREEN: I have no questions. I think it's a great project. We went over this in the Plat & Sub, or the Conceptual Plan Review Committee.

ACTING CHAIRPERSON DROST: Commissioner Ennes?

COMMISSIONER ENNES: No, I think the main question I had is how does the robot card people, but I believe that was addressed and answered at Conceptual Plan, that you would have staff who will card people that come. So, are only 21-year-olds allowed in the facility?

MS. CHOI: Maybe I should stay up here. Those drinks, actually there will be staff actually ordering the drinks that need to be ordered. That is, they will be ID'ed and then they will put it in for them. Those drinks are not for the public to be able to operate, it's only for staffing.

COMMISSIONER ENNES: Okay, that's all I have.

COMMISSIONER SIGALOS: My only question was again about, you know, the robotic bartender and monitoring, you know, minors from buying drinks, but that's answered, so I have no other questions. I think it's great. I was never a golfer, so it will be great.

MS. CHOI: Maybe you get to start it.

ACTING CHAIRPERSON DROST: Yes.

Commissioner Cherwin?

COMMISSIONER CHERWIN: Yes, I would just follow up on Commissioner Sigalos' comments about the golf clubs on the bike.

Do you anticipate any bike traffic coming to this? Would there be a lot of bikers coming in with the clubs or what?

MS. CHOI: As of now --

COMMISSIONER CHERWIN: Do any of your other facilities have bike racks?

MS. CHOI: No, they don't.

COMMISSIONER CHERWIN: Okay, who is supposed to be paying for the bike rack if you need to put one in?

MS. CHOI: We are.

COMMISSIONER CHERWIN: Okay, well, I don't think that that's really an appropriate, a good use of your funds.

MS. CHOI: Thank you.

COMMISSIONER CHERWIN: I would suggest that it's waived for this particular development. That would be my preference if it comes before the Board, because I just don't think it's a good use of funds. I wouldn't be able to ride my bike there.

MS. CHOI: Exactly, if you're a golfer you'll know.

COMMISSIONER CHERWIN: With clubs, and I'm pretty nimble, but yes, I mean, I also think the conditions make sense. I mean, on the other hand, you know, the way that the parking lot is right now, you need a 4Runner to get there. So, I think the requirement of the improvements on the facade and everything else seem to make a lot of sense to me. So, I would make a motion.

ACTING CHAIRPERSON DROST: Well, I want to make a comment.

COMMISSIONER CHERWIN: Oh, no.

ACTING CHAIRPERSON DROST: Before I am, I'm going to give you an opportunity.

COMMISSIONER CHERWIN: Oh, okay, go ahead.

ACTING CHAIRPERSON DROST: Yes.

No, like Commissioner Cherwin and what I perceive Commissioner Jensen's remarks would be on the need for bikes in areas that really are quite hazardous for bikers to come in, bicyclists, and we've talked about this before at Commission meetings that, you know, sometimes we've got to apply some practicality to these requirements. So, this is just going into the record so that the Trustees know.

Then as far as the robot, no Basset training, you know, for liquor training? How do you, you know, pre-program that? That's a joke. So, now it's time for you to --

COMMISSIONER ENNES: If I could just, is this property a PUD?

MR. HUBBARD: Yes.

COMMISSIONER ENNES: So, bike racks, and I agree with the issue, we shouldn't have bike racks where they're not needed, but with a PUD, we have other businesses there, right? We have a dog --

ACTING CHAIRPERSON DROST: Dogmania?

COMMISSIONER ENNES: We have a tile store. Do they have employees who might be riding bikes to work?

MR. HUBBARD: Yes.

COMMISSIONER ENNES: So, at least that's something, but if the property doesn't have it, then it should be added at this time at the overall expense of the PUD.

Petitioner, you look like you had a comment?

MS. CHOI: No, I did check on the bike rack. The only place, yes, on that plaza, the only place they have was Chipotle.

COMMISSIONER ENNES: But that's not your parking lot.

MS. CHOI: Yes.

COMMISSIONER ENNES: That wouldn't help.

MR. HUBBARD: Yes, the bike parking requirement is triggered by the use classification, a large amusement facility, that could entail a golf, a virtual golf facility or it could entail a laser tag, you know, facility for children, then they have more bike traffic. So, that's the theory behind the requirement. Additionally, you know, I think it makes perfect sense that the golfers probably aren't going to be biking there with their golf clubs, but some of the employees working here may. You know, this bike rack could serve some of the other businesses in the facility in the PUD as well.

COMMISSIONER JENSEN: A question that I would have there. I agree with Commissioner Drost, this is probably a dangerous area to be riding your bike, whether you're an employee or a customer. So, if they wanted to actually get a dispensation before they go to the Board, what do they need to do?

MR. HUBBARD: Well, the Plan Commission could make a motion to recommend everything except for the variation, or I'm sorry, except for I guess, or in addition to the requested approvals, they could put in a variation, recommendation for a variation to waive the bike parking requirements.

COMMISSIONER JENSEN: Okay, thank you.

So, we could ask that number five be eliminated if we, when we get around to making a motion?

MR. HUBBARD: Yes, that condition would be eliminated and then a variation to waive the bike parking requirements for this particular use would also be necessary.

COMMISSIONER JENSEN: Okay, thank you.

ACTING CHAIRPERSON DROST: Okay, thank you.

Commissioner Cherwin, do you want to make that motion?

COMMISSIONER CHERWIN: I think perhaps somebody in the group would like to say something?

ACTING CHAIRPERSON DROST: Oh, yes, state your name and spell it.

MR. SILVERMAN: Yes, my name is Richard Silverman, S-i-l-v-e-r-m-a-n. I'm the shopping center owner. Golf VX has signed a lease with me to move forward. We're looking forward to having them. They're a great use for our shopping center. I'm against the bike rack but we could move forward with that if it's necessary.

The thing I wanted to put on the public record was the Staff's requirements for facade improvements to make it look better as a gateway. We fully support that. That is in our plans. We have drawings we plan to submit right away.

The other comment though, that is a requirement that Staff is putting upon Golf VX and myself as the owner to repair the parking lot. I don't own the parking lot. The parking lot is owned by the owner of Floor and Decor. That parking lot is being deferred maintenance, not paid attention to, and it's their responsibility per the operating and easement agreements with the shopping center to maintain it. So, we would implore Staff who has the ability to have code enforcements go out there and make the parking lot improvements be a requirement of the individual that owns the parking lot, not the individuals that are the neighbors of it and being forced to improve someone else's land.

So, that's all I wanted to add to the public record as of yet at this point.

COMMISSIONER CHERWIN: Could I just really quick follow on that? You have the benefit of use of the parking lot?

MR. SILVERMAN: Yes, the entire shopping center is a PUD and has an operating and easement agreement which has cross access and cross parking requirements and rights.

COMMISSIONER CHERWIN: So, are you a party to the operating agreement?

MR. SILVERMAN: Yes, sir.

COMMISSIONER CHERWIN: Okay, is there a maintenance requirement, so you have a right to enforce the rights as a benefited parcel under that agreement, correct?

MR. SILVERMAN: The shopping center manager has the rights to maintain it and the right to go to court with them. I am not that individual. The shopping center manager outside of my control is not taking that necessary step.

COMMISSIONER CHERWIN: But as a benefited parcel, you should have

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the right under that agreement to enforce the provisions of it. Are you saying that the terms don't allow for that?

MR. SILVERMAN: The terms require the shopping center manager, the declarant of the shopping center, to enforce the rules and the regulations of the shopping center. Me as a neighbor cannot enforce rules on another neighboring property. Yes, that is what I am saying.

COMMISSIONER ENNES: But you are also the owner of the entire property?

MR. SILVERMAN: I am one of seven owners of Southpoint Shopping Center, and the parking lot that is being talked about that needs to be upgraded is owned by the Floor and Decor owner. I'm also the owner of the Dogtopia building, the Chipotle, AT&T, BIBIBOP, Consumers Credit Union and RE/Max building. I maintain my parking lots if you go out there and take a look, but I can't force a neighbor to only maintain 75 percent of their parking lot and abandon the other 25 percent that happens to be in front of our future tenant.

So, for the public record, we are being forced to maintain the parking lot and go to court if that's what's going to have to happen with the neighbor, right? We would hope that the Village could probably step in and enforce it with code enforcement and other possibilities to make sure that that shopping center maintains their property.

ACTING CHAIRPERSON DROST: If a violation has been served on the site and it's served to Mr. Silverman, does he then pass it off to the responsible party?

MR. HUBBARD: Well, the violation in this case would go to the property owner of the parking lot of which he is not.

ACTING CHAIRPERSON DROST: Right. I mean, I'm just, you know, I don't want to play, you know, courtroom here. Just to the sense that they'll get notice of it and it will go to the proper party?

MR. HUBBARD: Right, yes, it would. It would go to the Floor and Decor owner and they would be responsible for the repairs. The condition as worded just requires that they provide a paving and striping plan so that we can determine where the necessary crosswalk will go. It does not require this property owner to --

ACTING CHAIRPERSON DROST: Yes, that's a subtlety and I think that's an important point. It's just the plan, and then who is responsible for the plan would be the owner.

MR. SILVERMAN: That parking lot needs more than just striping and sealing. It's well aware that it's deteriorated beyond its useful life. Those photos are evident of it and we ask that Staff step in and serve that violation to the shopping center owner and help us enforce.

ACTING CHAIRPERSON DROST: Yes, but the important thing is to decouple the actual task from serving as a conduit to the owner.

MR. SILVERMAN: Yes, sir. Appreciate that.

MR. LYSICATOS: Yes, we're fully aware of the ownership issue. We are discussing internally whether it becomes a code enforcement issue, we're prepared to make it a code enforcement issue. We know who that would be served to. At this point, the biggest issue or the most important part of the condition is that we understand how much parking would be provided through this. We can't really tell out there right now, it's in such bad shape.

So, understand that since it's a PUD, when we look at the parking availability, it includes the whole site or everything adjacent to the businesses that are coming in, so we need to understand what it will look like through a striping plan. A lot of that is

coordination, so we could massage the condition to talk about that coordination, but you're right, we did decouple it from requiring them to constructing it because we understood that that is not their right, it's something that is negotiated amongst the property owners.

ACTING CHAIRPERSON DROST: Good, thank you. That's a great --

COMMISSIONER JENSEN: To follow-up on that, I would like to ask, is the way number 4 is written, aren't we asking them to do something they probably can't do when one of the things you're asking for is not only the plan but you're asking for a timeline and some other things that are probably outside the scope of what they can do? So, I'm not sure I like the way that number four is written because I didn't think the Petitioner or even Mr. Silverman can actually deliver on that.

COMMISSIONER CHERWIN: Well, Lynn, I mean, if the requirement is in there, it's just subject to them, you know, as long as there's flexibility, you know, you could put the plan together, right, and just --

COMMISSIONER JENSEN: Well, who should be putting the plan together is the question.

MR. SILVERMAN: We're happy to put the plan together. We've put the plan together, the plan is simply putting stripes back on the parking lot where they were previously before they were let deteriorate. It's not redoing the parking lot or redoing the design, but it's taking, backed out of the base corner and putting in new paving on top. The re-striping is very simple, it's repeating what was there previously, and I understand Staff will require us to improve the neighbor's property to put a crosswalk in and an ADA ramp. I understand that, we will sign off on that, but in terms of redoing their parking lot and repaving their parking lot, that's not my right, nor is doing the crosswalk, but I understand --

COMMISSIONER JENSEN: You have no trouble with the plan. You don't have a problem with the way that's written in number four?

MR. SILVERMAN: Oh, I mean, I have an issue with it and that's why I came up here to discuss it.

COMMISSIONER JENSEN: Yes, good for you.

MR. SILVERMAN: But the first paragraph of being able to present the plan, sure, I can present the plan on paper, that is fine. But I cannot be forced to adhere to a timeline to force someone else out of my control to repair that parking lot. And I'm not here to dissect that number four, I simply wanted to go on record requesting and advising that we don't own the parking lot and we're asking for Staff's help to enforce the code. It is a safety hazard out there if it's not.

MR. HUBBARD: I certainly think the encouragement is well received and, you know, we'll, you know, take that under consideration and we're already discussing that. So, we appreciate the comments.

ACTING CHAIRPERSON DROST: Yes, appreciate it.

MR. LYSICATOS: If the Board is willing to entertain it, we could, you know, instead of discussing a hard timeline, maybe they can just document their coordination with the parties that are responsible for it so that we have a clear sense of that through the RCA. So, they can interpret the RCA and present it to the adjacent owner, because that's not our job. We can use that as a tool in how we move forward with requiring that from the responsible party.

ACTING CHAIRPERSON DROST: Yes, and you will want to make the motion making those changes then, Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

ACTING CHAIRPERSON DROST: Basically, the responsible individual, open timeline to submit the plan, I think that's okay, and it's just a question of them getting the responsible party to execute on the repairs, the maintenance.

COMMISSIONER CHERWIN: Yes, okay. Mr. Chairman, what would be, for the responsible party, I guess how would you want to set that expectation?

ACTING CHAIRPERSON DROST: I'm going to defer to --

COMMISSIONER CHERWIN: If I could ask Michael, what would it be?

MR. LYSICATOS: Yes, I don't know if we could set that. I don't think we can set the expectation as a part of this because it would be a separate, it's separate of this Board's sort of zoning review in that it's a separate code enforcement issue.

ACTING CHAIRPERSON DROST: Yes.

COMMISSIONER CHERWIN: Yes. Leave it as it is then?

MR. LYSICATOS: I think having the coordination documented before it gets to Village Board is vital. I think just setting the conditions, that's items that should be prepared before Village Board is important in and of itself so that it's understood what's being approved and what is being pursued by the time we get to that step.

COMMISSIONER CHERWIN: Okay.

MR. LYSICATOS: Thank you.

COMMISSIONER CHERWIN: Thanks.

All right, I'll make a motion.

A motion to recommend to the Village Board of Trustees <u>approval</u> of PC #23-013, a Special Use permit to allow an approximately 11,938 square-foot large amusement facility on the subject property, a Special Use permit to allow a restaurant with food and liquor service on the subject property, and the following Variations:

1. **A Variation from Chapter 28, Section 6.12-1(3), to waive the requirement for a traffic and parking study from a qualified professional engineer.**
2. **A Variation from the requirement to have a bicycle rack at the facility.**

This recommendation is subject to resolution of the following:

1. **The Petitioner and property owner shall collaborate on exterior enhancements to the facade including architectural upgrades to the building entry to create an enhanced gateway to this portion of the shopping center, which shall be subject to Village review and approval and will likely require Design Commission approval. A building permit for said enhancements must be obtained no later than occupancy of the site by Golf VX, and shall be completed no later than six months after issuance of an occupancy permit for the subject property.**
2. **A liquor license application will be submitted prior to the Petitioner's appearance in front of the Village Board.**
3. **Appropriate sound attenuation, at the discretion of the Village, shall be provided and included in the interior remodel work, to be verified upon review of a building permit application.**
4. **A paving and striping plan for the parking lot adjacent to the unit will be provided prior to the Petitioner's appearance in front of the Village Board. This should**

DRAFT

include a timeline for when the parking lot will be improved, details on who is responsible for parking lot repairs according to the reciprocal basement agreement for the shopping center, the total number of parking spots, the location and number of ADA parking spots, and installation of an ADA curb ramp that is oriented in-line with ADA parking with a corresponding continental style crosswalk.

5. **The Petitioner shall comply with all federal, state, and Village codes, regulations, and policies.**

COMMISSIONER CHERWIN: And then just a clarification on 4, that the Petitioner not be held to a specific timeline, but to coordinate with the responsible party as needed.

COMMISSIONER JENSEN: Second.

ACTING CHAIRPERSON DROST: Any further discussion?

(No response.)

ACTING CHAIRPERSON DROST: Hearing none, I'll call for a vote.

MS. NICHOLAS: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MS. NICHOLAS: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MS. NICHOLAS: Commissioner Ennes.

COMMISSIONER ENNES: Yes.

MS. NICHOLAS: Commissioner Green.

COMMISSIONER GREEN: Yes.

MS. NICHOLAS: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Yes.

MS. NICHOLAS: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MS. NICHOLAS: And Acting Chair Drost?

ACTING CHAIRPERSON DROST: Yes.

Okay, congratulations, you've got the unanimous approval of this body and you're going to be set to go before the Village Trustees.

Do we have a date?

MR. HUBBARD: It will depend on resolution of some of the items here.

ACTING CHAIRPERSON DROST: Okay, so you'll be in touch with our fine Planning Department, so good luck. Thank you, and I think it's going to be a great addition to Arlington Heights. To the Heights, I think, isn't it? All right, thank you.

(Whereupon, at 8:05 p.m., the public hearing on the above-mentioned petition was adjourned.)

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STATE OF ILLINOIS)
) SS.
COUNTY OF KANE)

I, RON LeGRAND, SR., 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.

_____
RON LeGRAND, SR.

SUBSCRIBED AND SWORN TO
BEFORE ME THIS _____ DAY OF
_____, A.D. 2023.

_____
NOTARY PUBLIC

DRAFT

Plan Commission
11/29/2023

Item:	Full Circle Communities/Grace Terrace - 1519 S. Arlington Heights Rd. - 11/8/23
Department:	Planning & Community Development Department

ATTACHMENTS:

Description	**Type**
Full Circle Communities - 11/18/23	Minutes

PLAN
COMMISSION

REPORT OF THE PROCEEDINGS OF A PUBLIC HEARING
BEFORE THE VILLAGE OF ARLINGTON HEIGHTS
PLAN COMMISSION

RE: FULL CIRCLE COMMUNITIES/GRACE TERRACE -
1519 SOUTH ARLINGTON HEIGHTS ROAD - PC #23-007
REZONING, PLANNED UNIT DEVELOPMENT,
COMPREHENSIVE PLAN AMENDMENT, PLAT OF SUBDIVISION, VARIATIONS

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 8th day of November, 2023 at the hour of 8:05 p.m.

MEMBERS PRESENT:

GEORGE DROST, Acting Chairperson
LYNN JENSEN
JOE LORENZINI
BRUCE GREEN
TERRY ENNES
JOHN SIGALOS
JAY CHERWIN

ALSO PRESENT:

SAM HUBBARD, Development Planner
HAILEY NICHOLAS, Assistant Planner
MICHAEL LYSICATOS, Assistant Director of Planning and Community Development

ACTING CHAIRPERSON DROST: Our next agenda item is the Full Circle Communities/Grace Terrace.

Is the Petitioner here?

MS. O'CONNOR-BROOKS: Yes.

ACTING CHAIRPERSON DROST: All right, welcome to our hearing. I'm going to ask you to identify yourself. Are there going to be any other individuals on this project, this petition that will be testifying?

MS. O'CONNOR-BROOKS: Yes.

ACTING CHAIRPERSON DROST: Okay, would you bring them up and I'll swear you guys in? All right, please hold up your right hand.

(Witnesses sworn.)

ACTING CHAIRPERSON DROST: You're all sworn in, so you can take your seat, and then the Petitioners, after you identify yourself, please identify yourself, spellings, and if you wish to give your addresses.

MS. O'CONNOR-BROOKS: Sure. Thank you so much for having us tonight. My name is Emma O'Connor-Brooks. That's E-m-m-a O'-C-o-n-n-o-r - B-r-o-o-k-s.

MS. REYES: My name is Denise Reyes, that's D-e-n-i-s-e R-e-y-e-s, and we are here today on behalf of Full Circle Communities to present to you Grace Terrace, a 25-unit permanent supportive housing development here in Arlington Heights.

ACTING CHAIRPERSON DROST: Good.

Before you start, I just want to make sure, all notices have been given, Sam?

MR. HUBBARD: They have.

ACTING CHAIRPERSON DROST: We're legal, so we can continue in that regard. Then, have you read the blue sheet that we have that is the list of the conditions?

MS. REYES: We do have the copies.

ACTING CHAIRPERSON DROST: Okay, and do you have issues with those conditions?

MS. O'CONNOR-BROOKS: We spoke with Staff. There are some minor modifications that I assume Staff will go through.

MR. HUBBARD: Yes.

ACTING CHAIRPERSON DROST: Yes, and we do have some markups on one of the latest versions of it.

MS. O'CONNOR-BROOKS: Okay, great. Thank you.

ACTING CHAIRPERSON DROST: All right, so please proceed, Ms. Reyes.

MS. O'CONNOR-BROOKS: So, we are here to present Grace Terrace. This is a 25-unit permanent supportive housing facility for persons with disabilities and veterans. I wanted to go over our agenda really quick, introduce ourselves as the developer, how we are responding to community need, and then we'll go into the site itself, its amenities, the plan for our development, the design details, and then introduce our development team, the majority of whom are here with us today, what services we'll be including in the development, our experience overall as affordable housing developers, and the overall community benefit to Arlington Heights.

So, we are Full Circle Communities. We are a non-profit housing developer. We were established in 1999 and we own and manage over 1,500 units across three states, in Iowa, Michigan and Illinois, with an additional 250 approved or under construction. Our mission is to expand access to affordable housing through preservation and development,

thoughtful design, and the provision of targeted supportive services to our residents. We achieve this by dedicating 75 percent of the economics of our portfolio projects to services for our clients.

Full Circle is not just the developer, we are the owner/operator and will be a long-term member of the Village of Arlington Heights. As such, we are committed to the success of this development and committed to being good neighbors here.

So, we're here today after being approached by the Housing Task Force. This is an organization committed to bringing housing opportunities to persons with disabilities in the northwest suburbs. A lot of the members are here with us today as well for support. The task force approached us to build a new construction for permanent supportive housing after successfully helping create Heart's Place which is Arlington Heights' first permanent supportive housing facility that opened in 2019.

Heart's Place currently is fully leased and has an extensive wait list which is over 100 people, and we find this to be true in neighboring areas as well for any facility that services persons with disabilities for permanent supportive housing or similarly established developments. Those include Myers Place in Mount Prospect which opened in 2013, Philhaven in Wheeling in 2017, Midtown Crossing in Des Plaines in 2018. Through working with the task force, we believe that we will help Arlington Heights respond to the ongoing need for this type of housing in the northwestern suburbs. This project also responds to Arlington Heights' consolidated plan for 2020-2024 in response to one of its highest priority needs for affordable housing.

So, our site is located at 1519-1625 South Arlington Heights Road. We consider this site to be in a very high opportunity area as it's within a half mile of local parks, grocery stores, restaurants, health clinics and pharmacies. The streets are also outfitted with sidewalks, so it's very pedestrian-friendly. We also have transit close by.

The Pace bus route 208 is located at Golf and Arlington Heights Road just south of our project, and it's about an eight-minute walk. This bus also connects passengers to Metra Stations as well as CTA stops. Pace also offers an on-demand service for people with disabilities, and one of Pace's on-demand sites is located right across the street and this provides reservation-based, shared-ride service within Arlington Heights and Rolling Meadows.

So, just to put in context where our site is and what's around it, we have a vacant lot to the north of us, and then to the south of us is an existing memory care facility, and then to the east and west sides of our project are single-family homes. The building is strategically positioned between our two site access points. The southern site access point is an existing access that the memory care facility currently uses, and so we'll be using a shared access agreement for that. Then the northern access point, per Staff's guidelines, is aligned with Emerson Street. Then, also just to note, the parking is located to the south and east of the project, and that's for aesthetic concerns to keep it off of the front of the property.

So, just to walk through some of the site data, we are located on 3.93 acres and we have 25 units and 41 parking stalls including eight accessible stalls. Just to note, this is 10 parking stalls under what is required per code, but through our work with the task force as well as our own traffic study, we found that the amount that we're providing on the site will be sufficient for this project use.

Since parking is at the rear, the lobby and outdoor recreation spaces are also located at the rear of the property. This image on the right side is just showing our landscape plan, and I just want to point out that we are providing an extensive landscape buffer

along the east property line, and that's out of concern for the privacy of our neighbors to the east.

So, here is a site section, this is showing our building and it's cutting through our back parking lot and that back landscape buffer that I just mentioned, and it's also showing our existing rear neighbor. So, we are providing generous setbacks along both the west and the east sides. Along the east, it's between 95 feet and 123 feet, and that varies because that east lot line is diagonal. Then at the front of the project on the west side, we're providing 90 feet for setback.

So, here's an image showing the proposed project from the northwest. So, if you are driving south down Arlington Heights Road, this is what you would see.

Just to point out a few of our property features, this is an elevator-served building with doors and hallways that accommodate a wider turning radius. It will be universally designed going above and beyond code requirements for accessibility. It is also Enterprise Green Communities certified and will include energy efficient features.

Some of the building and on-site amenities include a community room, a computer lab, laundry, tenant storage space, community gardens, and on-site property management and services. There will be an on-site property manager as well as one to two service providers on site, and there will also be a part-time maintenance staff as needed.

Some of the security features of the building are that we'll have interior and exterior cameras that can be accessed remotely by property management 24-7. There is also an emergency hotline if tenants ever need to reach property management. All tenants and visitors will need to go through the main entry door which will be key fob accessed.

So, this is our southeast rendering. This is a view from the parking lot on the eastern side of the property, and this is just showing that entryway along with our community patio.

So, to take you through our unit mix, we are proposing 20 one-bedrooms and five two-bedrooms. Our one-bedrooms are about 660 square feet, and our two-bedrooms are about 800 square feet. These both meet or exceed Village Code requirements.

There will also be accessible features in the ADA units above and beyond code, with lower counter height shower shelves, lower under-sinks and prep spaces and rocker switches and outlets. Some bathrooms will also feature roll-in showers.

To take you through our targeted population, as Denise mentioned, this is 100 percent permanent supportive housing. What that means is just, the permanent indicates that all tenants will have a lease, so it's not meant to be transitional housing. The supportive element is that there are supportive services offered on site but those are not required as part of tenancy. Just to note that this is independent living, so as I mentioned, services are optional and all tenants will be able to live independently to live on this site.

We also are getting 100 percent rental assistance covered by the Housing Authority of Cook County through project-based vouchers. The target populations are people with disabilities and veterans. Our area median income levels that we're targeting are 30 percent area median income and 50 percent. Just to give you kind of a grounding of what that means in numbers, a 30 percent area median income is $23,000 as an individual and $26,000 as a couple, and a 50 percent area median income is $38,000 as an individual and $44,000 as a couple per year.

So, with that, I will turn it back over to Denise to walk through our project financing.

MS. REYES: So, this project is being financed by the Illinois Housing

Development Authority through their permanent supportive housing program. They are providing the lion's share of the funding. Other finances include state and private grants, private loan, and all of these funding sources have been committed and secured.

To walk you through our timeline, to date we've been working on finalizing and securing all of our funding sources. Now that those are all lined up, we're working through our zoning phase and working toward permitting and having our financial closing with all of our funding sources by Q-1 next year, at which point we will transition over to construction. We expect a 12-month construction phase, at which point we will transition over to Full Circle Management which is our in-house property management to lease up the properties in 2025.

So, our partners in this project include: Cordogan Clark Architects who are here today; our general contractor are Weis Builders; and our civil engineer is CAGE Civil Engineering. All of these partners have experience in building affordable housing, and we've worked with all of them individually in the past. This exact team is also working on completing an affordable housing project in Carol Stream at the moment.

So, in regards to our development experience, we wanted to demonstrate that by highlighting another permanent supportive housing development that we have in our portfolio that is currently in operation. This is Pearl Street Commons, it is located in McHenry, Illinois and opened in late 2018. It's very similar to Grace Terrace, it's a 25-unit permanent supportive housing development for veterans and persons with disabilities. It has universally designed one and two-bedroom apartments and has service provision offering on-site management and case management and advocacy. As I mentioned, it is financed by IHDA's permanent supportive housing program similar to the funding source that we're using for Grace Terrace. Similar to the other projects that I had mentioned earlier, Pearl Street Commons is fully leased and has an extensive wait list. This project was so successful that McHenry County is very happy and has invited us to return to do more affordable housing at an adjacent lot.

These are just some of the interior photos for Pearl Street Commons. The amenities are very similar to what we'll be doing at Grace Terrace as well as similar finishes. The amenities include a computer room, community garden, laundry, a library and a community room.

So, Full Circle partners with service providers to deliver on-site services to all of our developments. At Grace Terrace, we'll have a case manager that will work with the residents to identify the service needs of those residents. An example of those would be: asset management such as job training for employment or financial literacy; case management to help residents retain housing, access benefits and any other entitlement assistance that they may need; socializing and community building among the residents such as planning holiday parties, other events, or maybe starting a community garden; as well as health and wellness such as connecting residents to any healthcare services they may need, or activities of daily life, daily living services.

As I mentioned earlier, Full Circle invests 75 percent of its economics back into the building service provision. That includes our developer fee and ongoing cash flow through operations. We also conduct annual resident services to ensure that the services reflect the residents' needs and their goals.

So, we believe that Grace Terrace responds to the community benefits. Full Circle being the owner/manager, we're going to be a long-standing member of this community and want to be a positive force and a good neighbor. This project creates long-term stability for persons with disability and for veterans. This project aligns with the Village's 2024

consolidated plan, the first priority being affordable housing. We believe that responding to that provides housing stability for persons with disabilities and veterans. It also aligns with the Village's recent 2024-2025 strategic priorities, specifically priority number six, to continue to embrace DEI efforts to create a sense of belonging in the community and within the Village governance, and priority number nine, to seek and maintain and expand attainable affordable housing.

This project also responds to some of the Village's sustainability goals. We will be Enterprise Green Communities certified at the completion of the project and will be utilizing Energy Star efficient appliances.

In regards to the economic investment, we're going to be developing a long-standing vacant lot which will generate more of a tax base. We do pay into property taxes for all of our developments. We're estimating about a $50,000 tax base contribution per year, and we'll be investing $13 million into this project and it will create three permanent jobs in a case manager, a service provider, and maintenance staff.

With that, thank you very much for your time.

ACTING CHAIRPERSON DROST: Thank you, and just a couple of questions on the acronyms that you used. DEI and PSH, can you expand on those so that we have it in the record?

MS. O'CONNOR-BROOKS: Yes. PSH is Permanent Supportive Housing. DEI is Diversity, Equity and Inclusion.

ACTING CHAIRPERSON DROST: Okay, just for the record. Thank you.

MS. O'CONNOR-BROOKS: Thank you.

ACTING CHAIRPERSON DROST: I'm going to ask for the Staff report now. Sam Hubbard is on. Thank you.

MR. HUBBARD: Thank you, Chair Drost.

Okay, so as you've heard, the subject property is at 1519-1625 South Arlington Heights Road that is currently O-T district which is an Office-Transitional Zoning District. The O-T District is primarily intended for low intensity uses, mostly business and professional offices, along with medical offices, and then some additional low intensity uses such as a photography studio or a travel agency. Currently, it is designated as appropriate for offices only in the Comprehensive Plan which aligns to the current zoning of O-T.

The specific zoning actions that the Petitioner is requesting would be a preliminary plat of subdivision approval to subdivide the property into two lots. Final plat of subdivision approval would need to be reviewed by the Plan Commission at a future date once the final plat and final engineering plans have been submitted. Additionally, the Comprehensive Plan clearly designates the site again as offices only, and so in order to align with the proposed zoning into the I District, Lot 1, the southern lot which is the lot that would contain the permanent supportive housing facility, would be reclassified in the Comprehensive Plan from offices only to institutional. Again, that southern Lot 1 would need to be rezoned from the O-T District into the I Institutional District, and all developments within the I District have to obtain PUD approval, and so that would be another part of the request this evening. Additionally, there are three variations that are being requested as part of this project, and I'll get into those further on in the report.

So, here are two aerials of the site, one perspective and one overhead aerial. You can see the subject property is bounded by the red line, and to the south is the existing Gardens of Arlington Heights facility, that's a memory care facility. That site is zoned I, that's in the Institutional Zoning District, and that's also classified as suitable for institutional

uses on the Comprehensive Plan. To the east of the site, there are two single-family homes, and then farther east is a predominantly single-family neighborhood within the R-1 Zoning District. Directly north of the property is a vacant piece of land in the R-1 Single-Family Zoning District. To the west across Arlington Heights Road are single-family homes in the R-3 Zoning District.

We believe the requested rezoning is compatible with the zoning to the south which is also in the I District, again, there's a memory care facility that's an institutional use currently. The proposed use is a permanent supportive housing facility which is classified as an interim care facility per code, which is allowed in the I District. It really has a strong residential component to it although it does couple that residential component to the services provided and supports for those residents. We believe that that would be a good transition between the institutional use to the south and then the vacant land to the north which is currently in the R-1 District but probably not suitable for single-family uses. That property most likely would be developed with an office type use or potentially some moderate density multi-family. So, we view the rezoning as appropriate as a transition between the two.

Relative to the single-family to the east and to the west, given the characteristics of the proposed development, the generous setbacks, good site access, a low traffic generating use, and strong landscape buffers, we believe that the proposed land use could be compatible with the surrounding single-family uses as well.

Some of the general characteristics of the development: again, it's a 25-unit permanent support housing development for individuals with disabilities, there will be an affordable component for all units, it will be disability neutral, and preference would be given to potential tenants that are veterans.

Relative to landscaping and tree preservation, there are 116 trees on the site that will be removed, but that doesn't include any buckthorn trees which are an invasive species and probably not appropriate for the site anyways. Approximately 255 new trees will be planted as part of this development, and 22 of the existing trees that are in good condition and appropriately sited will be preserved. On the east side of the site adjacent to single-family homes, there will be a six-foot tall privacy fence, and to provide for year-round screening, 67 evergreen trees will be planted along that eastern property line. Many of those trees will be planted at eight feet in height which is above and beyond code requirements which require a minimum of six-foot tall at time of installation.

The landscape plan does comply with all code requirements subject to two modifications both of which the Petitioner has agreed to make. One is relative to increasing the height of some of the junipers that are proposed up to six feet in height. Additionally, they will need to substitute some of the deciduous trees proposed on the north property line with evergreen trees.

Overall, this development conforms to the height, density, building lot coverage, minimum unit size and floor area regulations of the I District; however, there are three variations requested. There are also some infrastructure obligations that the developers will need to implement. They will be extending a water main through the site. The dry bottom detention basin at the southeast of the site will be expanded. They will install one underground detention vault and they will be re-striping part of the median in Arlington Heights Road to allow for a dedicated left-hand turn lane into the newly proposed entrance on the northern side of the site, and that will be for southbound traffic on Arlington Heights Road to make a left into the development.

So, we really tried to focus our analysis on this proposal relative to

the land use, and we found that it was compatible to a lot of the existing policies and plans within the Village. It is compliant with our Inclusionary Housing Regulations. Additionally, it is compatible with many of the aspects of the South Arlington Heights Road Corridor Plan, specifically in relation to landscaping. The plan called for, on this particular site, a dense landscape screen on the east side adjacent to those single-family residential homes, which the Petitioner has worked with us to provide. One of the other components of the corridor plan was the establishment of cross access agreements between the properties to the south and the properties to the north. The Petitioner is working to provide those; they will be refined and finalized as part of final plat of subdivision approval should this project move forward with the Village Board.

Additionally, relative to the land use, the South Arlington Heights Road Corridor Plan designated this property as suitable for medical or professional offices as well as institutional uses such as care facilities. As this facility is classified as an intermediate care facility per code, it is compatible with that recommendation within the plan. Then the proposal is also compatible to some of the 2024-2025 strategic priorities established by the Village Board. The Petitioner went through both of those relative to opportunities for embracing diversity, equity and inclusion, as well as priority nine, seeking, maintaining and expanding attainable housing within the community.

We did take a look at some of the public safety implications of this development. As you've heard, Arlington Heights does have one permanent supportive housing development called Heart's Place. We reached out to the Police Department to inquire into the number of calls for service that have come from that facility, and with exception to one isolated incident, the police have documented that this facility, the one in Arlington Heights, the Heart's Place facility generates a similar number of calls for service as would be in a standard multi-family residential development.

Additionally, the Petitioner has provided a tenant selection plan which outlines some of their screening criteria for potential tenants, so all tenants would be subject to that plan. Background checks on tenants would be required. Certain background histories will prohibit those tenants from being selected for lease of these units, and per their tenant selection plan, I should note that sex offenders would be prohibited from occupying or leasing any unit within this facility.

This graphic shows the proposed plat of subdivision. The larger lot to the south which makes up about three-quarters of the site, this is where the permanent supportive housing facility would be located. Lot 2 to the north would be left vacant at this time, and a portion of that land would need to be dedicated for a right-of-way for a potential cul-de-sac in the future.

There is one variation that is required, and that's relative to the width of Lot 2. The O-T District, which is the current zoning of Lot 2 and that will not be changed, it requires a 100-foot wide lot. Lot 2 is proposed at approximately 80 feet in width, so it needs a variation. We are supportive of this variation request. The lot size exceeds the minimum lot size requirements for an O-T lot by about 260%, so while it does not have the necessary width, it is quite a bit larger than what would be required by code. Additionally, given that the land to the north of this property is undeveloped, the creation of this lot and leaving it vacant will allow for a potential opportunity for this lot to be incorporated into whatever future development will occur to the north. As part of that, if it is incorporated into that development, that would negate the small lot width here as it would be part of a larger overall development. So, we are supportive of that

variation request as well.

Here's a colored rendering of the front of the building as viewed from Arlington Heights Road. I would mention that the Design Commission did initially review this project for architecture back in October. That discussion was continued until a future meeting which is likely to occur on November 28th. This was to give the Petitioner some additional time to refine some of the colors, materials and architectural components of the building. I would point out that they are proposing a hipped roof here which we do feel is respective of the residential character of the neighborhood to the east and west. The former Autumn Leaves facility/current Gardens of Arlington Heights Memory Care facility to the south also has a hipped roof in many areas and does not have a flat roof, so we feel that from an architectural standpoint, this will be complementary to the existing structures in the vicinity.

Here's the proposed site plan. A few things I want to point out, and the Petitioner mentioned this as well, but the building is sited central to the site which preserves a 90-foot setback on the front and to the west adjacent to Arlington Heights Road. The I District would require a minimum setback here of 30 feet, so it does exceed code requirements there. To the east, it provides about a 93-foot setback on the southeast, and on the northeast about 120-foot setback. So, that does provide a generous area of setback from the single-family homes to the east in this location.

They are requesting a variation to waive the code required loading berth. We are supportive of this request. I would note that a vehicle could park here adjacent to the small loading area on the side of the building. That would allow at least 9.5 feet on both sides, or on the north side of this vehicle to allow for a two-way traffic to occur or pass. So, we are supportive of this variation. This drive aisle here is 28 feet in width which exceeds code requirements and allows for that 9.5 feet dual travel lanes to the north of any vehicle parked adjacent to the side of the building. Additionally, there are multiple exits into and out of the site, so if for some reason access through that side was hampered, they could proceed to the southern route for ingress and egress to and from the site.

Here is the engineering site and grading plan. Per the request from Staff, the Petitioner did incorporate a second entrance into the site which aligns directly with Emerson Street across Arlington Heights Road. On the north side of Arlington Heights Road, here is where the additional left turn lane will be striped into the median to provide dedicated access into the site. Again, they are utilizing the existing site access to the south and that is benefiting the memory care facility to allow that access as well, so it does comply with those shared access provisions of the South Arlington Heights Road Corridor Plan. They will provide, again, as I mentioned, future access to the north, and that will be refined as part of final plat of subdivision approval, but the eventual goal is to have a future connection to the north which will provide better connectivity between all of these development sites on the east side of Arlington Heights Road.

I'll just touch on some of the infrastructure that's going to be put in. I mentioned the water main which will be extended in this location. They are constructing an underground detention vault which will be located here, and then they are going to be expanding the existing dry bottom detention area at the southeast of the site. There will be storm sewers with inlets on the rear of the property and along the east side of the property that will lead to the underground detention vault or to the dry bottom detention basin. So, it will capture runoff from the parking lot, the runoff from the rear of the site and on the front, and divert most of it to this dry bottom detention basin which eventually drains to the southeast.

Again, here's the landscape plan. It does show the generous area of landscaping at the east of the site. I already talked about some of the preservation and conditions on landscaping, so I'll move on traffic and parking.

This is the final variation requested by the Petitioner this evening. It is to provide 41 parking spaces on the site where code requires 51 parking spaces. We did do a comparison to the Heart's Place development which also received a variation to reduce the parking requirements per code. Code would require two parking spaces per unit; Heart's Place provided 1.83 parking spaces per unit which translates to 1.27 parking spaces per bedroom. Relative to the Grace Terrace proposal, that would equate to 1.36 parking spaces per bedroom and 1.64 parking spaces per unit. So, we feel this is generally in line with what was provided at Heart's Place. We are not aware of any parking problems that have occurred at Heart's Place, so we do believe that the parking here will be acceptable.

Relative to traffic, generally speaking, this use is going to be a low expected traffic generator. In 2016, there was a medical office development approved for this site, and that was going to provide almost twice as much expected traffic during peak hours compared to the Grace Terrace expected traffic volumes. So, again, with great site access, with shared access between this site and some of the neighbors, we don't believe that there will be any undue traffic burden from this development.

That being said, we are supportive of the application subject to, I think 14 or 15 conditions as outlined in the Staff report. I'm happy to go through any of these in detail. I will note there were some changes that we were requested by the Petitioner, and the Staff Development Committee is comfortable with those changes. The first one relates to condition number 3, removing the word 'deed', so the original condition would have required this development to be deed restricted to remain in perpetuity as an affordable housing development for individuals with disabilities, meeting all HUD defined income levels. We're taking out the word 'deed', so rather than have it, you know, have a specific document on the deed and a deed restriction, it will be restricted via the PUD. Additionally, some of the Petitioner's lenders will also be requiring this restriction as well, so we feel comfortable with eliminating that single word.

Relative to condition 6(c), that had required one on-site service staff member between standard business hours, 9:00 to 5:00, Monday through Friday. These services are going to be provided by a separate agency that Full Circle will be partnering with, so they don't really have direct control over the staffing hours and when those staff will need to be there. Additionally, there will be times where the staff may need to work evenings or weekends, and in those instances they won't be there during the normal business hours. So, they did request that we modify the condition to state that case workers and service providers will be on site as needed and they will need to provide estimates for these minimum hours that will need to be reviewed and approved by the Village.

Finally, relative to condition 14, should a parking problem on the property exist, as determined by the Village, the Petitioner shall provide additional on-site parking to meet code requirements as needed. “To meet code requirements as needed” is the additional language added, and we are comfortable with that additional language. So, again, we are supportive of the application and recommending approval subject to these 15 conditions.

ACTING CHAIRPERSON DROST: Yes. So, green is in, red it out.

MR. HUBBARD: Correct.

ACTING CHAIRPERSON DROST: Thank you. Thank you, Sam.

Is there a motion to approve the Staff Committee report or Staff

report?

COMMISSIONER LORENZINI: So moved.

COMMISSIONER CHERWIN: I'll second.

ACTING CHAIRPERSON DROST: Okay, second.

Those in favor?

(Chorus of ayes.)

ACTING CHAIRPERSON DROST: Any opposed, same sign.

(No response.)

ACTING CHAIRPERSON DROST: Hearing none, the Staff report is added to the record, thank you. So, now we're going to get to the Commissioners.

Any initial comments, Commissioners, on this project? I'll start with Commissioner Cherwin.

COMMISSIONER CHERWIN: I think I'll reserve until we hear from the public.

ACTING CHAIRPERSON DROST: Good, thank you.

Commissioner Sigalos?

COMMISSIONER SIGALOS: I don't have any yet. I'd like to hear the public comments.

ACTING CHAIRPERSON DROST: Commissioner Ennes?

COMMISSIONER ENNES: I have a couple that I would like to address prior to comment. Ms. Reyes and Ms. Brooks, if you could come back up, I'd appreciate it. I have a couple of questions I'd like you to clarify. Can you define disabilities and veterans? Are veterans military veterans?

MS. O'CONNOR-BROOKS: That's correct, yes.

COMMISSIONER ENNES: And when you use the term disabilities, what does that mean?

MS. O'CONNOR-BROOKS: Yes, so it's defined by the Americans with Disabilities Act, and I can read you the actual definition. Let me pull it up here.

COMMISSIONER ENNES: Okay.

MS. O'CONNOR-BROOKS: I apologize, I just don't want to mis-speak for you.

I'm so sorry, I know it's in here. I can summarize it. So, it's any individual that is perceived to have a physical disability or mental disability and also individuals that have had long-standing disability. So, for example, somebody who is in remission from, you know, a long-standing disease.

COMMISSIONER ENNES: I don't understand, though.

MS. O'CONNOR-BROOKS: So, I apologize, I wish I have the definition in front of me.

MR. HUBBARD: I have it here if you want. I can read it out.

MS. O'CONNOR-BROOKS: Oh, great. Thank you, Sam, yes.

COMMISSIONER ENNES: Thank you, Sam.

MR. HUBBARD: A person with a disability is someone who has a physical or mental impairment that substantially limits one or more major life activities, has a history or record of such impairment, or is perceived by others as having such an impairment.

COMMISSIONER ENNES: Thank you.

MS. O'CONNOR-BROOKS: Thanks, Sam.

COMMISSIONER ENNES: In the documentation information we originally received, I noted that there was a provision that said preference would be given to Arlington Heights residents and/or employees of Arlington Heights businesses. Yet in both the Staff report and in your comments, I didn't hear anything about that mentioned. Is that still a condition?

MS. O'CONNOR-BROOKS: No. So, we went through this at the Housing Commission and they did grant us an exception to that ordinance as our funding sources do not allow for local preferences. It's a Fair Housing Act violation.

COMMISSIONER ENNES: Okay, that's disappointing to hear because we've been told at other hearings that Arlington Heights residents would be given preference, and I subsequently hear they don't have any preference.

MS. O'CONNOR-BROOKS: Yes, just to be clear, we have, it was never part of our plan to give priority to a specific zip code. We will be marketing the site base list which is how people will become tenants at the property, through a site base list. That gets approved through the Housing Authority of Cook County, and we'll be marketing that locally with local groups in Arlington Heights. We do find at most of our properties that most tenants are from the community. They have grown up there or have family in the area.

COMMISSIONER ENNES: That's interesting. I think you mentioned that the project will be green certified?

MS. O'CONNOR-BROOKS: Yes, Enterprise Green certified.

COMMISSIONER ENNES: Is that the same as LEED certified?

MS. O'CONNOR-BROOKS: No, it's a different organization, but similar concept.

COMMISSIONER ENNES: Okay, let's see, I think I had one other question. What is the housing task force that recommended to you that you provide additional housing here in Arlington Heights?

MS. O'CONNOR-BROOKS: They're an advocacy organization that advocates for adults with disabilities for housing for them.

COMMISSIONER ENNES: Who does that consist of? Is that like a local political group? Is that a not-for-profit organization? What is that?

MS. O'CONNOR-BROOKS: Some of them are here tonight so I'm sure they'd be happy to speak to you during the public comment, but it's an advocacy organization, so it's a not-for-profit organization.

COMMISSIONER ENNES: Okay, thank you, that's what I had for you.

Sam, I do have a couple of Staff questions. One, with the landscaping, you mentioned 116 trees would be removed excluding buckthorn? Does that mean all buckthorn are gone or they're going to be left?

MR. HUBBARD: Yes, I believe they'll all be taken out, yes.

COMMISSIONER ENNES: Okay. Okay, let's see.

ACTING CHAIRPERSON DROST: Yes, on that point, the number and including the buckthorn which you didn't count?

MR. HUBBARD: Right, 116 plus the buckthorn, yes.

ACTING CHAIRPERSON DROST: So, it's a little confusing, but yes, so it's buckthorn and the 116.

MR. HUBBARD: Yes.

ACTING CHAIRPERSON DROST: Good.

COMMISSIONER ENNES: And then with this Lot 2, why would we approve

a variance to cut off 20 feet to make Lot 2 deficient for a future Office-Transitional development?

MR. HUBBARD: I think the hope is that that lot is going to be incorporated into whatever development takes place to the north. As a standalone site, it's probably not ideal for just a single office tenant. It's possible, we do have office developments on lots that are less wide than that.

COMMISSIONER ENNES: It's pretty long and narrow for an office development.

MR. HUBBARD: Right, I mean, it's not ideal, it isn't, but again, I think the hope is that at some point this will be incorporated into the redevelopment of those properties to the left.

COMMISSIONER ENNES: But certainly you're left with one mark against it by having it deficient.

MR. HUBBARD: As a standalone lot, yes, it's not ideal, but combined with the other ones, then it shouldn't present any problem.

COMMISSIONER ENNES: Okay, is a representative from your developer/owner/operator here?

MS. O'CONNOR-BROOKS: We are the developer/owners and operators.

COMMISSIONER ENNES: You are, okay.

MS. O'CONNOR-BROOKS: Yes.

COMMISSIONER ENNES: So, you mentioned you have 1,500 units. That's quite an impressive number in three states. The last time you came before us, you mentioned, one of the gentlemen mentioned that you pay property taxes, and my area of expertise is in property taxation. I have a question about the property taxes, because again, you've stated in this project that you will pay property taxes.

MS. O'CONNOR-BROOKS: Correct.

COMMISSIONER ENNES: So, with all these properties that you've been operating and managing, do you not go on and appeal them based on your subsidized income, not based on market rents?

MS. O'CONNOR-BROOKS: Actually, we're going to have our President and CEO answer this question.

MR. WILMOTH: Hi, Joshua Wilmoth, J-o-s-h-u-a W-i-l-m-o-t-h.

COMMISSIONER ENNES: And were you sworn in originally?

MR. WILMOTH: I was, sir.

COMMISSIONER ENNES: Okay.

MR. WILMOTH: President and CEO of Full Circle Communities. Thank you for the opportunity.

Under Illinois law, I mean, you sound like you wanted technical data, so under Illinois law, affordable housing is to be valued based upon the income approach. That is the way that assessors are to identify the value. So, every year we go to the assessor and we show them what our operations were, and then the assessor determines the value. We don't appeal them, we just have a conversation with the assessor about what the operating expenses are, and then they determine the fair market value or ultimately the equalized assessed value based upon that conversation.

COMMISSIONER ENNES: And you have other the properties right in the immediate area now?

MR. WILMOTH: We have several properties that are in Cook County, and

then we have properties that are more akin to what we're proposing here. Again, the example was given in Downtown McHenry for Pearl Street Commons, and we do have some properties in the western suburbs as well.

COMMISSIONER ENNES: I just wanted to mention to you, in 2022, the Elk Grove-Arlington Heights surrounding area real estate assessments went up 30 to 40 percent. That's probably not a surprise to you. But for the taxpayers in this area, if you're going to be coming in with kids who are going to go to the schools in these units and they're going to be appealed, they're not going to be appealed or adjusted? Is this a newer law in Illinois that allows for a special assessment or classification for affordable housing?

MR. WILMOTH: Yes, and the numbers that we've been providing to you already take into account the Cook County requirements for the special assessment program and the LIHTC valuation program. So, that $50,000 per year and trending up is our best estimate and our tax attorney's best estimate at what this property will look like when put back on to the tax rolls.

To your earlier point about children living in this property, that is certainly something that will be allowed. It is also true that at again the similar property in McHenry, we have two I believe, two children living in that 25-unit building. So, we don't anticipate that this will be a substantial drain on the school's resources.

COMMISSIONER ENNES: So, okay, that's something I wasn't aware of.

MR. WILMOTH: Thank you.

COMMISSIONER ENNES: Okay, because my concern being the impact to the surrounding properties. Those people who are already getting large tax increases, if you're valued at or below market value rate compared to other apartment buildings in the area, not as much of their educational tax expense would be getting paid, but thank you.

MR. WILMOTH: No, I absolutely appreciate that. Again, as my colleagues had pointed out, we are a longstanding member of the communities in which we develop. We intend to own in perpetuity. We want the Village to succeed, we want this property to succeed, we want the residents and the neighbors to succeed. That is why as a non-profit, we are so invested in not just the development work that we do but the services that we bring to our residents to connect them to the rest of the community and ensure that we truly are a part of the fabric of the community. So, thank you for the opportunity.

COMMISSIONER ENNES: That's all I have.

ACTING CHAIRPERSON DROST: Yes, thank you, that's helpful.

Commissioner Jensen?

COMMISSIONER JENSEN: Not yet.

ACTING CHAIRPERSON DROST: No?

How about Commissioner Lorenzini?

COMMISSIONER LORENZINI: Yes, George, I do, thank you. A couple of questions. So, the question I'm interested in and I'm sure a lot of people here are also, so you have a tenant selection program?

MS. O'CONNOR-BROOKS: Yes.

COMMISSIONER LORENZINI: So, obviously, the first thing, or one thing you look at is the income of the tenant. Then the next thing would be if they qualify under the ADA act for disabilities, but also you said if they're ADA labeled, you also rent to veterans, but there again, there's an income limit on that, okay. So, but if you have a two-bedroom and you're renting to a disabled person and one other person could be living there, right? It's not the same?

MS. O'CONNOR-BROOKS: That's correct, yes.

COMMISSIONER LORENZINI: Okay, and this is very negative to say, but how do you know, how do you ensure that the person you rent to is the one that is living there?

MS. O'CONNOR-BROOKS: We have proactive on-site property management, and so they're aware of all tenants that are living in the property at the time. There is a limit on overnight guests which is also outlined in the tenant selection plan.

COMMISSIONER LORENZINI: Okay, and the setback, why is the building so set back so far from Arlington Heights Road? Because if you moved it a little further to the west, you'd be farther away from the homes in back of it or to the east of it.

MS. O'CONNOR-BROOKS: Yes, that was in coordination with Staff. I know that there's also some utility easements that apply, so I can't speak to the technical aspects. We do have our civil engineers here if you would like them to speak on that, but it was in coordination with Staff.

COMMISSIONER LORENZINI: That's all right; it's good enough. I understand also that you can't give preference to Arlington Heights residents, that's pretty typical of government programming, but when the place is built and you start renting it out, do you advertise to people or how do you get your tenants?

MS. O'CONNOR-BROOKS: Yes, so we market it locally. So, we'll work with local organizations such as the task force group to reference people to what's known as a site base list. That's site base list is what we provide to the Housing Authority of Cook County who then verifies incomes and that they meet all qualifications such as having a disability. Then that list then comes back to our property management and we vet who goes into the building ultimately, but all of it gets marketed locally.

COMMISSIONER LORENZINI: Also during the presentation, it was mentioned that some of the units are ADA equipped?

MS. O'CONNOR-BROOKS: Yes.

COMMISSIONER LORENZINI: All of them are or just some?

MS. O'CONNOR-BROOKS: Yes. So, our property is disability neutral, meaning it's not targeting any type of disability. So, there is not really a one-size-fits-all for apartment features, so we try to provide a wide range of accessibility features. Some of those are what's known as Type A or ADA units, and those have, you know, more physical, universally designed features. But other units are adaptable.

COMMISSIONER LORENZINI: Okay, and also a service provider was mentioned. Could you, what's that --

MS. O'CONNOR-BROOKS: Yes, it's Anixter is the service provider. So, we partner with another, a third-party service provider.

COMMISSIONER LORENZINI: And what is their role?

MS. O'CONNOR-BROOKS: Sorry?

COMMISSIONER LORENZINI: What is their role?

MS. O'CONNOR-BROOKS: So, their role is to provide services to tenants. So, I'll pass this back to Denise. Actually she talked through some of this.

MS. REYES: So, they'll provide case management and other services to connect the residents to the community or other resources that they may need, and we'll coordinate those services based on the residents' needs and goals overall.

COMMISSIONER LORENZINI: Okay, that's all I have. Thank you.

ACTING CHAIRPERSON DROST: Thank you.

Commissioner Green?

COMMISSIONER GREEN: I'll wait for the public.

ACTING CHAIRPERSON DROST: Good, and I'll wait for the public, too.

We are going to open the meeting to the public now. I notice we have pretty much of a full house.

How many of you expect to be commenting on this project? Okay, so there's about 10 or so, which is good.

So, what I'm going to do is this. We'll maybe start with, I see people that have badges on there, yes, is that sort of an infinity group here that would be in support of the project, and others that might have concerns about the project. So, we can basically start to my right and we'll work on those that want to speak row by row, and we'll just keep tabs on who's concerned about the project or who might be in favor of the project. We'll mix it up that way.

So, if I could start over on the right, is there anybody in the first row that would like to speak? For those of you that are subsequent speakers, we're going to go through the same drill. So, your name, and address if you want to provide the address, and spell your name to the court reporter, okay? Thank you.

PUBLIC COMMENTARY FOR PC #23-007

MR. BRADY: Well, good evening. My name is Hugh Brady, H-u-g-h, B-r-a-d-y. I live at 272 Jules Road in Inverness, and I am the co-President of the Housing Task Force that's been previously mentioned. I'll tell you a little bit about the task force.

We're an all-volunteer non-profit that works to be the catalyst to create permanent supportive housing for people with mental illness and other disabilities. We don't seek to own or operate a project; instead, we want to bring together developers, municipal officials, community groups, legal men and woman voters. We've worked with a group called Arlington Heights Faith in Action to create a critical mass to create a project such as this, and then we step back and let things roll.

We've so far worked to build five buildings, permanent supportive housing apartment buildings for people with disabilities. This would be our sixth. When we first got started, 11-12 years ago now, we had a project that never happened up on the north side of Arlington Heights where Heart's Place is right now. The Village at that time required the developer to do a market survey to see if there was a need for this type of housing. All the task force folks were initially part of NAMI, the National Alliance on Mental Illness with the local chapter here and in Barrington and in Skokie and Schaumburg. We all knew there was a need for this type of housing, but the Village wanted a formal study. They came to the conclusion within a five-mile radius of this site which is approximately where Buffalo Grove High School is now, there was a need for 973 apartments of this type.

So, our task force so far has worked to create 187 which is 19 percent of the need, and if these 25 are built, then that would bring us up to 22 percent of the need. So, we're going to stick around and work to create more housing of this type because there is a tremendous need. Thank you.

ACTING CHAIRPERSON DROST: Good, thank you. So, summarizing that, there's agency representatives that are in support of facilities to create some inclusivity; is that fair? And this is, the membership, how many members do you have in your organization?

MR. BRADY: Well, we don't --

ACTING CHAIRPERSON DROST: Tell us a little bit about it.

MR. BRADY: I mean, we're an all-volunteer organization so we don't have an official membership list. We don't collect dues and anybody who wants to show up and help out is a member. So, I think there's about, what, about 40 people on our list maybe.

ACTING CHAIRPERSON DROST: All right, so there is a representative number.

MR. BRADY: So, it's not a huge group. Again, you know, with most volunteer groups, there's about 10 or 12 of us that do most of the work.

ACTING CHAIRPERSON DROST: Army of one.

MR. BRADY: And the rest of us show up from time to time to, you know, encourage.

ACTING CHAIRPERSON DROST: Good. We just want to get sort of a sense, we want to get a sense of who you represent, what's your constituency and how that interacts with our community.

MR. BRADY: Yes, and so in terms of our officers, we're a 501(c)3 non-profit incorporated and all that. So, we have a board of directors of 12 people, and officers, two of our officers live in Arlington Heights.

ACTING CHAIRPERSON DROST: Okay, that's helpful.

MR. BRADY: I live in Inverness. One of our board members lives in Inverness. One lives in Skokie, one lives in Bannockburn, one lives in Park Ridge. Did I miss anybody?

ACTING CHAIRPERSON DROST: Yes, no, we just want to get a texture, you know, but the important thing that we want to hear is that there are people in our community, our specific community that are active in your organization.

MR. BRADY: Right.

ACTING CHAIRPERSON DROST: Thank you, all right.

MR. BRADY: Oh, another one lives in Palatine.

ACTING CHAIRPERSON DROST: All right. Well, I'm sure you'll find -- good. Good, good, good, thanks.

Anybody else in that front row? Please come forward, state your name.

MS. SALLY MODELLE: Hi, good evening. I'm Sally Modelle. My daughter Emily is here, Emily is a resident of Arlington Heights. We have long ties to Arlington Heights. She went to Miner School, she worked at that nice Goodwill down the street for 10 years. She will be on the list.

Those of us who have family with needs for housing in the future, we know about these things. We pay attention, we are on the list. The people from Arlington Heights that need it, you know, we're fine, too. If you build it, they will come.

We wanted to express our gratitude to you for considering this. It's a much needed project and to partner with a very responsible organization like Full Circle here. Thank you for giving us an opportunity to meet some prospective neighbors. We chatted with them, with the people coming up on the elevator. We'd love to chat with you later, those of you who live near the building.

Emily, do you have anything to say? Just say hi. Just say you'd like to live in one of the housing.

MS. EMILY MODELLE: I'd like to live in the housing.

MS. SALLY MODELLE: Okay, thank you.

ACTING CHAIRPERSON DROST: Yes, thank you, that's great.

Anyone else from the second row? Yes, come forward.

MR. GEIER: Hello, my name is Philip Geier, G-e-i-e-r. I live at 226 South Vail in Arlington Heights. I am the Vice President of the Housing Task Force. I am retired now, but I have 30 years of service into mentally ill people, in case management, counseling and substance abuse services. I have seen over the years there's a great need for this kind of housing to make these people have a chance to live their best lives.

ACTING CHAIRPERSON DROST: Yes, thank you.

Anyone else in the second row? Yes, please come forward, and you can queue up if you want in the second row. That will save a little time. Yes?

MS. GRAINAWI: Hi, Lorri Grainawi. Do you want me to spell it?

ACTING CHAIRPERSON DROST: Yes.

MS. GRAINAWI: L-o-r-r-I, G-r-a-i-n-a-w-i.

ACTING CHAIRPERSON DROST: Thank you.

MS. GRAINAWI: Yes, I'm the co-President. Oh, I live in 227 South Vail Avenue in Arlington Heights. I'm the other co-President of the Housing Task Force, and I've been working on this for about 11 years.

One of the things that we do as the Housing Task Force is we create welcome baskets for all the new residents, and it's all the essentials. So, we provide dishes and dish towels and sheets and all kinds of things. So, as part of that, I've had the opportunity to meet some of the residents as they're moving in.

Also, at Heart's Place, this past year they created a mural in their front hallway that all the residents participated in. It's really beautiful. I was invited along with anybody else that wanted to work on it to come and help, so again, I had the opportunity to meet with people and, you know, just emphasize that while this housing is open to everybody, people want to live in their own neighborhoods. I mean, that's why we wanted to do this.

Those of us that have loved ones that need housing, they need some type of supportive housing, you know, we want our family members to be close to us, and other people feel the same way. So, you can't choose but people choose for themselves. Thank you.

ACTING CHAIRPERSON DROST: Yes, thank you.

Our next commenter?

MR. HELLNER: Good evening. How are you, Mr. Drost?

ACTING CHAIRPERSON DROST: Good, fine.

MR. HELLNER: My name is Mark Hellner, M-a-r-k, H-e-l-l-n-e-r. I live at 357 South Belmont. My wife and I have lived here in Arlington Heights for over 27 years. I have three connections in one sense to the subject matter. I have no connections to this particular project and developer.

The three connections are these. For several years, I was a member of the Arlington Heights Housing Commission and chaired the Housing Commission for a few years. So, we dealt with affordable housing a lot, as you guys know, and the need is incredibly large. I was around when we approved, the Housing Commission approved Heart's Place to my great pleasure. It's a beautiful facility if you haven't been there.

Secondly, we're parents to a disabled adult son. He would not qualify to live in this place because his disabilities are too significant to permit him to live on his own, but I'm in support of this project because, as I've mentioned, the need is very profound. With respect

to our son, for example, we've been looking for several years for an appropriate place for him to live, and most of them are multi-year waiting lists. So, anybody in this situation or facing this situation, 25 housing units is not a lot. I think all of us would agree that it's a small facility. It's going to wait a long time most of the time to get an appropriate spot for our child.

The third connection that I have is that I've been a lawyer, this is my 47th year as a lawyer. For the last 35 or 36 years, I have worked in some capacity with the Center for Disability and Elder Law. I think from 1986 to 2012 if my memory serves me, I was a volunteer attorney for them and virtually all the work back then was in housing and mostly for people who have disabilities. I ultimately was the Executive Director of the Center for Disability and Elder Law. I retired. All of the clients were low income, all of the clients were either senior citizens or people with disabilities. So, for seven or eight years, basically, I full time helped people trying to find housing who face this situation. Initially, it was from a grant from the Illinois Attorney General's Office which was full time housing issue because the grant was restricted, and I will tell you that the problems are profound in finding houses of this kind.

Ironically, this afternoon a man showed up at my house, I don't know how he knew where I lived but he did, 84 years old, he's being evicted from his apartment for 18 years. He's of low income, Social Security income only. His present rent is 75 percent of his Social Security income and he may be homeless next month. I told him I'd try to help him. I don't know what I can do, but I'm going to try, and that's not atypical of the clients that the Center for Disability and Elder Law represents.

So, for all those reasons, I think it's just incumbent upon you guys to support this project enthusiastically and unanimously. Thank you.

ACTING CHAIRPERSON DROST: Thank you.

All right, next? Anybody else in row two? Three? Raise your hand and then queue up. Okay, in row three?

MS. NABORS: My name is Beth Nabors, B-e-t-h, N-a-b-o-r-s. I've been a resident of Arlington Heights since 1967. I challenge anybody in the room to have more residency than I. I went to school at St. James Grade School, I went to St. James Junior High, and I went to St. Viator's High School.

I have watched Arlington Heights grow and transition over all of the years. I remember when this building was a tiny building, and now it's the Taj Mahal. I have watched all of the wealth in Arlington Heights expand and expand and expand, and I have watched all of the middle income individuals and low income individuals disappear.

I run an agency that serves the homeless population, one of the largest non-profits here. I do it with relationships with faith-based locations, 23 of them, and we have 70 sister churches that feed into our organization. I have 2,500 volunteers. I support this program wholeheartedly.

I am the agency that serves the adult mental health population that have nowhere to live after their parents passed away. I am the organization that serves people that do not have medical insurance, do not have an ability to pay. This is needed in tenfold. In tenfold. I know that you see the people that I serve walking all over Arlington Heights. All of my residents are from the northwest suburbs of Cook County. I don't serve anybody from outside of the northwest suburbs of Cook County. I serve over 1,000 individuals a year.

I used to serve all homeless individuals. Now I'm at 62 percent of prevention. 62 percent of who I serve are prevention, keeping people in their homes. So, I implore you to support this one hundred percent, this and many future projects. Thank you.

ACTING CHAIRPERSON DROST: Thank you. Yes, what's your current title right now?

MS. NABORS: I'm the Executive Director of JOURNEYS, The Road Home, and I live at 815 East Olive Street, Arlington Heights.

ACTING CHAIRPERSON DROST: Just want to get that in the record.

MS. NABORS: I'm the big boss.

ACTING CHAIRPERSON DROST: Yes, we know the Nabors. You're a good neighbor, too. All right, so anybody else in number three row?

MS. MICKO: Hi, my name is Morta Micko, M-i-c-k-o. This is my mother Selena.

MRS. MICKO: Selena Micko, M-i-c-k-o.

MS. MICKO: We live at 125 East Emerson Street in Arlington Heights. It's that house that's the first one, the first residential home.

MRS. MICKO: If you can put that map here; we can definitely show you where we live.

ACTING CHAIRPERSON DROST: Yes.

Do you want to put that slide up if you can, Sam?

MRS. MICKO: It's going to be easier.

MS. MICKO: Perfect, so that's our house, yes. That first one.

ACTING CHAIRPERSON DROST: Right.

MS. MICKO: We've lived here for 34 years. This is also our community. We just want to also share our support for this project, like it's a great project. We understand the necessity for it.

We do have some concerns. My parents have groundwater, so it's a private well water. So, we wanted also to express our concern about that and ask, you know, what will be done to protect our well water, our groundwater during construction and, you know, of course kind of after. We do appreciate also the parking, you know, the proposed plan for the parking runoff as well. So, that was one thing that we wanted to say.

We also want to express a concern about the parking lot and the light interference, so the light pollution, you know, kind of how, we understand that there will be a privacy fence that will be built but there is not much that we can do about light interference. So, we wanted to kind of also express that as well, so what we can do to kind of prevent light pollution or limit it.

Let's see here. We also wanted to ask about the potential effects that this will have on our property value as well. Then we did have some concerns about, you know, kind of the retaining pond as well and how that's going to be insured and what's going to be done to kind of prevent like kids drowning, things like that.

MRS. MICKO: I don't know how those, the stuff there putting the water against the mosquitoes, I know this, and how it's going to, you know, have influence on the water we are using from the well --

MS. MICKO: True, yes. That's a good --

MRS. MICKO: -- because it's very close.

MS. MICKO: We also wanted to, you know, kind of express the same concern actually that you had expressed before, why the building is so far back. My dad had a really, you know, great question as well, why isn't it turned the other way, you know, which, you know, that's the plan. But, you know, why kind of go so far back on the lot, you know, and what

the reasoning is for that. I think the answer was something about staffing. We just want that kind of clarified a little bit more.

So, let's see here. Anything else? I think that's all we have.

ACTING CHAIRPERSON DROST: Good.

MRS. MICKO: One more question, I'm sorry.

ACTING CHAIRPERSON DROST: Yes, certainly.

MRS. MICKO: If the fence is going to be, because, you know, you can see so clearly where we are living, and we are a neighbor with this facility from memory care, the people living there, it's so quiet, and it's a fence and they didn't put enough trees which was in the plan. Even if we were complaining in City Hall, they never put more trees bordering with us. So, if we can see how many trees, if 200 something trees is going to be planted, how it's going to look on our side. That is important because they promised before and they didn't do it right.

ACTING CHAIRPERSON DROST: Yes, so we've got some questions here on engineering, the water detention, runoff water settling, the issue of landscaping and then the setback. I think the setback was discussed in the Staff report.

MR. HUBBARD: I can certainly touch on that.

ACTING CHAIRPERSON DROST: Why it was set back from Arlington Heights Road. If we can address those while we still have them in our memory, you know?

MR. HUBBARD: If you look at the aerial here, you'll see this is the memory care facility. That's approximately 90 to 100 feet set back from Arlington Heights Road. So, to keep this development consistent with that rather than to put it, you know, much closer to the street which would not be quite as compatible with the neighboring structures, we asked that it be set back a little bit farther to be more compatible with the building alignment already in place here.

MRS. MICKO: Yes, but this property, the memory care, they have a much bigger area and they still have a lot of green in the back. So, they could put --

ACTING CHAIRPERSON DROST: Yes, screening.

MRS. MICKO: -- whatever it is in the center.

ACTING CHAIRPERSON DROST: The ambient light --

MR. HUBBARD: Yes. So, relative to the landscape plan, we can certainly touch on that. I mean, it's a little bit hard to see here but, you know, you can zoom a little bit. So, this is the area where a lot of these evergreen trees are going to be planted. They're going to save some trees up at the northeast corner that are in good condition, and then the evergreen trees, they've worked with us to kind of plant kind of a dense line and row of these trees along this property line to provide for that year-round screening.

Relative to photometrics and light levels, there are restrictions in the code relative to the level of illumination that each property can generate and produce at a neighboring property line. The development here did conform to those requirements, above and beyond those requirements. We did take into consideration, you know, the lights on this site, and they had been proposed, I think maybe around 28 feet on the building and the Petitioner has worked with us to lower the heights on the building slightly which should help to decrease any, you know, spillover onto the neighboring properties.

ACTING CHAIRPERSON DROST: What's that? Oh, groundwater? This is their engineer.

MR. HUBBARD: Sure. Yes, I don't know if your engineer wants to tackle that one.

MS. WELP: Hello, Claudia Welp with CAGE Engineering at 2200 Cabot

Drive in Lisle.

Yes, so we have an extensive stormwater plan where we are collecting all of the stormwater that's run off from the site into the storm system which will go into the ponds.

MRS. MICKO: What I'm afraid, when it's going to be concrete all around and then we are not going to have water at all.

MR. MICKO: Your property is going higher, the property --

MS. WELP: Yes, so the property is much higher, you're right, than the adjacent site.

MR. MICKO: -- all water --

COMMISSIONER ENNES: Discussion comes from up here.

ACTING CHAIRPERSON DROST: Yes. Why don't you come forward? You're part of the family, the Micko family?

MRS. MICKO: Yes.

ACTING CHAIRPERSON DROST: So, and what we're going to do is if we can kind of, you know, keep it concise because there's generally the approach in the Engineering Department and in our Planning Department, the idea is not to invade other adjoining properties. Nothing is going to be worse off than what it is now, so that's our cardinal rule here.

MS. WELP: Yes, so we have to follow not only the Village of Arlington Heights stormwater code, we also follow, I apologize, the Metropolitan, the MWRD. So, we have multiple codes that we have to follow to ensure that we are not draining any of our site onto your site. We're not allowed to drain off onto your sites. So, we collect all the water from our site, the additional runoff that you're talking about from the pavement will be collected.

MR. MICKO: It --

ACTING CHAIRPERSON DROST: Yes.

MS. WELP: Yes.

MR. MICKO: It will --

MS. WELP: Yes, see all of our --

ACTING CHAIRPERSON DROST: If you could speak into the microphone?

COMMISSIONER GREEN: Speak into the microphone.

MS. WELP: All of the green lines in there is storm sewer, and all the circles are inlets. So, all of those will collect all of the stormwater from our site, every bit of it, into those storm sewers which then lead to the stormwater detention pond. The stormwater detention pond is not going to be wet all the time, it's dry bottom which means it's not going to fill and stay with water. It has to drain down within, I think it's 92 hours max, so it's not going to have standing water in it. It is meant to filter out.

MR. MICKO: Right now, example, if no any concrete there, okay?

MS. WELP: Correct.

MR. MICKO: We have a lot of water under our building already.

MS. WELP: Correct.

MR. MICKO: If this whole thing, all area will be concrete --

MS. WELP: Correct.

MR. MICKO: -- how will you collect all the water from our side which is the most --

MS. WELP: Yes, so we put together an entire stormwater report that calculates all the additional pavement that we're adding in. That is all calculated and collected, all

of that storm sewer size with calculations and programs to make sure that it can collect a hundred-year storm from that property which is not an everyday storm that you're going to see. It's going to have more stormwater than what's out there now. If you see water running on your site, it's because there's no stormwater out there. So, now we're going to have a storm sewer out there now that's going to collect all this water --

MR. MICKO: Everywhere --

MS. WELP: -- everywhere in that property is going to be collected and will come into that detention pond.

ACTING CHAIRPERSON DROST: And to assure you, our Engineering Department has those records that you can then study rather than, you know, having the discussion here. The general rule, you know, is that you're not going to be worse off, and you can access those through our Planning Department. So, if you have more questions, those can come up at subsequent hearings. So, I want to be respectful of the time, you know, I know you've got specific questions and you're basically, you know, on the front line, but notwithstanding, let's not do our homework here.

MRS. MICKO: Thank you.

MR. LYSICATOS: To the Chair?

ACTING CHAIRPERSON DROST: Yes?

MR. LYSICATOS: If we want to just keep the pace going, we'll mark down any of the questions.

ACTING CHAIRPERSON DROST: Yes, that's fine.

MR. LYSICATOS: We'll let the public kind of run through, make their comments and then we will provide answers, us or pull up their professionals for testimony, just to keep it moving along in that direction.

ACTING CHAIRPERSON DROST: Yes, exactly, thank you.

MR. LYSICATOS: Thank you.

ACTING CHAIRPERSON DROST: Commissioner Lysicatos. So, yes, we practice it a lot, but put that in the record to Commissioner, not Commissioner, but the Assistant Planning Director. Thank you.

All right, anybody else on that side? Yes, sir. Come forward.

MR. BENTLEY: Hello, my name is Thomas Bentley, B-e-n-t-l-e-y.

ACTING CHAIRPERSON DROST: Pull up the mic a little bit. You're so tall.

MR. BENTLEY: Yes, that's --

ACTING CHAIRPERSON DROST: Yes, you need to --

MR. BENTLEY: It can work for you or against you.

ACTING CHAIRPERSON DROST: Yes.

MR. BENTLEY: You know, one of the things that I was concerned about was, Commissioner Ennes, you brought up about the taxation. I, you know, that was one of the things I was going to ask about and I actually was surprised that they were paying taxes on it which is a good thing. So, I would still ask the Commission to dig a little deeper and just, you know, because you're going from, you're taking a property that's going to be, you know, an income-producing property to, you know, other use that's not going to, you know, pay taxes. But they are going to pay some taxes, I would ask that you look a little deeper into that.

To your point of the taxes, I'm up 63 percent, 63 percent. So, I'm wondering if at some point you're going to build a facility for me so I can still live in Arlington Heights, you know. So, I want to, you know, I'm sympathetic to all this stuff but I'm also, I want to

keep living here in Arlington Heights. I've been here 40 years, I always wanted to live in Arlington Heights when I was younger. I finally made it out of 37th Place and Pine and I just couldn't wait to get out and come out here. Anyway, so I love Arlington Heights, been here 40 years, love to be here the rest of my days, but at 63 percent, if you keep doing that to me, I'm gone. So, I'm not happy about that.

Anyway, I will say that this development group is organized and they answered a lot of the questions for sure. There's still other ones that I would like the Commission to take another closer look at. For example, it essentially favors veterans. Perfect, love it, I'm in line with veterans, good.

Then, you know, people with disabilities, you know, my concern is, you know, not my concern but I would question just what, they had actually, they kind of answered that with their tenant selection which is a good idea. I would ask the Commission to look deeper into that, just what the threshold is going to be, you know, because people with disabilities, I looked that up, you know, from Social Security and the definition was, what was it, you had to prove you cannot do or engage in any gainful activity due to medical condition. So, that's considered disability to be eligible as far as Social Security is concerned. So, I'd like, you know, I'd like that to be something that's considered, you know, by the Commission.

That was it. I think that, I would like to, you know, if this is going to be permanent which that's what they're asking for, it's permanent, so I'd like to have some permanent rules in place, too. Wouldn't that be fair to ask? I don't know, I'm just, I'm asking you to take a look at that. That's it. I just, I'll say that and no beefs, okay. Thank you.

ACTING CHAIRPERSON DROST: Thank you.

Ms. Brooks, do you have comments, because we're not subject to the definition for Social Security, it's ADA, right?

MS. O'CONNOR-BROOKS: That's correct.

ACTING CHAIRPERSON DROST: Come to the --

MR. BENTLEY: I didn't say we were, I just --

ACTING CHAIRPERSON DROST: No, I'm just kind of clarifying this because I want to get some, you know, focus here.

Okay, yes, sir?

MR. BURNTON: Hello, my name is Carl Burnton. I live at 416 South Belmont in Arlington Heights. It's Burnton, B-u-r-n-t-o-n. I've lived in this town for 40 years. My kids have grown up and I now have 12 grandchildren who live in this area.

The area you're talking about, my grandkids go to the parks, they play soccer games, they ride their bikes. It's a residential neighborhood immediately to the east of this facility. I heard someone say the crime rate is similar to multi-residential complexes or something, words to that effect. I guarantee you the crime rate is a lot more than it would be two blocks over on Belmont Street and Pine Street residential areas.

This complex is not consistent with the pattern of the people who live to the east of there. We've got individual residential family housing and you're putting in something that is not going to be kids, you said there's only going to be like two children. So, the people are going to not have the same demographics as the people who live in the neighborhoods. So, the crime rate is something I'm concerned about.

Today, just walking to mail a letter over here in front of City Hall, in front of the Police Department, there was a person with a mental disability standing in front of the police station screaming and they wouldn't let him into the building. My wife and I knew to go to

the other side of the road and avoid this individual. Would my grandkids going downtown to get an ice cream cone know that? I don't know.

So, you go to the train station, you see so much people with disability. There is no doubt there's a need for help with people with disabilities. We've got more now in our world than ever before. But I question whether this is the right place for something like this, and I just call upon your Committee in this and in the future, don't let a desire to do some good and do something that ultimately takes us down.

I don't want to bring the problems of Chicago to Arlington Heights. I don't want, because of do-gooderism, to make us San Francisco or Chicago and have their problems. I've seen a deterioration in our downtown in the last couple of years, and I want you to make sure that you're doing your jobs to make sure that that doesn't happen. When I hear, well, it's crime consistent with multi-residential complexes, I don't want crime that's not going to be consistent with my neighborhood. I know there's crime in multi-residential complexes, I don't want that.

So, if that's what this is going to bring, I don't want it. I appreciate the need for this, but put it somewhere where it's not in a residential neighborhood. Thank you.

ACTING CHAIRPERSON DROST: Thank you.

Next? Yes, oh, I think the lady in the back. You can queue up, just so I get a sense of who's coming up, and then we want to try to keep it brief. If there's some repetitive things, you can refer to another, any of the individuals that preceded you to support that position.

Go ahead. Please, name?

MS. SCHOOT: Okay, hello, my name is Michella Schoot, M-i-c-h-e-l-l-a, S-c-h-o-o-t, and I'm a resident of 7 East Pickwick Road, Arlington Heights which is exactly right across from the proposed location. So, I am going to read something and I'm going to share my experience.

So, the ADA ensures that people with disabilities including people with addiction to alcohol have the same rights and opportunities as everyone else. These protections also apply to people who experience prescription drug use disorder and opioid use disorder. There's a reason why I read that, because I have experienced that, helping a family member find a home and finally was so happy because he got approved at an apartment building that accepts people with disabilities. From the outside, you would never really, I was shocked at what I had discovered.

The building was beautiful, landscape was perfectly manicured. The one thing that surprised me was the property manager, which was mentioned earlier, there's not going to be any property manager that is 9:00 to 5:00 and it's going to be a contracted company, so it's not going to be from Full Circle. So, that was my experience. So, to get there, I had to make an appointment with that person at a specific time to see the apartment for a disabled family member. I went inside and I was surprised that the property manager wouldn't even take the elevator. So, we took the stairs to the third floor, he showed me the apartment and, you know, we chatted for a bit and he seemed so uneasy and he was in a rush. So, I didn't read anything of it, I mean, these are people with disabilities, right?

So, we came out and then he saw a gentleman outside waiting for the elevator. He said hello, and then he said Michella, let's take the stairs. The guy was waiting for the elevator. Before, I accidentally said thank you so much for showing me the property, it's clean, I think my family member would be so happy here, he stopped me and he said, Michella,

I'm going to ask you to have your family member live somewhere else. I like you, I've only met you, I like you, you seem to be nice people, but the floor where I looked at the property, the person that was waiting for the elevator was on drugs. The other apartment on the same floor, there was another person that was also on drugs and they had people coming in visiting them and actually buying drugs from them. There were fights, police were called multiple times.

So, I had already experienced that and I am very supportive of giving support to families or people with disabilities, people with actual disabilities. Unfortunately, there's no way to vet or say who is disabled or not because, like I said, the ADA described that people who are addicted to alcohol or drugs are also on disability. So, with that being said, I'm going to also share my sentiment and my concern because we will be the ones that are affected. We live right across the street from it.

The crime, it's so easy to say we can't really predict what's going to happen when the building is up, right? We can just say, well, we contacted the police and the crime rate is similar to a regular apartment building, but can we really say that that will be the crime rate when that building is finished? I mean, that is very, very important. I mean, we've lived here for over 15 years. We're from Chicago. I came from the Philippines and so happy to be living in Arlington Heights, and now after discovering that, I do not only feel unsafe for me and my family, but also at the same time I feel for the actual people with disabilities like them who are actually going to be living in that building.

One thing that I also, and they can address this later on, that I wanted to, I also did some research on Full Circle, and Full Circle as a charitable organization was rated one star, poorly rated by Charity Navigator. So, one big effect on that was their accountability finance, so anybody can research that. So, that's one thing on that.

I mean, I have a long list of concerns, but my main concern is really safety and crime. That is something that we already, because I don't know if, I mean, you guys are long residing individuals of Arlington Heights, you're probably familiar of Surrey Ridge neighborhood which is a nice neighborhood. The other side which is Wilke is already experiencing that, there are a lot of apartment buildings there and I have a family friend who had two children sleeping, they now moved to Wheaton because they were sleeping and they heard what would have been a sound of just someone like dropping something heavy. It turned out to be a gunshot that went through their window and they found the bullet shells on their floor. That prompted them to move. They lived in Arlington Heights on the Wilke side. We will be now closed in from Wilke and then Arlington Heights.

I'm going to echo; I would like to really continue to live in Arlington Heights, but --

ACTING CHAIRPERSON DROST: I think we all would.

MS. SCHOOT: Yes.

ACTING CHAIRPERSON DROST: Just, I don't want to, for time purposes, I think we're getting the message that your anecdotal information is on public safety and issues that --

MS. SCHOOT: Correct.

ACTING CHAIRPERSON DROST: -- I think have been addressed in some respects in the presentation. But those are noted.

MS. SCHOOT: Yes, I mean, it has been addressed, but it hasn't really been addressed directly.

ACTING CHAIRPERSON DROST: Well, you can't predict the future.

MS. SCHOOT: Exactly, thank you. Thank you for stating that.

ACTING CHAIRPERSON DROST: Okay, thank you. Okay, anybody else out on the right side? Let's go to the left side, my left side. Who in the front row is, anybody else? I see a hand, okay. Come forward, the lady in the, what do they call it, the pumpkin --

MS. GIOLLI: Hi, my name is Phyllis Giolli, G-i-o-l-l-i. I'm at 216 East Council Trail, so I am directly behind the property. I'm actually by the, what is that, I don't know, community --

MR. HUBBARD: The memory care facility.

MS. GIOLLI: The memory.

ACTING CHAIRPERSON DROST: Memory care.

MS. GIOLLI: Yes, because they change names.

ACTING CHAIRPERSON DROST: They do. Autumn Leaves now.

MS. GIOLLI: I am directly behind the memory care. I had no problem having that memory care there, that was one-story high. If you go down Arlington Heights Road, there is office building, medical building, it's all one-story high which blends in with our community. That's my point on that part.

The second, if it's three stories high, do not tell me the light is not going to shine on my property. I'm going to be looking up, and I don't care how tall these bushes are, the building is taller than the trees. It doesn't blend with our property. I've been living there for 20 years, my kids grew up there, and it doesn't blend in at all.

In that community, we pay between $10,000 to $20,000 in taxes for a small home. I'm at 216 East Council Trail, my square footage is maybe 1,800. My taxes are about $10,000. I don't fathom that they pay $50,000 for a huge building like that in front of me, that doesn't even make sense. That property is worth a lot of money in Arlington Heights, why are we using it?

I'm not saying that this organization is not a good organization. I believe in it, I have family members that are handicapped, but it doesn't belong there. You're going straight and then up and straight. It doesn't look right. So, that's my point, and I'm really concerned about the lighting.

ACTING CHAIRPERSON DROST: Yes, thank you.

The lighting, any comment there, Sam?

MS. GIOLLI: It's a three-story building.

MR. HUBBARD: Yes, I mean, again, they meet the standards of the code relative to foot candle readings. You know, we've considered light spillover, that's why we've asked for again evergreen screening on the east side of the property. We've asked that they lower the lights that are mounted to the building.

MS. GIOLLI: The evergreens are not going to be as tall as the building.

MR. HUBBARD: For sure. At time of planting, they will, you know, they'll be six to eight feet in height, so you know, it will take some time.

MS. GIOLLI: Do you think it looks proper from low medical buildings, eye doctor, everything is low and that one is high? Does that even look proportioned to the neighborhood?

MR. HUBBARD: I think that it's complying with code. I think the Design Commission in reviewing it considers the --

MS. GIOLLI: You're not making any profit off of that property, anything. That's Arlington Heights property. That makes no sense at all. That's all I have to say. Thank

you.

ACTING CHAIRPERSON DROST: Thank you.

Yes, come forward.

MR. MOENS: Thank you, Chair Drost. My name is Keith Moens, M-o-e-n-s. I'm a resident of Arlington Heights.

I would highly encourage the Plan Commission to recommend approval of this project as stated to the Board of Trustees. This project would just begin to address the chronic shortage and need for supportive housing in our community. Once again, please approve this project or recommend approval to the Board of Trustees. Thank you, Chair Drost.

ACTING CHAIRPERSON DROST: Thank you.

Anybody else who has a comment? Yes. Yes, that's okay, you could stand up and get ready to --

MS. WACY: Hi, I'm Linda Wacy, 603 Winter Drive, Mount Prospect, Illinois.

I am Chair of the Faith in Action team. We have a member of, a group of seven churches, Arlington Heights churches, and we represent this faith community that supports this project.

I was talking recently to a member of First United Methodist Church on Euclid, and she was telling me, asking me a number of questions about this project. She said, well, you know, the reason why I'm asking these questions is because I have a family member who lives with the parents, and she talked about how concerned she was that when the parents get too old and it's not that far away, what's going to happen to this disabled child. That's a real concern for a lot of people. Where do they go when mom and dad die?

So, this is a wonderful solution, this independent living, and the care and support of the case management and stuff is available to them. Thank you.

ACTING CHAIRPERSON DROST: Thank you.

The lady in the front.

MS. LEVIN: Hi, my name is Jan Levin, L-e-v-i-n, and I live at 1483 Chippewa Trail in Wheeling, Illinois. I have a daughter that's 32 years old and she lives in Philhaven which is right around the corner from us since it's been built and she is far from a criminal. I know there have been some undesirables there as there is in any kind of place you live, you're always going to find someone, but the advantage of being in an apartment complex if there's a person like that, they can evict them, and that has happened to people that have been there.

I also want people to realize not everyone with a disability is going to be a criminal. There are plenty of people out there that don't have disabilities that are criminals. Thank you.

ACTING CHAIRPERSON DROST: Thank you.

Anybody else? Yes, the lady in the midsection there, the middle row.

MS. BOURSEAU: My name is Sandy Bourseau, B-o-u-r-s-e-a-u. My claim to fame is I'm a fifth generation resident of Arlington Heights. But the reason I wanted to say something, I've had the pleasure of being at Heart's Place a couple of times, helping with the mural painting one of the times I was there. I would strongly encourage all of you to take a few minutes and visit there, go out to the place, you'll see the atmosphere there.

I think Arlington and the other towns have done this the right way. By doing these small 25-unit buildings, it's a community and it becomes part of the surrounding

community. So, I encourage you to think of it that way. I know, I have seen all the changes in Arlington which many of you have, and it's difficult for people. We called the first high rise a monstrosity, and I think there was a name for City Hall, too. Now, I live at 151 West Wing Street in one of the high rises. So, thank you for your time.

ACTING CHAIRPERSON DROST: Yes, well, thank you.

Is there anybody else?

(No response.)

ACTING CHAIRPERSON DROST: All right. Well, what I'm going to do is close the public portion of the meeting and then reserve the rest of the comment to our Commissioners. I'd like to make a statement, too. Everybody loves Arlington Heights. We as Commissioners, we do have lives and we do participate in the community. We're not oblivious to issues that have been brought up, both from the standpoint of the need for affordable housing and for public safety just as examples. So, we do, and we do this voluntarily, and so we're strongly connected with the community.

So, I just want to set that as sort of a floor that we're not against anything or for anything specifically. We want to be reasonable and open-minded about our deliberation.

So, Commissioner Jensen?

COMMISSIONER JENSEN: Yes, just a few areas to touch on. I think that, I'm fairly confident that most of the technical issues on water runoff, lighting, and positioning the building and so forth will be handled adequately by the Village Staff and the various departments, the Building Department and so forth. So, I'm not too concerned about that.

But I would like someone to address the issue, two issues, one that was raised on crime rates. With Heart's Place and other facilities, what does the crime rate profile look like compared to the general population and so forth? Are you having a lot of criminal activity at Heart's Place, for example?

MR. HUBBARD: Are you asking the Staff?

COMMISSIONER JENSEN: No, I'm asking the Petitioners, whoever would speak for the Petitioners. Because that was an issue, we're worried about the crime rate. So, what is your experience with crime rate with the facilities you have? You have 1,500 of these units, right, across the country.

MS. O'CONNOR-BROOKS: Yes, I just want to clarify that we do not own or operate Heart's Place. So, but we do have data on our own crime rates within our facilities.

COMMISSIONER JENSEN: That would be fine, yes.

MS. O'CONNOR-BROOKS: Yes, and Denise will speak to that. I think she's just pulling up her notes here.

MS. REYES: Well, first, I'd like to say that for this property, we're going to have cameras in the interior and exterior of the property. There's going to be, to access the property, all persons that live there will have a key fob access, and all visitors will need to go through the front entry which is visible to property management. So, all of that will be monitored, and we do have a 24-hour security phone line for residents to be able to reach property management staff after hours.

I think there was a bit of a mis-communication I think for one of the previous comments that we didn't have someone on site. We would have a property manager on site during regular business hours. We will be partnering with a service provider to provide advocacy and service provision to the residents. That will be separate from our in-house property

management.

So, properties that we've acquired have seen like a significant drop in emergency response activity due to our proactive property management which includes frequent visits that we host to the community. We have local police departments that interact in positive ways, and we maintain positive relationships with our elected officials and encourage our residents and surrounding community to join us in forming block clubs, watch groups, and reaching out to any proper channel when suspicious activity is observed or reported. Our property management staff will follow our tenant selection plan and will appropriately respond to any activity that is not allowed.

COMMISSIONER JENSEN: Okay, the other area I'd like to have you touch on is there was at least some comments that sort of equate addiction and people who are still addicted with being disabled. So, what is your screening with respect to the issue of addiction?

MR. WILMOTH: Thank you again for the opportunity. So, our tenant selection criteria not only has to adhere to federal guidelines, I'm sorry I seem to be too loud, so they not only have to adhere to federal guidelines, and in subsidized housing or housing with project-based federal assistance like we're contemplating here, that means that anybody who has a history of production or distribution of controlled substances is federally prohibited from receiving a rental subsidy. So, those would be people who would not be eligible to move on site. If that happened while they were on site, they would be evicted and would not be eligible to move into any future federally assisted housing.

In addition, we are subject to the local ordinances including Cook County's Just Housing Act, so we do provide a three-year criminal history. Pursuant to that requirement, we pair up any criminal background that we identify with the applicant who is making that application. So, if somebody is coming to us with a background, with a case manager who's referring them into this property because they have suffered from substance abuse in the past or are currently dealing with substance abuse but are seeking rehabilitation, then that might be a qualifying factor in allowing them to find a place to live stably and avoid their prior substance abuses if that was of concern.

The last thing I will point out is that because this is federally assisted, even though recreational marijuana is legal in the State of Illinois, we cannot allow the use of marijuana on our property because of our federal subsidies. So, there cannot be, you know, possession or use of any controlled substances on our properties, and our tenant selection plan encourages that, and our financing partners mandate that.

COMMISSIONER JENSEN: Great. Well, that helps clarify that. Before you sit down, you're the one I want to ask and for the other thing --

MR. WILMOTH: Okay.

COMMISSIONER JENSEN: -- because I did look up on Charity Navigator and you are rated at 58 percent which is quite low. I thought you might want to elaborate on why it's such a low rating, and the primary component of that has to do with financial accountability.

MR. WILMOTH: I appreciate that. So, unlike, this is nuanced, but unlike many non-profit organizations, we do not fund raise or grant write for our day-to-day operations. The 25 percent of the economics that we generate on building and operating and managing these properties is what keeps our organization overhead going. The rest of that, the 75 percent is what we contribute to provide services for our residents at our properties.

What that means is we don't go to McArthur Foundation or other organizations like that. We don't host annual galas. We don't solicit mailing lists or do those

types of calls, which means that I'm, as an Executive Director or President or CEO, incredibly bad at looking at what our rating scores are where people would want to give us money. Because we're going to the state; we're going to the federal government; we're going to other community development organizations and saying we need these resources to put these together; we are not fund raising or grant writing.

That being said, Guide Star does allow for folks to present their financial information, and all of that information is publicly available on Guide Star. Guide Star is a place where I do post our information. I wasn't familiar with Charity Navigator. So, I don't know where we are at Guide Star right now, but I do know that you can find our financial information publicly available.

COMMISSIONER JENSEN: I think Charity Navigator basically wants to make sure that the preponderance of money that you have, that comes into you goes into the facility. You've already indicated that 75 percent goes into the facility. It sounds like the way they would rate things probably isn't adequate for the kind of organization you have, but I did want to get that in the record because the issue was raised.

MR. WILMOTH: I appreciate that. Thank you, sir.

COMMISSIONER JENSEN: That's all I have.

ACTING CHAIRPERSON DROST: Okay, Commissioner Lorenzini?

COMMISSIONER LORENZINI: Thank you, Chairman.

So, my question is if there is a key fob, they live there, if a guest is coming over, how do they get in? What's the process for them getting in?

MS. O'CONNOR-BROOKS: They would have to be let in by one of the tenants that lives at the property. As I mentioned, as part of our tenant selection plan and house rules, guests are limited to, I believe it's one guest per bedroom. So, if you have the two-bedroom, you'd have a maximum of two guests. So, guests are very limited and controlled on site, and our property management is very proactive in knowing who lives on site and who doesn't.

COMMISSIONER LORENZINI: Okay, so before I ask this next question, I'm going to tell you I had a sister who had serious disabilities, so I appreciate what you're doing. It's a great thing, but let's say a scenario evolves where a person who doesn't have a record for dealing drugs decided to start doing it, under that scenario, how will that person be identified or caught so they could be evicted?

MR. WILMOTH: In that hypothetical, there are any number of ways that could be identified. So, one of the first ways that it might be observed is through the property manager who is again seeing the residents in this building day in and day out, who might notice some behavioral changes. That might spark them to having a conversation directly with the resident, or it might have them going to our service provider partner and saying, you know, I noticed something a little off in my last interaction, didn't seem like the way it normally is. Would you mind doing a check-in just to see how they're doing? Have you seen anything different? That gets them talking amongst the staff who are engaged in keeping these people safely and stably housed. So, that's one way it might be observed.

Another way it might be observed is that if there is something happening on the property, we see it on the cameras or we would get reports of it from another resident. If that is the case, then we would do our investigation. If there were any legal entanglements, then of course we would involve the local investigators and police.

Then that is the last way that we might find something out is that one

of our residents turns out to have an involvement with the legal system, at which point because we are listed as an address, we generally ask all of the police departments that we work with to keep us notified of any incidents that either occur on or near our property, or with people who give our property as their address. Sometimes we find that that is a false address, sometimes we find that that is true, but we can then either help with the investigation or we can help ensure that the resident is stabilized and well managed while the investigation continues. So, those are any number of ways that we could identify that.

COMMISSIONER LORENZINI: All right, thank you for that. That's all I had. Thank you, Chairman.

ACTING CHAIRPERSON DROST: Commissioner Green?

COMMISSIONER GREEN: I have an easy question for you, Sam. On the corridor plan, what was the Village proposing for the heights of the building along this stretch of Arlington Heights Road?

MR. HUBBARD: The recommendation in the corridor plan was for two-story buildings which aligned with the recommendation for office uses, potential in the O-T zoning which restricts heights to two stories.

COMMISSIONER GREEN: Okay, because that particular stretch of Arlington Heights Road, after listening to the residents with the scale of the single-family neighborhoods, is very low. It's very low for the stretch from Central going past the property. Okay, that's it for now. Thank you.

ACTING CHAIRPERSON DROST: Yes, Commissioner Ennes?

COMMISSIONER ENNES: Personally, I don't like the orientation of the building. I look at the adjoining building to the south and what I don't like is the parking lot is so close to that residence. You'll have people coming and going all times of the day, closing doors, going in, talking in the parking lot, you know, really close to that house. You look at the property to the south and there is parking in the back but there's also parking up in front, and the residences are, I don't know how many feet, but across the road.

Have you looked into, did any of your original drafts have the parking in the front of the complex?

MS. O'CONNOR-BROOKS: We're going to have our architect on record.

COMMISSIONER ENNES: Okay.

MS. THOMPSON: Therese Thompson, Project Manager with Cordogan Clark. I live in Chicago, I'm not an Arlington Heights resident. T-h-e-r-e-s-e, T-h-o-m-p-s-o-n.

We did actually have an early scheme that had parking in front of the building where, and this was also working back and forth with Staff over a period of time. We had a drive aisle that crossed the site between the building and Arlington Heights Road that had parking on it, but because we also needed access for the Fire Department from the back of the building, we needed to have a drive aisle around the back of the building or at least part of the back of the building. So, the decision was made to move the parking to the back of the building and eliminate the drive across the front and that was --

COMMISSIONER ENNES: You have to drive all the way around the building now, right?

MS. THOMPSON: No, not quite, no. It actually makes a U around the building.

COMMISSIONER SIGALOS: But there really is no front.

COMMISSIONER ENNES: There's no front drive.

MS. THOMPSON: Right, there's no drive across the front.

COMMISSIONER ENNES: Okay, so the Fire Department doesn't have access in the front?

MS. THOMPSON: They do via, and it doesn't show on the architectural site plan, and maybe Claudia with CAGE can speak to this. There's like a little dogleg off the parking lot at the south -- no, it's not? Okay, thank you.

MS. WELP: So, we were required by the Fire Department to make the width of the lane 26 feet. So, that's where they come in and they can access the FTC which is set in the northwest corner of the building. So, they needed access specifically on that side, that gives them access to that FTC location. So, that entire lane is a fire lane that's 26 feet wide.

COMMISSIONER ENNES: So, I'm not understanding something here. You say you moved the parking and stuff to the back so the Fire Department would have access which takes away access to the front of the building for a fire truck.

MS. THOMPSON: Yes, that wasn't entirely, that was a component of the change was to eliminate the need to have access all the way around. Because of the way the driveway along the north end curves around the building, that provides access that we couldn't get if the lane didn't go around the building. I don't know that I'm able to explain it right without, you know, an ability to sketch on the image, but it was a component, it was one reason.

The other was to minimize the amount of paving which also minimizes the amount of stormwater or reduces the amount of stormwater detention that's needed. It's generally good practice to not have parking on the front of the building.

COMMISSIONER ENNES: In this case, we have a resident who's maybe, what, 80 feet, 60 feet from, what do you project to make? Some 50-60 residents in this building? You have 25 units, most of them are one-bedroom which could have two people, and five units that can have four people.

MS. O'CONNOR-BROOKS: Yes, that's right.

COMMISSIONER ENNES: So, about 60 people.

MS. O'CONNOR-BROOKS: Yes.

COMMISSIONER ENNES: So, obviously, they're not all going to have cars, but if 30 of them have cars, that's 30 people coming in and going, slamming doors, and you've got a house right there. Are there enough pines in there to break down that noise? They're 6', 8"; it's going to take 25 years for these things to, or 10 years before these people have some relief from the noise and the light.

MS. THOMPSON: The evergreen, go to the landscape plan. The evergreen barrier along the east lot line and actually along the north lot line, north of the detention area is, you know, as I think Sam described it, you know, so Staff has requested densely layered in that the evergreens are staggered. So, it's not like a row of evergreens. Even at the time of planting, while the height may not have been achieved, there will still be a very robust acoustical presence from those evergreens in addition to the fence.

The parking itself is actually, at its closest point to that lot line, I think about 22 or 24 feet, and then actually towards that house at the north end, it's closer to 44-46 feet. So, the parking is actually quite a distance still, and in addition to the evergreens we have other landscaping. It's all softscape from the parking all the way to the fence.

COMMISSIONER ENNES: The fence, is that wood?

MS. THOMPSON: Right now it's proposed as PVC wood look, you know, painted wood look, PVC solid privacy fence.

COMMISSIONER ENNES: Okay, thank you very much.

ACTING CHAIRPERSON DROST: Yes, Commissioner Sigalos?

COMMISSIONER SIGALOS: Well, I'm really torn. I really understand the need for housing for the handicapped people, I certainly understand it, but I do have some concerns that what I hear as handicapped definition also includes alcohol and drug addicts. That concerns me very much.

I'm also, again, I don't know the history of Full Circle, but somebody mentioned they have a low, very low, one star rating, so that's another concern I have.

Then as far as the lighting, as a three-story building, the photometrics typically, correct me if I'm wrong, Sam, but they measure the lighting like say from parking lot lights which are maybe 15 feet tall or whatever down, but when you have a three-story building, they have windows that could be emitting light and that wouldn't be shown on our photometric plan. So, I am concerned for that, and also auto headlights in the parking lot.

So, I'm not sure this is the right place for this building. I do understand the need for handicap facilities, but I'm really kind of torn by it. Then, also the fact that there's not going to be a staff member on site, it says, I think it was from normal working hours, and now that's not going to be, it's going to be as needed. I don't know what that definition means, as needed.

MS. O'CONNOR-BROOKS: The staff member for our property manager would be on site during regular business hours. The staff that won't be necessarily there all the time or as needed is for the service provision. That's a third-party and they will set their hours according to the needs of the residents.

COMMISSIONER SIGALOS: They're there until, what, 5:00 o'clock? You're saying regular business hours, but what happens at night?

MS. O'CONNOR-BROOKS: So, we have a 24-hour phone line for residents to be able to reach our property managers in case of emergency. We also have cameras in the interior and exterior of the building which our property management staff can access 24 hours a day.

COMMISSIONER SIGALOS: Okay, they'll be able to call a property manager, how long is that going to take for somebody to get there? I mean, it depends on where that property manager lives.

MR. WILMOTH: That's correct, it does depend on where that property manager lives since we haven't identified the property manager for this property and I can't tell you exactly how long that would be. That being said, I can say that our closest example to this, our deal in McHenry Downtown called Pearl Street Commons has one on-site manager, one on-site maintenance person, and I believe three service providers from one organization and one or two service providers from another organization, all of whom are on the property throughout the day. So, our offices are generally open from 9:00 to 5:00, sometimes we do swing hours late to accommodate residents who might have a job and that may need to start a little bit late. Sometimes we have Saturday hours if that's what our residents have identified as a need. Then the service providers are there to meet with their clients and to meet with the residents throughout the day, night, weekend, et cetera.

COMMISSIONER SIGALOS: Okay, well, again, I'm just concerned with what appears to be a lack of case worker or property managers on site and the location of this in a residential area. I don't like the fact that it's a three-story building where everything housed there is one story. So, I'm a little torn if this is the right place for this facility. I understand the

need, that we need these types of housing but I'm not sure this is the right place. Thank you. That's all I have.

ACTING CHAIRPERSON DROST: Thank you.

Commissioner Cherwin?

COMMISSIONER CHERWIN: Yes, just to follow-up on some of the things that were discussed before I guess, a little clarification. I guess one thing that wasn't brought up, Terry, you talked a little bit about the tax base and that was brought up a little bit, right? So, we're artificially suppressing the value of this property by having a below-market income stream on it. So, what is the delta about on that? Do we know what a market rate building might bring at that site compared to this? I mean, that's total speculation, I mean, right now with Cook County, I guess it's throw a dart against the wall, would that be the best analysis?

COMMISSIONER ENNES: We obviously have a problem with property taxes in Cook County. The huge increase that's just occurred has been a result of the fact we had two years of COVID where nothing was selling and all of a sudden we have all that pent up demand that came out and people were paying whatever was being asked for homes in the area of northwest suburban Chicago Metropolitan area. Prices went up and our new assessor brought them up like he's promised to do that.

COMMISSIONER CHERWIN: Right.

COMMISSIONER ENNES: Now, comparing it to an office building, you know, an office building like that, you're talking about $200 a square foot for the building plus land value, this is a large piece of land that's going to have surplus sitting there and I think we're creating a parcel, too, that will be very difficult to sell. Now, if you have the lot to the north, you know, you're in a great position to buy that.

COMMISSIONER CHERWIN: So, it's not an insignificant delta with this building.

COMMISSIONER ENNES: You know what? My biggest concern is if there are people that are using the school system that --

COMMISSIONER CHERWIN: Or any social services, honestly, I mean, right? The library, the Fire Department, the police.

COMMISSIONER ENNES: Well, the biggest part of the tax is schools.

COMMISSIONER CHERWIN: Right.

COMMISSIONER ENNES: And so, if we're subsidizing that, that goes on to the neighbors, but --

COMMISSIONER CHERWIN: Of course.

COMMISSIONER ENNES: -- if as the development has said there's very few kids there, then that isn't as, to me it's not as big an issue. We've got a vacant piece of land sitting there that if it gets developed is going to be bringing in more tax dollars than it was.

COMMISSIONER CHERWIN: Right.

COMMISSIONER ENNES: Which that's great, but we have two other things, by approving this, we're allowing the county and the Federal Government, HUD, to come in and control this property in perpetuity in our town and tell us what's going to happen to us, we're out of the ballgame. I don't like that.

COMMISSIONER CHERWIN: Yes. Anything in perpetuity is usually a bad idea.

COMMISSIONER ENNES: Yes. Yes.

COMMISSIONER CHERWIN: That's why there's a rule against it, right,

George?

ACTING CHAIRPERSON DROST: Well, not anymore.

COMMISSIONER CHERWIN: Not anymore, right. Historically.

ACTING CHAIRPERSON DROST: It's within the statutory elimination.

COMMISSIONER CHERWIN: Right, but there was a rule.

ACTING CHAIRPERSON DROST: There was, and that was Lord Norfolk.

COMMISSIONER CHERWIN: So, okay, and then what about maintenance on this building? So, if we're talking, I was interested in the delta people brought up between, the difference between a market property development and a below-market development property, you know, and some of the issues that creates. How do you fund maintenance to this? Because this is very prominent, right, it's right out the South Corridor. Arlington is investing a lot in the South Corridor, it wants to improve these properties, so we want to make sure that a building that's going in, if the income is significantly lower than a market building, how do you afford the maintenance on the building and how is it going to be kept up in the first place?

MR. WILMOTH: Do you know the number one expense for a market rate developer on an ongoing basis? Serving their debt.

COMMISSIONER CHERWIN: Right.

MR. WILMOTH: We have a grant, so we can charge that much less for our rents and still provide the same level of quality of operation, the same level of quality of maintenance and upkeep as our market rate competitors because we don't have to serve that debt that they have to serve.

COMMISSIONER CHERWIN: Okay, so it's a debt or preferred financing, okay. The other issue that was brought up went back to, I think this is what Terry just mentioned, there was mention about preference to veterans. Is that a real preference or is that just kind of a nice thing to say? I mean, what's the, how do we help our veterans in this process?

MR. WILMOTH: I don't know what you mean by a real preference. It's embedded in our tenant selection criteria, and what that means is that somebody who applies who identifies so, it's based upon my read and please everybody correct me where I'm wrong, we're already saying that this building is going to be reserved for use by households with a person with a disability. So, if you are applying to this building, you must demonstrate that you have a disability in order to even be selected to live in one of the units. While you're going through that application process, if you've identified that you are a veteran, then you will move up on the list in advance of somebody who has not identified that they are a veteran.

Now, we have to verify veteran status. We do not verify discharge status, but we do verify that you have served. So, anyone who has served would have a preference to live into the building over somebody who has not served. In terms of making it meaningful and making it real, that is why we prepare our services to meet people where they are, to explicitly work with veterans who may not want to live in a veterans exclusive property but want to live in a blended community, veterans who might feel like they're disengaged from the VA because the VA got them there in the first place or the government did. We can act as the group that is helping to keep them stable and stably housed while not necessarily taxing the use or the needs of the VA system but also happily connecting people with the VA system if they're engaged.

So, all of this is by way of saying we do not have a one-size-fits-all approach to our services. We do not have a one-size-fits-all to who the veterans are who move into our buildings. All of our buildings have a preference for veterans, all of our buildings have

veterans who live there, and all those veterans get the services that they need as they decide.

COMMISSIONER CHERWIN: And in that selection process, you folks mentioned that it gets submitted. You have a list essentially, so you said we want to prioritize our marketing to the low income community. But at the end of the day, you're going to send that list out to Cook County and they're going to make the final decision. What is your, is that incorrect?

MR. WILMOTH: Yes, let me -- I'll walk you through the process if that would help.

COMMISSIONER CHERWIN: Summarize it though.

MR. WILMOTH: Yes, summarize, okay. So, people who are interested in this property, right now the people who are interested in this property are people who are in this room or have met us talking about it or have seen articles in the Daily Herald that you all have been covered, et cetera. We have not advertised this, this is not something that we're marketing. This is just a development that we are trying to bring into Arlington Heights.

Our marketing efforts, you've seen them so far. They are engaging with community members. So, we're going to soon, as the project moves ahead, put an interest list sign-up sheet on our website. People who are interested can call our office, they can go on to our website, and they could say I'd like more information as it's available. As we have more information, we'll send that to them. The next thing we'll do is we'll say, hey, applications are going to be available on this thing. We'll send that to people who have already identified that they are interested in our property.

Once that application date occurs, they will apply to us. We will do an initial screening to make sure that they programmatically qualify. We will then send them to Housing Authority of Cook County who will determine if they income qualify for the Cook County assistance. Then Cook County will send the list back to us and say these are the people who you have already screened, who we have already screened, and now you may start making offers for them to move in.

So, there will be multiple points where we are doing the screening and we are the final ones to say that, yes, you do qualify to live here or not. The Housing Authority of Cook County just has to tell us that they are also eligible for rental assistance.

COMMISSIONER CHERWIN: Okay, so then Cook County's only role essentially is to vet people to make sure the qualify on the income basis, nothing else.

MR. WILMOTH: Correct.

COMMISSIONER CHERWIN: All right, and then let's see. Oh, yes, on this setback thing, Sam, and I made this question for you. We go back to the setback, you know, that's like the issues we've brought up before about the proximity to the eastern boundary and all that stuff. I mean, I'm sympathetic to that as well, I'm concerned about it. I guess we have this enormous setback on there, you know.

Is that going to be an issue if that's essentially meticulously maintained and it's, you know, I don't know if it is going to be meticulously maintained, but if it's not that's a huge like green space without a whole lot of landscaping or anything and it's just, it kind of looks, I don't know. I mean, it might look nice in the drawings, it might look nice in year one, but I don't know in year 10 how it's going to look to have all that. Has there been any consideration to that?

MR. HUBBARD: The green space in front of the building?

COMMISSIONER CHERWIN: Yes.

MR. HUBBARD: I mean, it will be maintained. As you know, there's going

to be foundation plantings, perennials at the base of the building, there will be some trees, but mostly it's going to be lawn in front.

COMMISSIONER CHERWIN: I know, that's my issue. I mean, I guess maybe the Petitioner can say, you're going to have, right, landscaped every week just like it would be --

MS. O'CONNOR-BROOKS: Yes. Yes, we maintain all of our buildings including the landscaping.

COMMISSIONER CHERWIN: Okay. All right, I believe those are the only follow-ups I had. Yes, thank you.

ACTING CHAIRPERSON DROST: Yes, thank you.

Any follow-ups here, Commissioners?

COMMISSIONER ENNES: Sam, you mentioned that because of utilities, it was part of the reason, aren't the majority of the utilities, sewer and what, on the west side of Arlington Heights Road when we were talking about putting more of utilities, power lines and stuff underground? Wasn't that the issue?

MR. HUBBARD: I don't recall mentioning utilities as one of the reasons for the building location. I know there are utilities running through the site which has prevented it I think from being farther north. I don't know about utilities in the front of the site that would prohibit it, but maybe, you know, the Petitioner is aware of something that I'm not.

COMMISSIONER ENNES: Okay, maybe I misheard you before.

ACTING CHAIRPERSON DROST: Yes, Commissioner Jensen.

COMMISSIONER JENSEN: Just a follow up on the offset. I got the impression from the presentations that it was actually the Village Staff that wanted to encourage that large 90-foot setback. Is that correct, a correct impression or not? They said in discussion with you, that you arrived at that.

MR. HUBBARD: Yes.

COMMISSIONER JENSEN: So, I guess the question is how important is it to have the front line up across all the buildings which is what you were looking at? You're looking at, you know, how well that line up is with the memory care units there. Is that a real problem if it doesn't line up? If you basically make, you know, you move it further to the center of the property which gives a little relief to the folks, you know, who are worried about it being on the property line, so is that something you're flexible on or is that something you're pretty rigid on in terms of Staff's view?

MR. HUBBARD: Well, I mean, if we're, I mean, we could take a look at something different if we're talking about, you know, five or 10 feet, maybe that's acceptable. If we're talking about, you know, 30 or 40 feet, I don't know if that's going to have the same appearance. You know, I think anything that's built here, whether it's this development or an office development, an office development is going to have more traffic, going to have more parking demand, it's probably going to have parking lots, you know, that are extending further back. The office building that was approved originally had parking areas that extended kind of further back into those legs of the development, bringing it even closer to the single-family homes.

So, we felt this was a reasonable location for the building, reasonable location for the parking, in combination with the setbacks and the landscaping. We think it's reasonable, yes.

COMMISSIONER JENSEN: Well, I guess my question comes down to when we go before the Board and the same people come in and lodge their same issues, this will

be one of the issues, how flexible is Staff in giving, you know, in terms of moving that to some degree? Whether five feet, 10 feet, 20 feet, is there any flexibility? Because I think it will come before the Board at some point.

ACTING CHAIRPERSON DROST: Sure.

MR. HUBBARD: Yes, that's something we'd have to discuss at a department level.

COMMISSIONER GREEN: And if I could throw my two cents in there?

ACTING CHAIRPERSON DROST: You can.

COMMISSIONER GREEN: I agree with Staff that the setback with the memory care is important just to promote a visual line. The obvious problem is, of course, the memory site is a much bigger site. So, when you line up the fronts, which I think is important in this case, you just push everything closer to the residential. It's not the same size lot.

So, I don't think you want to bring this building forward because it's three stories. The point I was making was that this whole two or three-block area is all one-story stuff, and the corridor plan is limiting it to two stories, not three.

COMMISSIONER JENSEN: For the O-T.

COMMISSIONER GREEN: Yes, yes.

COMMISSIONER JENSEN: But this is Institutional.

COMMISSIONER GREEN: And that's, it fits the whole three-quarters of a mile there. So, that's the point I was making before, if that helps you.

COMMISSIONER JENSEN: Right.

COMMISSIONER ENNES: Bruce, but the memory care setback which --

COMMISSIONER GREEN: Is about the same, yes.

COMMISSIONER ENNES: Is about the same, but it has parking in front.

MRS. MICKO: Can I say something about this? Can I say something about the memory care?

ACTING CHAIRPERSON DROST: No.

MR. HUBBARD: Public comment is closed.

ACTING CHAIRPERSON DROST: The public comment --

MRS. MICKO: I'm sorry to interrupt, but you're talking about the parking. For one second. It's no cars there.

ACTING CHAIRPERSON DROST: Into the microphone. Into the microphone, because he needs to --

MRS. MICKO: Okay, Selena Micko again, M-i-c-k-o. We're talking about the parking on this memory, it's no cars there. It's sometimes one, two cars. Nobody is visiting much those people who are living there, you know, it's no problem, even if with much more parking spots, it's no cars there. So, I just want to say about that.

ACTING CHAIRPERSON DROST: Okay, and that was not a comment, it was a witness, so we're good.

MR. WILMOTH: I just wanted to, if I may, just to put it on the record, there was a comment earlier about the number of people who might be living on the property and the number of cars that might be going through. Again, this is, we have this experience with Pearl Street Commons, 25 units. There are 28 people living on the property, that's the property where there are two children. So, if you do the math, there's one two-person household where neither of them is a child. Everyone else is living individually or two people and their children. There are 45 parking spaces I think that we had to provide. There are seven that are used.

So, when we're talking about the traffic, when we're talking about the attractive nuisance of lights and noise and doors slamming and things of that nature, I just wanted to give you a sense of scale. We're talking about less than 30 people probably and less than 10 cars.

ACTING CHAIRPERSON DROST: Okay, thank you.

All right, any other questions, Commissioners?

(No response.)

ACTING CHAIRPERSON DROST: Yes, I'm not going to, I don't have any specific questions, just the general issues of the engineering, the landscaping, and most importantly I think the public safety issues and tenant selectivity that, you know, comes with this. I'm just looking at it from the standpoint of the experience that Full Circle has and it's never a perfect answer, never a perfect solution, but there is a need. So, that's my statement.

Is there anybody that wants to put forth a motion, Commissioners?

COMMISSIONER JENSEN: I'll make the motion.

ACTING CHAIRPERSON DROST: Okay, thank you.

COMMISSIONER JENSEN: I'd like to make a motion.

A motion to recommend to the Village Board of Trustees <u>approval</u> of PC #23-007, Preliminary Plat of Subdivision approval to subdivide the property into two lots; an Amendment to the Comprehensive Plan to reclassify Lot 1 from offices only to institutional; Rezoning of Lot 1 from O-T Office-Transitional District to the I Institutional District; Planned Unit Development (PUD) approval to allow a 25-unit permanent supportive housing facility on Lot 1; and the following Variations:

1. **Chapter 28, Section 5.1-9.1, to allow Lot 2 to be 80 feet in width where code requires a minimum lot width of 100 feet in the O-T District.**
2. **Chapter 28, Section 10.4-1, to allow 41 parking stalls where 51 parking stalls are required.**
3. **Chapter 28, Section 10.7A, to omit the required 10 feet by 35 feet loading berth.**

This recommendation is subject to the following conditions:

<u>Zoning and Property Usage</u>

1. **Final Plat of Subdivision approval shall be required.**
2. **The Petitioner shall have 24 months from Village Board adoption of an ordinance granting PUD approval to commence construction as required by Village Code. If construction does not commence within 24 months of PUD approval, or a request for extension is not received and approved, then all ordinances approving this development shall become null and void and the zoning shall revert back to its original O-T District classification and the Comprehensive Plan designation shall revert back to offices only.**
3. **All units within the development shall be restricted so that they remain in perpetuity as an affordable housing development for individuals with disabilities and meet all housing and urban development defined income levels.**
4. **The Petitioner is responsible to ensure that the planned unit 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, three actual on-site units (a minimum of 10 percent of the 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 with exception to the Inclusionary Housing Guideline that requires preference be given to Arlington Heights residents and people who are employees of Arlington Heights businesses or organizations.

5. The subject property shall be operated in substantial compliance with the draft tenant selection plan dated as revised 2/2021 (subject to IHDA final approval), as well as the draft Grace Terrace house rules dated as revised 10/31/23. Maximum occupancy, as outlined in the tenant selection plan, shall be restricted to no more than two occupants per bedroom.

6. The Petitioner shall provide the following on-site staffing:

a. One on-site property manager between standard business hours (approximately 9:00 a.m. to 5:00 p.m., Monday through Friday);

b. One shared maintenance staff member to be on site as needed; and

c. Case workers and service providers, as needed. The Petitioner shall provide estimates for the minimum hours for review and approval by the Village.

7. School, park, and library contribution (a.k.a. 'impact') fees, in accordance with Chapter 29 of the Municipal Code, shall be required at time of building permit issuance for the proposed structure.

8. Compliance with the November 28, 2023, motion from the Design Commission shall be required.

9. The Petitioner shall comply with all applicable federal, state, and Village codes, regulations, and policies.

<u>Site and Landscaping</u>

10. The proposed site access onto Arlington Heights Road shall be subject to IDOT review and approval.

11. As part of Final Plat of Subdivision approval, the Petitioner shall enter into an estoppel agreement with the Village, which agreement shall prohibit the property owner of Lot 2 from objecting to the future establishment of a special assessment for construction of the cul-de-sac abutting Emerson Street.

12. Prior to Final Plat of Subdivision approval, the Petitioner shall revise the landscape plan to increase the height of the Spartan junipers to six feet tall at time of installation, substitute the shade trees along the northern property line with evergreen trees, and adjust the tree spacing as needed for optimal growth, to the satisfaction of the Village.

<u>Parking and Access</u>

13. The parking variation shall apply only to the proposed use.

14. Should a parking problem on the property exist, as determined by the Village, the Petitioner shall provide additional on-site parking to meet code requirements as needed, or alternatively, shall arrange for shared parking with the abutting property

to the south, either of which shall be to the satisfaction of the Village.

15. As part of Final Plat of Subdivision approval, the Petitioner shall continue to refine the proposed cross access easement at the north of Lot 1 and on Lot 2. The easement shall be designed to provide, in general, the following:

a. A paved vehicular connection between Lot 1 and Lot 2, to be approximately 26 feet wide and in a location as approved by the Village of Arlington Heights, to be implemented at the discretion of the Village of Arlington Heights at such time when Lot 2 is developed.

b. The portion of this easement located on Lot 1 shall be for the benefit of Lot 2 and the properties to the north of Lot 2 (1505 & 1501 South Arlington Heights Road).

c. The portion of this easement located on Lot 2 shall be for the benefit of Lot 1 and the properties to the north of Lot 2 (1505 & 1501 South Arlington Heights Road).

ACTING CHAIRPERSON DROST: Thank you.
Is there a second?
COMMISSIONER ENNES: I'll second it.
ACTING CHAIRPERSON DROST: Okay, any discussion?
(No response.)
ACTING CHAIRPERSON DROST: Hearing no discussion, I'll ask for a vote.
MR. HUBBARD: Commissioner Jensen.
COMMISSIONER JENSEN: Yes.
MR. HUBBARD: Commissioner Ennes.
COMMISSIONER ENNES: No, with comment.
MR. HUBBARD: Commissioner Cherwin.
COMMISSIONER CHERWIN: No.
MR. HUBBARD: Commissioner Green.
COMMISSIONER GREEN: No.
MR. HUBBARD: Commissioner Lorenzini.
COMMISSIONER LORENZINI: Yes, with comment.
MR. HUBBARD: Commissioner Sigalos.
COMMISSIONER SIGALOS: No.
MR. HUBBARD: And Acting Chair Drost.
ACTING CHAIRPERSON DROST: Aye.
MR. HUBBARD: So, the motion fails.
ACTING CHAIRPERSON DROST: Okay, the motion fails, but you still have the ability to go before the Village Board of Trustees. Maybe there'll be some refinements that you can assuage some of the concerns. You'll have to talk to our fine personnel here as to what that date would be.
MR. HUBBARD: Yes, we don't have that date, we'll have to coordinate that.
ACTING CHAIRPERSON DROST: No? But though you've been denied, you still have the opportunity to go before the Trustees and then present the story at that point. Anything else?
MR. HUBBARD: Some comments?
ACTING CHAIRPERSON DROST: Comments?

COMMISSIONER ENNES: If I could go first?

ACTING CHAIRPERSON DROST: Oh, yes, that's fine.

COMMISSIONER ENNES: I think it's a much needed project. I've supported affordable housing in the past, sometimes, but not always. I think it is something we need and we need to address it. I don't like the orientation of the building as I mentioned. It would help me a lot if it was flipped with the parking in front, not to bother that neighbor.

My other problem is with the fact that we are granting in perpetuity the use of this property. I have a problem with that. That's not something against you or your proposal or what you guys are trying to do, but it's with having the county and the federal government coming in, and in perpetuity, dedicating a piece of property in our community that we no longer or we'll have very little control over. So, if you understand that, but I think it's a much needed improvement in town. We'd need to provide this type of housing.

ACTING CHAIRPERSON DROST: Yes, other comments?

COMMISSIONER LORENZINI: Yes. My comment is I'm concerned about the height of the building and that could be partially offset by the setback if it wasn't quite as far back from Arlington Heights Road as it is, but there definitely is a need for this throughout, everywhere. So, in cases like this, I kind of go with Staff's recommendation and they generally do a great job with this stuff.

ACTING CHAIRPERSON DROST: Okay.

MR. WILMOTH: Could I ask a clarifying question of Commissioner Ennes?

ACTING CHAIRPERSON DROST: You may.

MR. WILMOTH: When you say that you're granting to HUD and to Cook County in perpetuity, I actually don't know that I understand what you mean. This is real estate that Full Circle as a private company owns and is developing using resources that do have certain time limits on their restrictions, but the longest use restriction is actually what's being codified in the land use that you all proposed which is --

COMMISSIONER ENNES: And I've seen in the other proposals, all units within the development shall be restricted so that they remain in perpetuity as an affordable housing development for individuals with disabilities and meet all Housing and Urban Development defined income levels. This is giving, this is in perpetuity which means forever. This is giving a limited use to this property in our town.

MR. WILMOTH: And my understanding is that that language was at the request of the Village.

COMMISSIONER ENNES: I don't --

MR. HUBBARD: That was a recommended condition by the Village, and if that's a problem in the future --

COMMISSIONER ENNES: That's a requirement by HUD, right?

MR. WILMOTH: No.

MR. HUBBARD: If it's a problem in the future, it could be amended under an amendment to any approval that would have been granted.

COMMISSIONER CHERWIN: Maybe the question is why is the Village recommending that? And who?

COMMISSIONER ENNES: Yes. Well, I have a problem with that. If it's not the federal and the Village is doing it, I even have more of a problem with it because that's not what we were told at another hearing.

MR. WILMOTH: Yes. No, we're committing to a 30-year use restriction for

the grant funds that we're receiving from the state to just operating as low-income housing.

COMMISSIONER ENNES: But that's not what we're asking or being asked to approve here.

MR. WILMOTH: Correct. Thank you.

COMMISSIONER CHERWIN: One clarification maybe where there was a mention of a lender requirement, there is no lender requirement on perpetuity. Lender use requires that --

MR. WILMOTH: They just make it a conventional bank loan. That 30-year restriction is the longest restriction that we have but for Village-requested restrictions.

COMMISSIONER JENSEN: Sam, could you clarify for us then this concept? Is it something that the Village has to require in perpetuity, or you just want to require in perpetuity?

MR. HUBBARD: No, it was a request from the Village. I mean, essentially what we're asking for is that the development be maintained as a development for disabled persons at affordable levels in perpetuity which is what they are proposing. So, we don't want it to morph into something, you know, 30 years down the road, maybe it's going to be a development non-disabled people at different affordable levels, we don't know, but that's kind of the intent of the condition.

COMMISSIONER JENSEN: But it sounds like it's not a requirement that anyone besides the Village is making. So, I mean, Terry, does that, I don't know if that answers any of the questions you had other than the Village needs to get itself sorted out.

COMMISSIONER CHERWIN: Yes, and who with the Village has the glass that can see beyond 30 years as to what's the appropriate use --

ACTING CHAIRPERSON DROST: That's exactly right. I mean, it's forever-forever, you know.

All right, anymore, was there another comment?

(No response.)

ACTING CHAIRPERSON DROST: Okay, so anyway, this petition hearing is closed. So, you'll have to go back to our Village Planning Department to get the next set of instructions to go before the Trustees.

Is there any other business that's the next agenda item?

MR. HUBBARD: Other than general public comment?

ACTING CHAIRPERSON DROST: Yes, any public comment? We usually reserve some time for it.

(No response.)

ACTING CHAIRPERSON DROST: Okay, seeing none, the public comment period is over.

COMMISSIONER JENSEN: I move adjournment.

ACTING CHAIRPERSON DROST: I'll call for adjournment.

COMMISSIONER ENNES: Second.

ACTING CHAIRPERSON DROST: Those in favor?

(Chorus of ayes.)

ACTING CHAIRPERSON DROST: Those opposed?

(No response.)

ACTING CHAIRPERSON DROST: Hearing none, we're adjourned.

(Gavel pounded.)

(Whereupon, at 10:39 p.m., the public hearing on the above-mentioned petition was adjourned.)

STATE OF ILLINOIS)

) SS.
COUNTY OF KANE)

I, RON LeGRAND, SR., 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.

_____
RON LeGRAND, SR.

SUBSCRIBED AND SWORN TO

BEFORE ME THIS _____ DAY OF

_____, A.D. 2023.

_____
NOTARY PUBLIC

Plan Commission
11/29/2023

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

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.

ATTACHMENTS:

Description	Type
PC Staff Report	Board or Commission Report
Public Notice	Exhibits
Aerial	Exhibits
CPRC Minutes - 7/26/23	Minutes
VB Minutes 6/20/23 - Early Review	Minutes
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

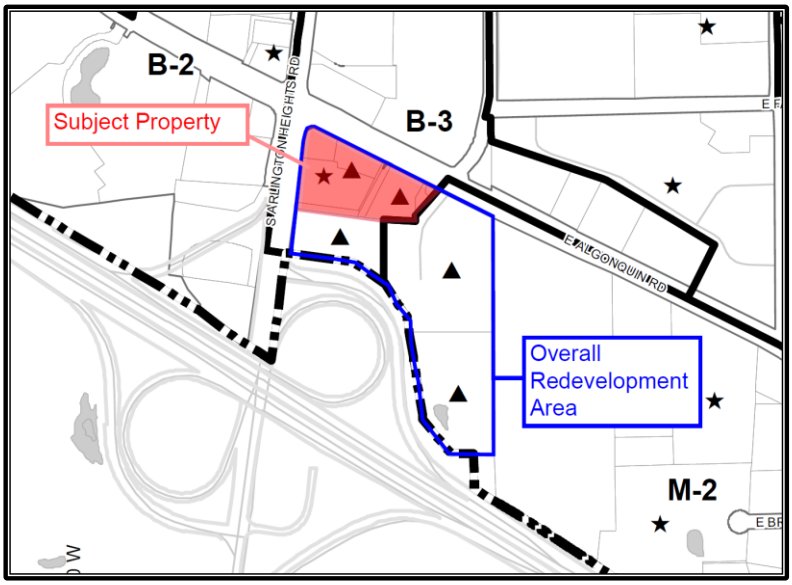
STAFF DEVELOPMENT COMMITTEE REPORT

***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:

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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

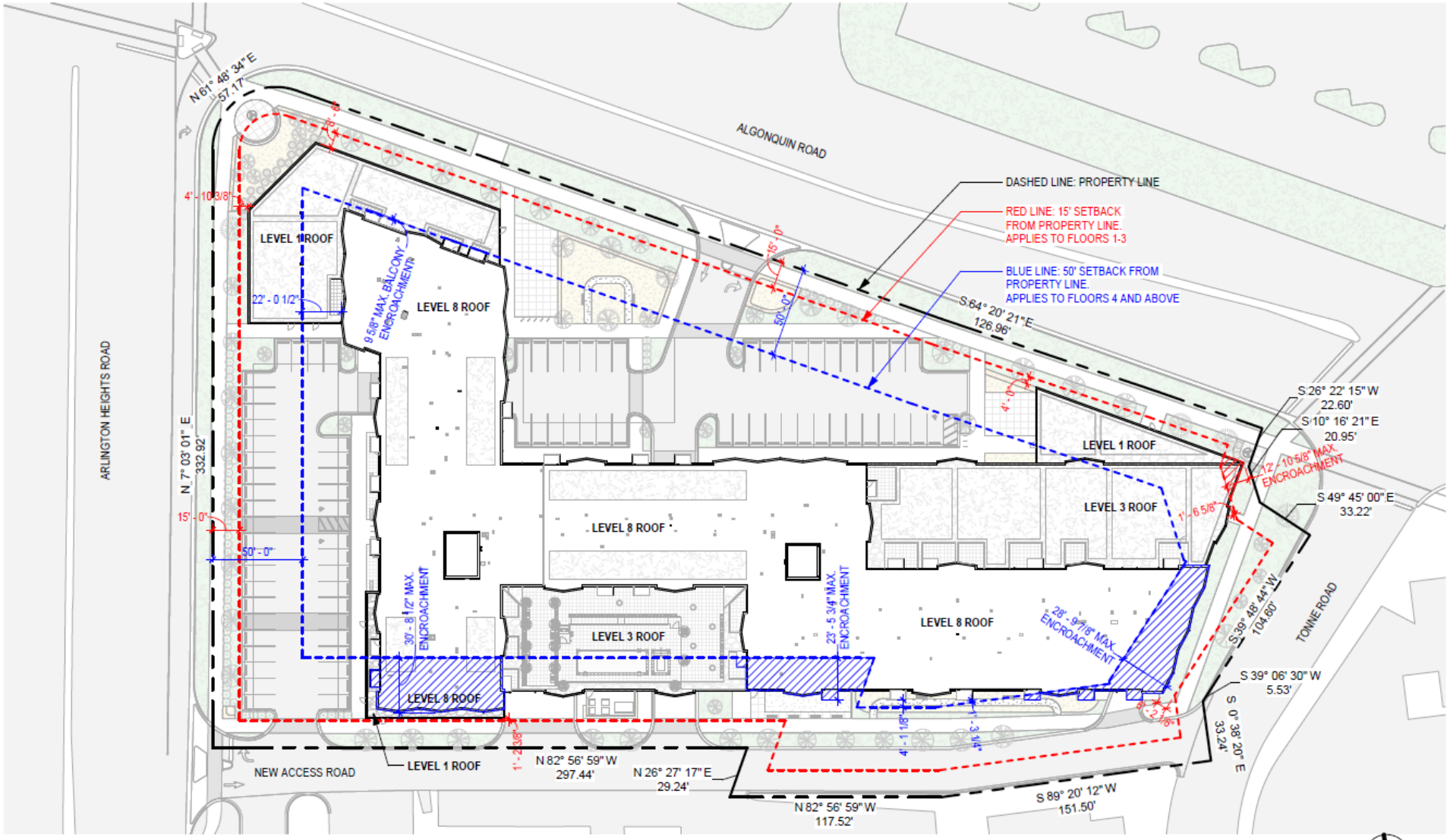
Michael Lysicatos, Assistant Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads

Exhibit 1 – Phased Redevelopment Plan

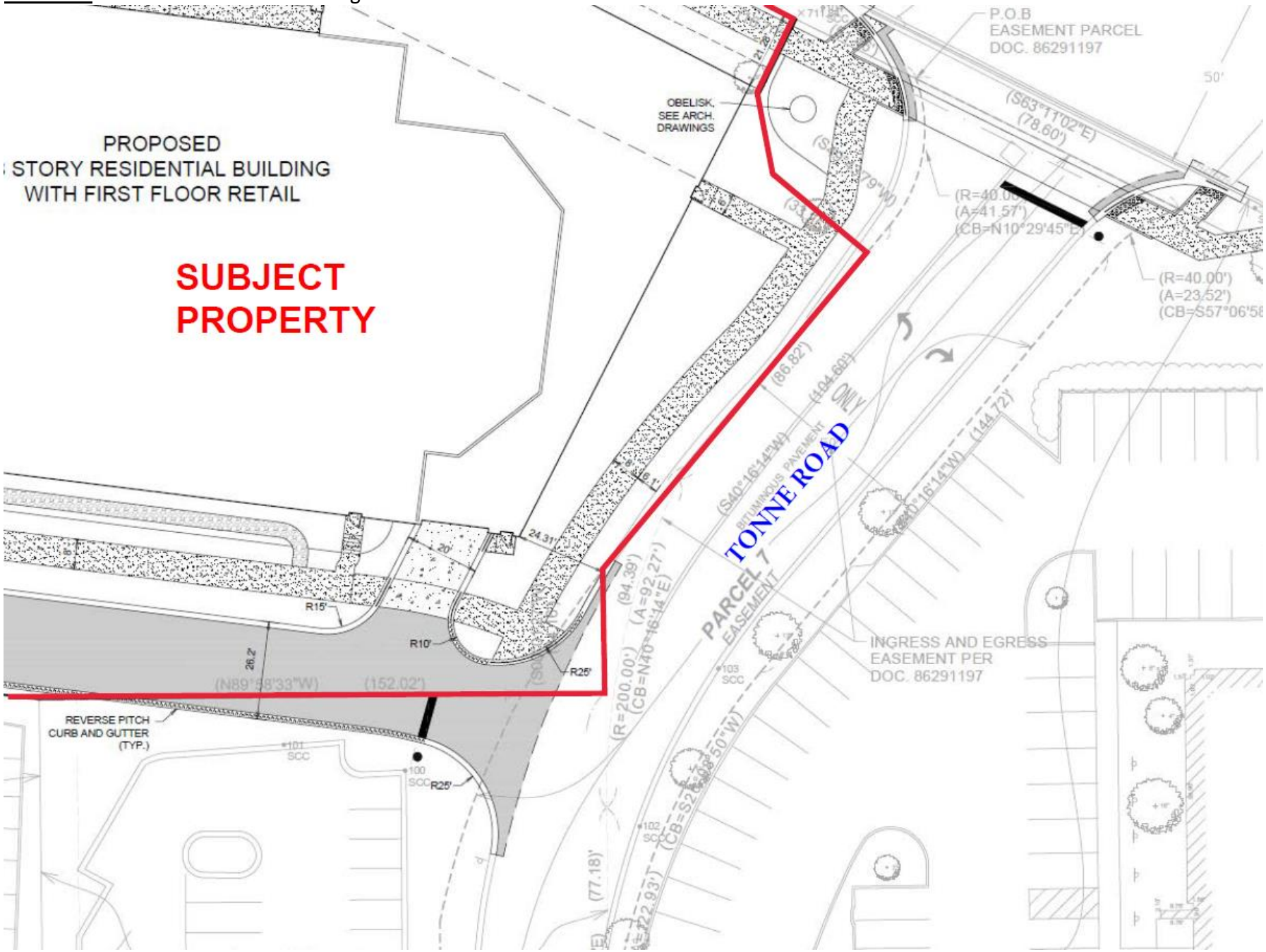


Exhibit II – Building Setback Variations



1 BUILDING SETBACK DIAGRAM
1" = 50'-0"

Exhibit III – Future Private Drive Configuration



legal notices

legals@dailyherald.com

Public Hearings & Notices | Public Hearings & Notices | Public Hearings & Notices | Public Hearings & Notices

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN THAT THE PLAN COMMISSION OF THE VILLAGE OF ARLINGTON HEIGHTS WILL CONDUCT A PUBLIC HEARING ON NOVEMBER 29, 2023, AT 7:30 P.M. in the Municipal Building, 33 South Arlington Heights Road, Arlington Heights, Illinois to consider Petition No. 23-012 a request for approval of a Planned Unit Development to allow an eight-story mixed-use development with ground floor commercial space and multi-family units above, Rezoning from the B-3, General Service, Wholesale, and Motor Vehicles District to the B-2, General Business District, Preliminary & Final Plat of Subdivision approval to consolidate the property into one lot. The subject property is located at 1, 15, and 111 E Algonquin Road and 2355 S Arlington Heights Road in Arlington Heights, Illinois. The PIN's for the subject property are 08-16-401-018, 08-16-401-030, 08-16-401-036, 08-16-401-039, 08-16-401-043, 08-16-401-045, and 08-16-401-046. The subject property is legally described as follows:

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 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 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 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 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 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 TO THE POINT OF BEGINNING.
PARCEL 9B:
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 9A AND 9B 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.
As part of said petition the applicant is requesting the following variations from Chapter 28 of the Municipal Code:
• 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.
• 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.
• 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.
• 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 Plan Commission will consider any zoning and Subdivision actions or relief from Chapter 28 and 29 that may be necessary or convenient to allow development of the type described in this notice, or development that is less dense than the type described in this notice, including, without limitation, special use permits, variations, map or text amendments, or other special approvals. Complete list of all final zoning actions and staff report may be viewed at www.vah.com.
At the public hearing, the Plan Commission will accept and consider all testimony and evidence pertaining to the application.
All persons desiring to be heard shall be given the opportunity to be heard. Should any individual need auxiliary aid or service, such as a sign language interpreter or materials in alternative formats, please contact the Health Department at 33 South Arlington Heights Road, Arlington Heights, Illinois 60005, (847) 368-5760, TDD# (847) 368-5794.
Susan Dawson, Chair, ARLINGTON HEIGHTS PLAN COMMISSION
Published in Daily Herald November 14, 2023 (4607989)

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THE CONCEPTUAL PLAN REVIEW COMMITTEE

OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION

A MEETING HELD ON: July 26, 2023

Project Title: Arlington Gateway Dev. – Phase 1

Address: 1, 15, 111 E. Algonquin Road, 2355 S. Arlington Heights Road

Petitioner: Michael Moceri, Thomas Roszak
Moceri+Roszak

Address: 145 S. Wells Street, Suite 700
Chicago, IL 60606

Requested Action:

1. PUD approval to allow a mixed-use development with 300 multi-family residential units and ground floor commercial floor area.
2. Rezoning from the B-3 to the B-2 District may be requested
3. Plat of Subdivision approval will likely be necessary.

Variations Required:

1. None identified at this time.

Attendees: Thomas Roszak, Architect with Bradford Allen
Michael Moceri, Architect with Bradford Allen
Jay Cherwin, Plan Commission
John Sigalos, Plan Commissioner
Bruce Green, Plan Commissioner
Michael Lysicatos, Planning Department
Sam Hubbard, Planning Department
Jake Schmidt, Planning Department

Project Summary:

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 conceptual 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. 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 I 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 development team is proposing a mixed-use building on the Phase I site, including 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 tenants. The overall master redevelopment plan is conceptual at this stage and subject to change as this project moves forward. The developer owns all of the parcels shown within Phase I. Future phases of redevelopment (requiring additional property assemblage) 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.

The Phase I multi-family apartments would be located in an eight-story building with the first floor including the commercial units and building amenities, floors 2-3 including the parking garage with limited residential units on the western elevation, and floors 4-8 consisting of the remaining residential units. The unit mix is projected at 48 studio units (16%), 150 one-bedroom units (50%), 90 two-bedroom units (30%), and 12 three-bedroom units (4%). 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 1.16 parking stalls per bedroom. Additionally, there would be 81 surface parking stalls for the ground floor commercial units. Access to the site would come from a singular curb cut on Arlington Heights Road which would serve both the subject property and the Guitar Center to the south, as well as a curb cut along Algonquin Road and interior access to Tonne Road.

Meeting Discussion:

Mr. Roszak – shared a model of the development proposed, which was the first of three phases of residential construction and would consist of and 8-story mixed-use building. The development would include 300 apartments/residential for rent. With 25,000 sq. ft. of retail, with surface parking and indoor parking. Parking would comply with code and the structure would comply with setback requirements. The apartments range from 500 square feet for studio units to 1,300 square feet for three bedroom units. More than half the units would have balconies and the building would have extensive amenities including a workout facility, pool/sundeck, golf simulator, and co-working spaces. They have experience in these types of developments in various communities such as Evanston, Chicago, and Mesa, Arizona. The exterior is a combination of fiber cement siding and brick, plus aluminum on the railings and window framing. This is a 4-acre site, and we have broken down the building architecture into chevron facades at strategic places, with smaller chevrons nested with the balconies. This project would fulfill the need for housing.

Mr. Hubbard – explained that this project will need PUD approval, which is required due to the zoning district and the overlay district that is present here. Additionally, the Village will likely ask the petitioner to re-zone the property from B-3 district (currently) to the B-2 district. A request for subdivision approval to consolidate the site and update the easements will likely be a component of this application. This property is part of the South Arlington Heights Road Corridor Plan from 2018, and is subject to the recommendations within that plan. This proposal is accomplishing a lot of the goals from that plan: consolidation of curb cuts on Arlington Heights Road and Algonquin Road, the incorporation of green features, and relocation of sidewalks to create a parkway. In 2019, the Village established the overlay zoning district regulations for this area, which allow higher density development. On a preliminary basis, it appears that this development would comply with the overlay district regulations, and its also conforms to density requirements in the overlay district. The property is also located within the South Arlington Heights Road Corridor TIF plan and the Village expects that the petitioner will be requesting some TIF assistance in order to accomplish the redevelopment. The petitioner should re-evaluate the parking for the commercial spaces as parking has been provided assuming all tenants will be standard retail establishments. Because certain tenants will likely be restaurants, which have a higher parking requirement, additional parking spaces are likely required to conform to code. Staff is recommending a preliminary meeting with the Design Commission before the petitioner finalizes their design and moves forward with an application. A full parking and traffic study will be required for this project, which must take into account the future phases of development in this area. An Early Review of this concept by the Village Board has already occurred, and staff is recommending a neighborhood meeting be held by the developer prior to appearing before the Plan Commission. Very excited for this project to be developed.

Mr. Sigalos – inquired about affordable housing being a part of this project.

Mr. Roszak – answered that 10% will be affordable housing.

Mr. Sigalos – asked about greenspace around the perimeter of the site, property ownership, sustainable design features, and the ground floor commercial spaces. He said that this was an exciting project.

Mr. Roszak – responded that they had a lot of open greenspace areas. He confirmed that the site was owned by Bradford Allen, who were their partners in the development. The project would include rooftop solar panels and green roofs. The commercial areas were untenanted but they were discussing with the Guitar Center a potential lease for some of the space. Other tenants could include service related uses such as a dry cleaner, florist, or café, and a restaurant would be targeted for the corner space.

Mr. Cherwin – this location needs a good project like this, likes the plans/model, and the incorporation of all that is here would meet a lot of the needs. He did not see anything in the concept that gave him significant concerns.

Mr. Roszak - stated that they were seeking to create a destination with this development; it will change the area, and the future phases would be more apartments, possibly a hotel, followed by converting the Daily Herald building into medical offices and rebuilding the parking garage. Overall it would be a multi-use redevelopment.

Mr. Green – loved the 3-D rendering that Moceri+Roszak brought. The building massing was really well done. He summed up the Conceptual Plan Review Committee feedback as three thumbs up and encouraged the petitioner to move forward.

Public Comment: - No comments.

RECOMMENDATION

The Conceptual Plan Review Committee encouraged the petitioner to proceed forward with their application while taking the comments from staff and the Conceptual Plan Review Committee into consideration.

Bruce Green, Chair
CONCEPTUAL PLAN REVIEW COMMITTEE
Kendra Maher, Recorder

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

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

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EXHIBIT A
PROJECT NARRATIVE

Thomas Roszak Architecture, LLC
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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.





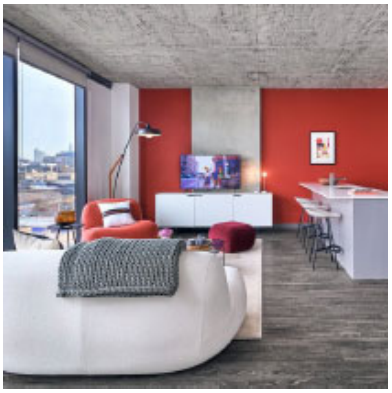
ASSEMBLAGE:
Bradford Allen acquired the commercial buildings at 2355 S Arlington Heights Road and 15 East Algonquin Road in 2007, and 1 and 111 East Algonquin Road in 2014. All tenants subsequently vacated the buildings requiring Bradford Allen to identify the highest and best use of the property going 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.





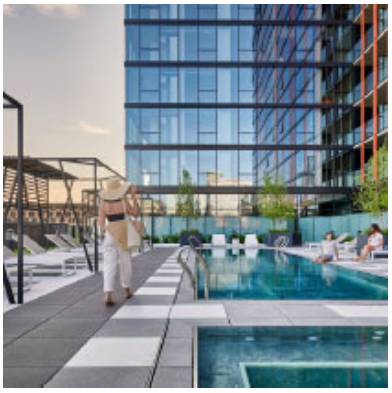
RESIDENTIAL & RETAIL:
Residential units range from 554 SF studios to 1,417 SF 3-bedroom units, with an average unit size of 822 SF. Along the street fronts on Arlington Heights Road, Algonquin Road and the new access road, the 25,000 SF of retail will include uses such a coffee shop, dining restaurants, or other service-oriented retail uses.

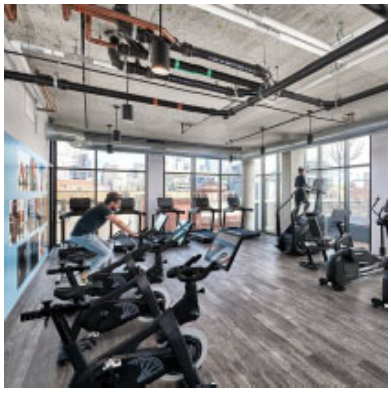
AFFORDABLE HOUSING:
Affordable housing units will be provided for 10% of the total units, or 30 of the total 300 units, on site. These will be supplied per the AH affordable housing requirements at 60% AMI.



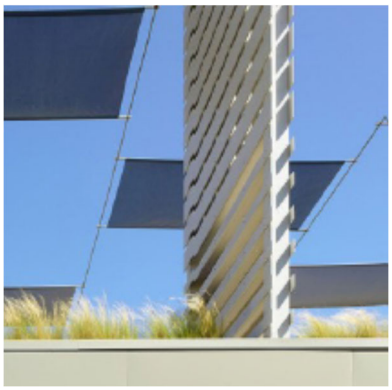
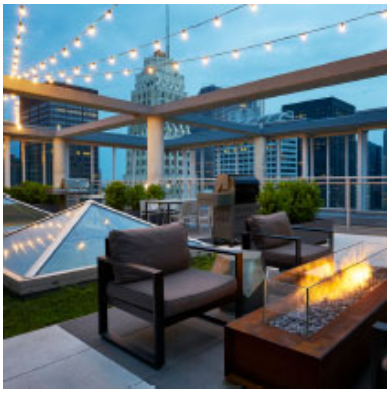


AMENITIES:
This building will include over 17,500 SF of indoor and outdoor amenities. The amenities include: an outdoor pool and spa with a gracious sundeck. Furthermore, fitness area and yoga studio, a golf simulator, social and media room, a library, a business center and "work from home" conference 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.

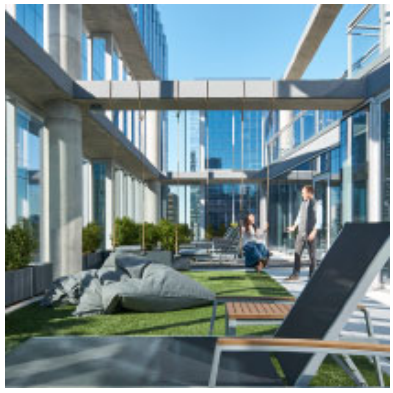




MARKET:
The market units will rent for about $3.00/sf, and the affordable units will follow the U.S. Department of Housing and Urban Development prescribed rent index at 60% AMI. The apartment rental demand in this suburban market has enough demand to absorb all of these new units in a 12-18 month period.


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

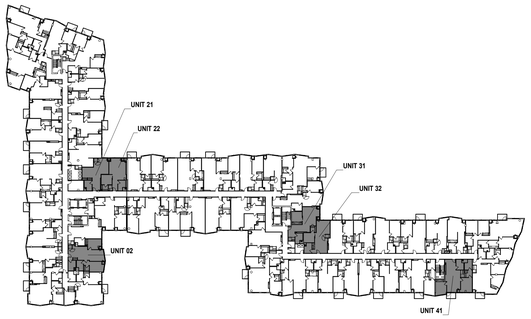
Affordable

Studio + Jun	$1,138.00
1 Bed	$1,217.00
2 Bed	$1,454.00
3 Bed	$1,676.00

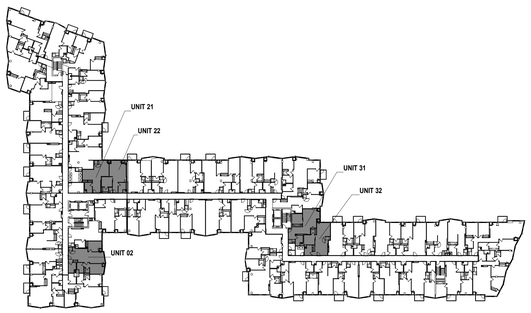
Affordable

EXHIBIT C
AFFORDABLE UNIT MATRIX

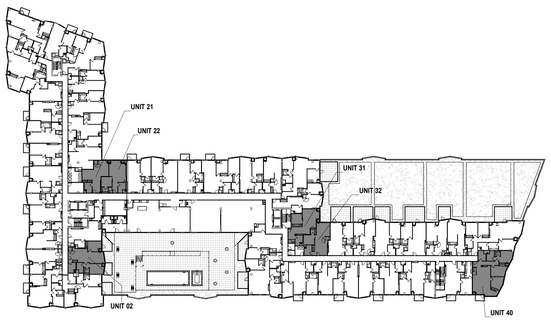
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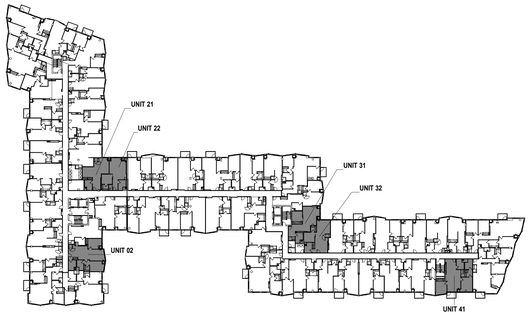
4 ARO UNIT MATRIX - LEVEL 5
1" = 50'-0"



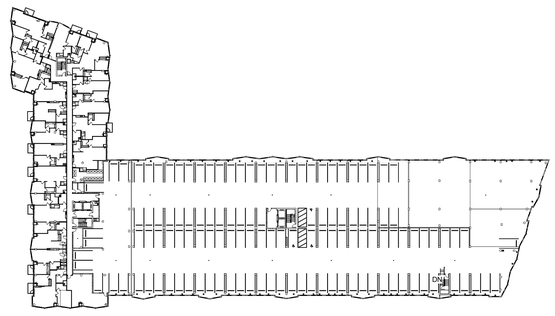
7 ARO UNIT MATRIX - LEVEL 8
1" = 50'-0"



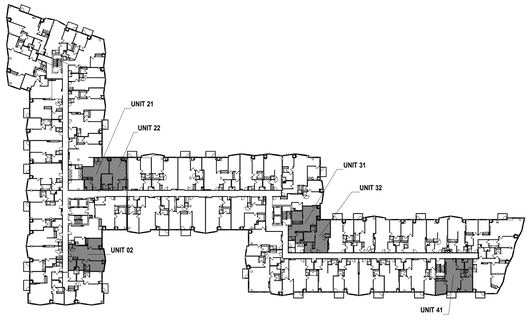
3 ARO UNIT MATRIX - LEVEL 4
1" = 50'-0"



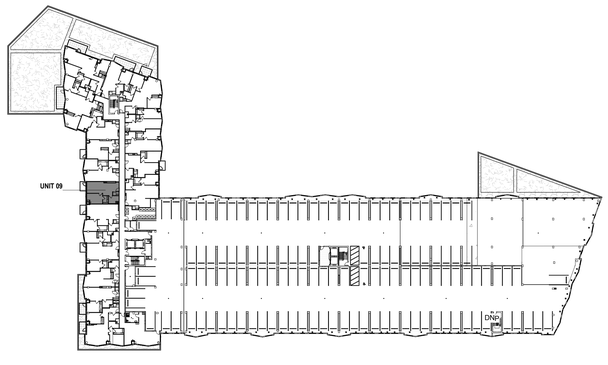
6 ARO UNIT MATRIX - LEVEL 7
1" = 50'-0"



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
145 S. Wells St. Suite 700
Chicago, IL 60606
Tel: 312-423-7989

ARCHITECT
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145 S. Wells St. Suite 700
Chicago, IL 60606
Tel: 312-423-7989

CONSTRUCTION MANAGER
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145 S. Wells St. Suite 700
Chicago, IL 60606
Tel: 312-423-7989

DEVELOPMENT CONSULTANT
TR Management + Consulting
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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
Tel: 312-596-2000

MEPP DESIGN CONSULTANT
Cosentini Associates
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Chicago, IL 60606
Tel: 312-201-7401

GEOTECHNICAL ENGINEER
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.

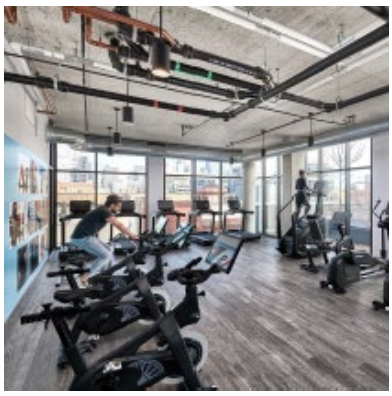
AFFORDABLE HOUSING:
Affordable housing units will be provided for 10% of the total units, or 30 of the total 301 units, on site. These will be supplied per the AH affordable housing requirements at 60% AMI.





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.



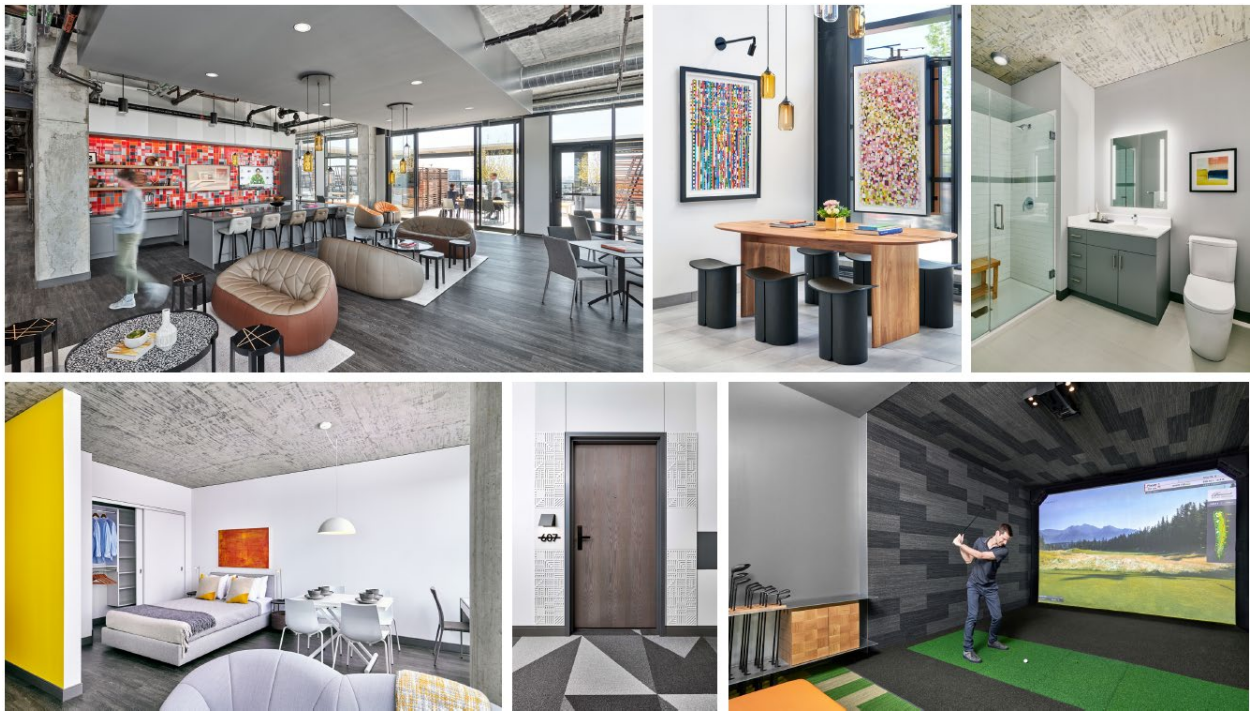


MARKET:
The market units will rent for about $3.00/sf, and the affordable units will follow the U.S. Department of Housing and Urban Development prescribed rent index at 60% AMI. The apartment rental demand in this suburban market has enough demand to absorb all of these new units in a 12-18 month period.





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

Thomas Roszak Architecture, LLC
145 S. Wells Street, Suite 700, Chicago, IL 60606 + Tel: 312-423-7989
http://www.roszak.com + mmoceri@roszak.com

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

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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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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.

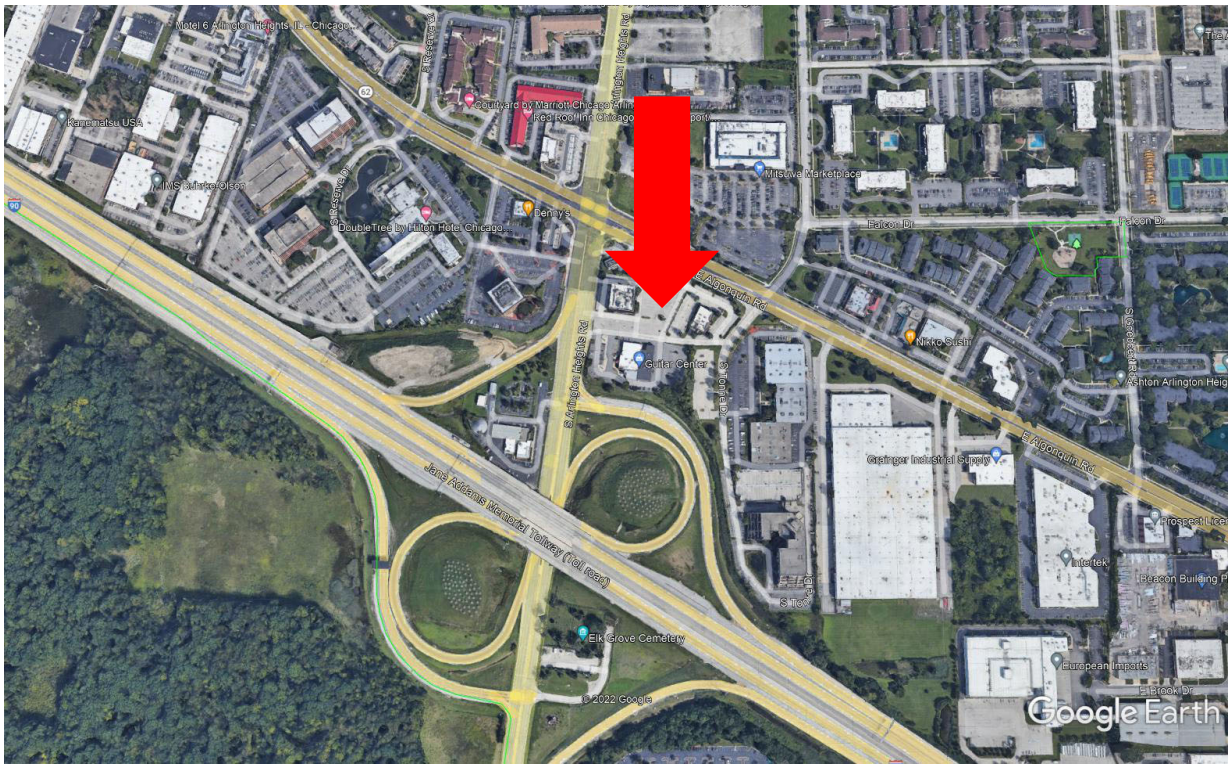
Based upon our survey of the market, we concur that the proposed unit mix will provide a diversity of product type and unit sizes. Our rent projections in 2023 dollars are shown below along with projections at the time of occupancy:

		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.

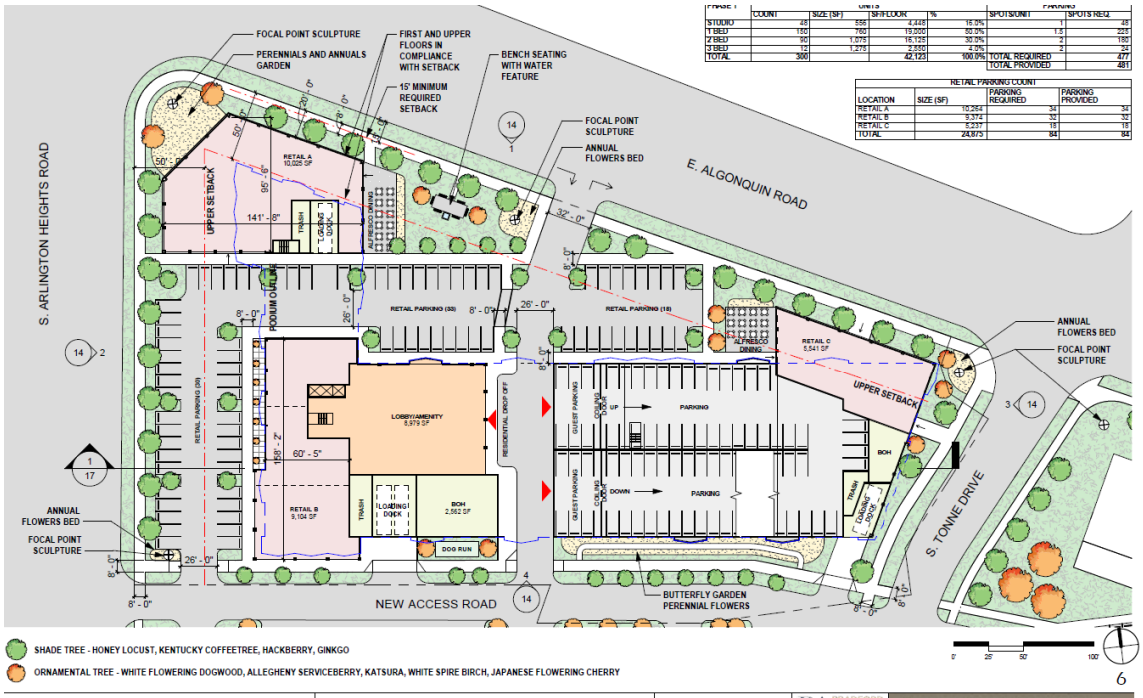
Aerial View


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

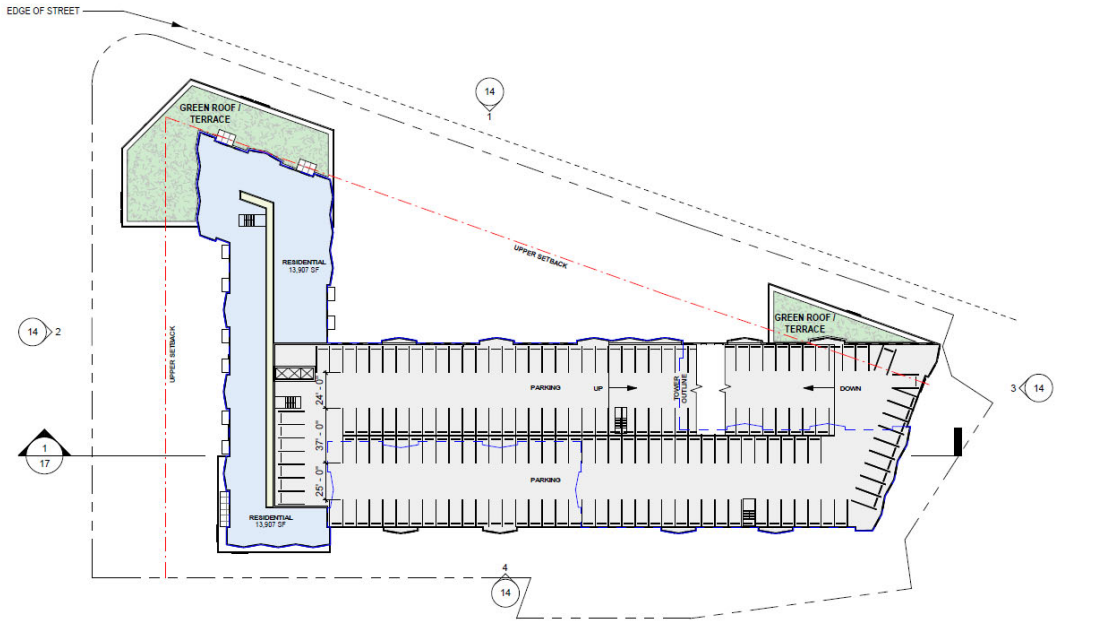


PHASE I	UNITS				PARKING	
	COUNT	SIZE (SF)	SF/FLOOR	%	SPOTS/UNIT	SPOTS REQ.
STUDIO	48	556	4,448	16.0%	1	48
1 BED	150	760	19,000	50.0%	1.5	225
2 BED	90	1,075	16,125	30.0%	2	180
3 BED	12	1,275	2,550	4.0%	2	24
TOTAL	300		42,123	100.0%	TOTAL REQUIRED	477
					TOTAL PROVIDED	481

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

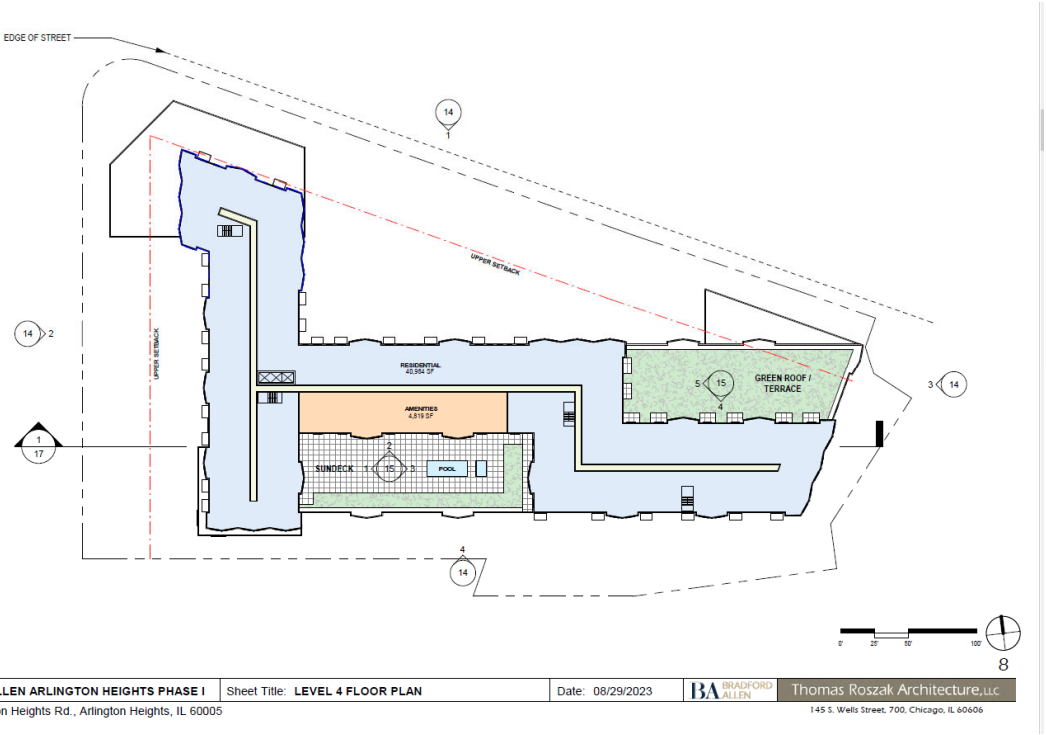
BRADFORD ALLEN ARLINGTON HEIGHTS PHASE I	Sheet Title: SITE PLAN / LEVEL 1 FLOOR PLAN	Date: 08/29/2023	BRADFORD ALLEN	Thomas Roszak Architecture, LLC
2355 S. Arlington Heights Rd., Arlington Heights, IL 60005				145 S. Wells Street, 700, Chicago, IL 60606

Floors 2 & 3

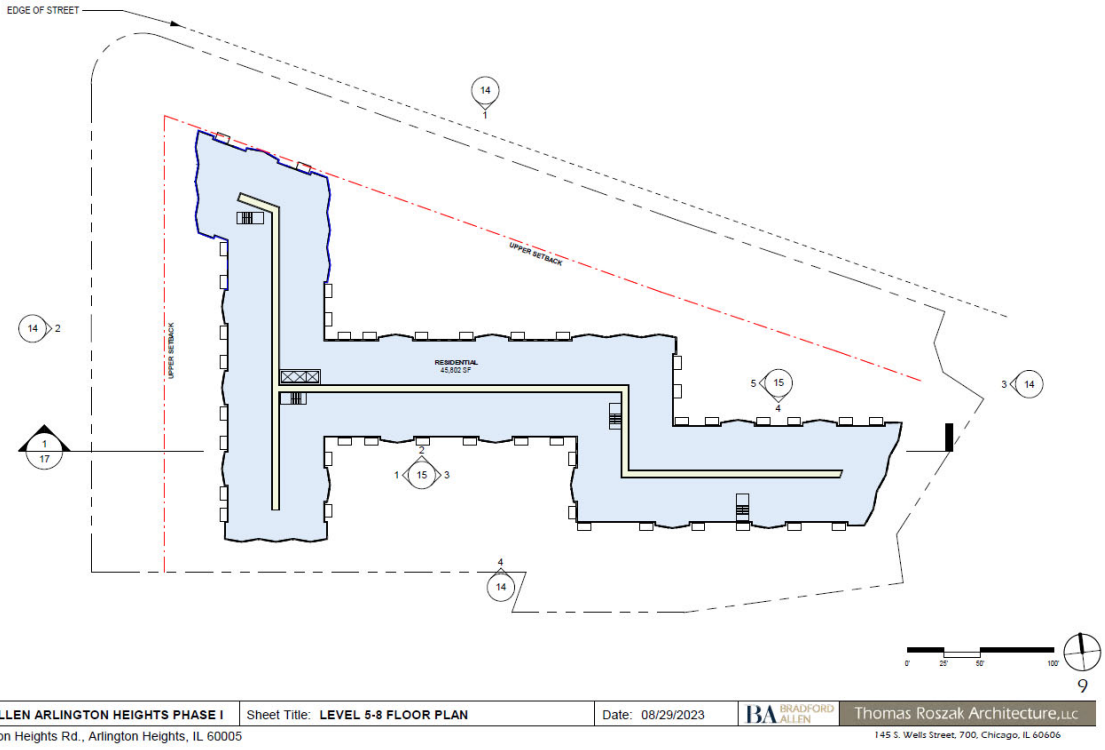


BRADFORD ALLEN ARLINGTON HEIGHTS PHASE I	Sheet Title: LEVEL 2-3 FLOOR PLAN	Date: 08/29/2023	BRADFORD ALLEN	Thomas Roszak Architecture, LLC
2355 S. Arlington Heights Rd., Arlington Heights, IL 60005				145 S. Wells Street, 700, Chicago, IL 60606

Floor 4



Floors 5-8



Architectural Renderings



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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



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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



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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



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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

145 S. Wells Street, 700, Chicago, IL 60606



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BRADFORD ALLEN ARLINGTON HEIGHTS PHASE I	Sheet Title: AERIAL VIEW LOOKING NORTHEAST	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

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.

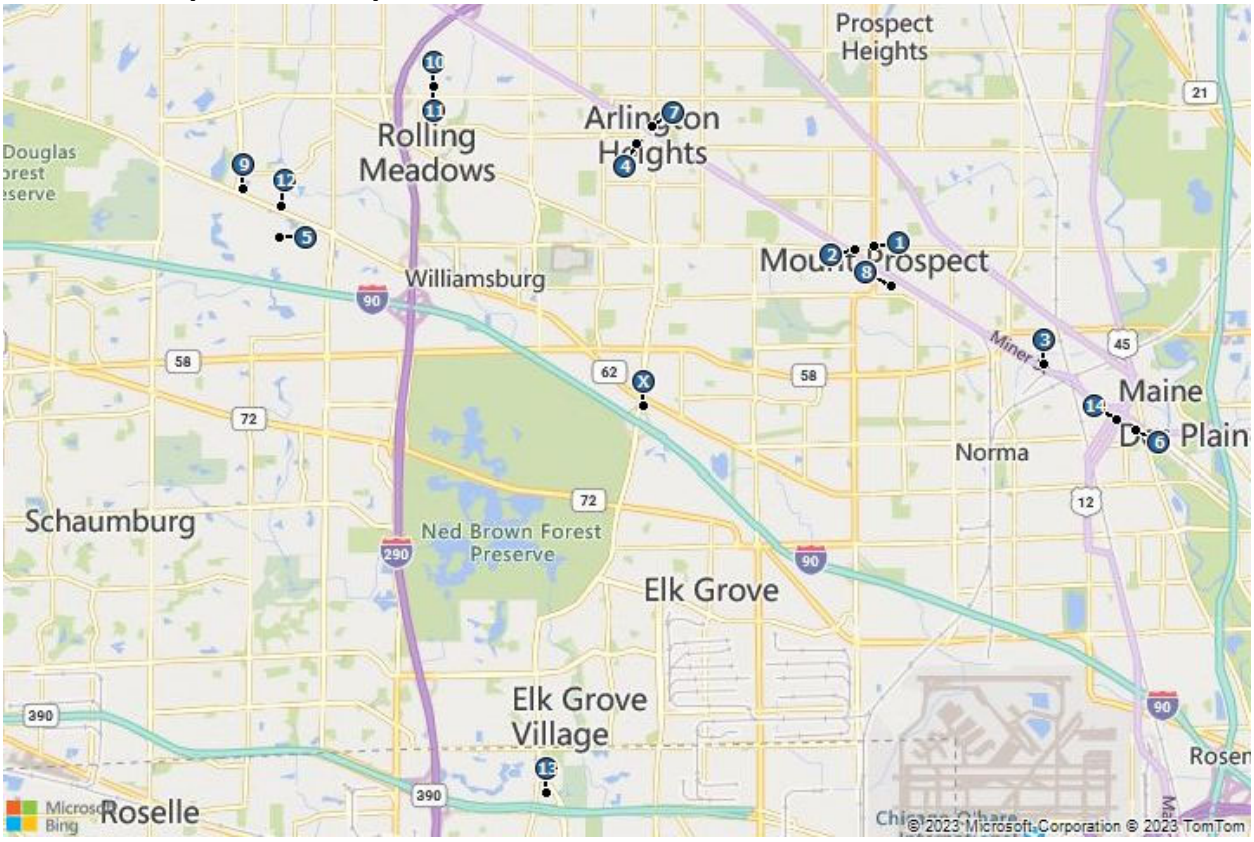
Competition Overview

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

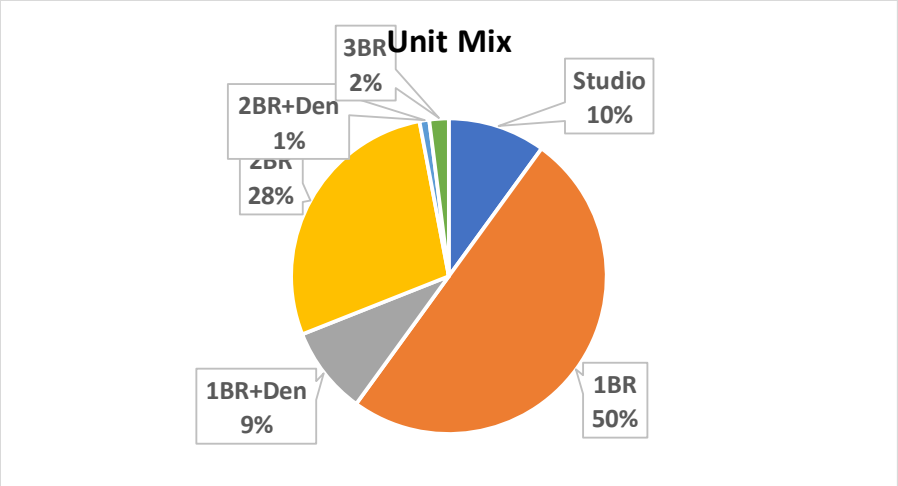
Unit Size (Square Feet)

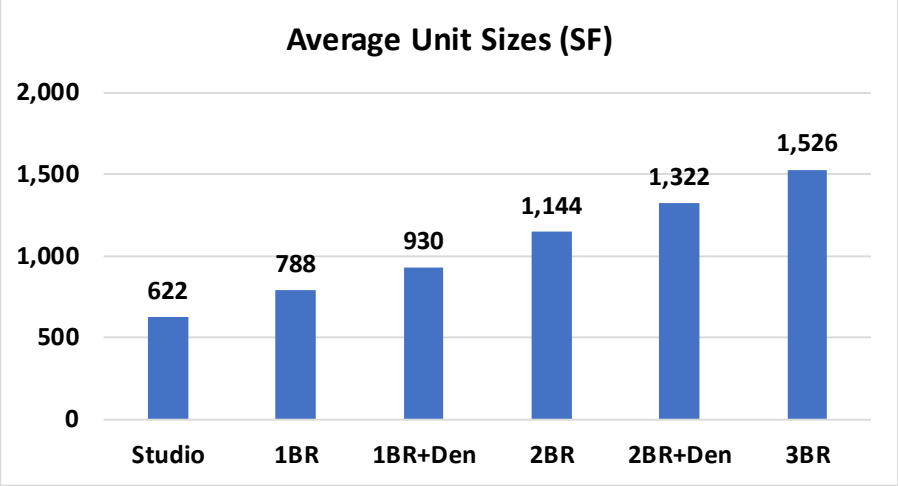
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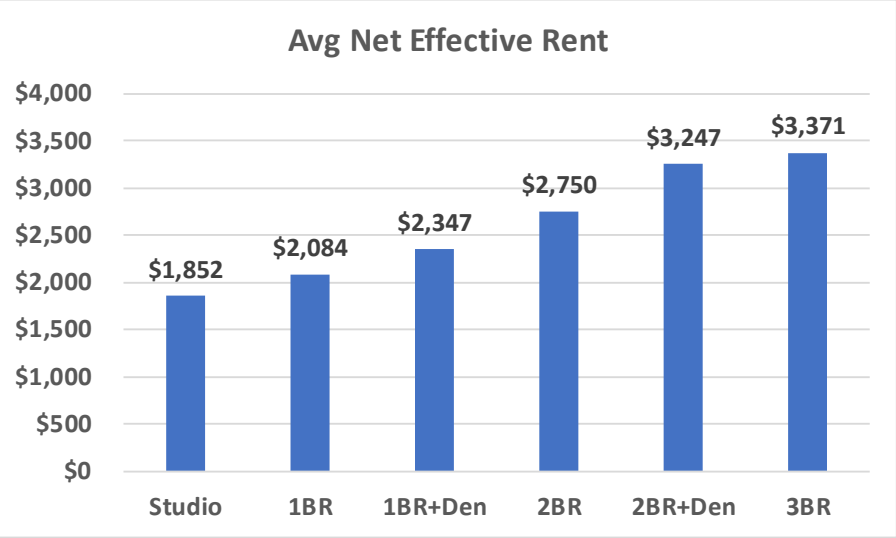
No.	Name	Address	Suburb	Date Built	Total Units	Studio/Conv	1BR	1+Den	2BR	2+Den	3BR
Subject	**Arlington Heights Gateway**	**Algonquin & Arlington Heights Rds**	**Arlington Heights**	**Prop**	**271**	**571**	**731**		**1,110**		**1,356**
1	10 N. Main	10 N. Main	Mt Prospect	2021	97	598	730-874		1,058-1,184		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**						

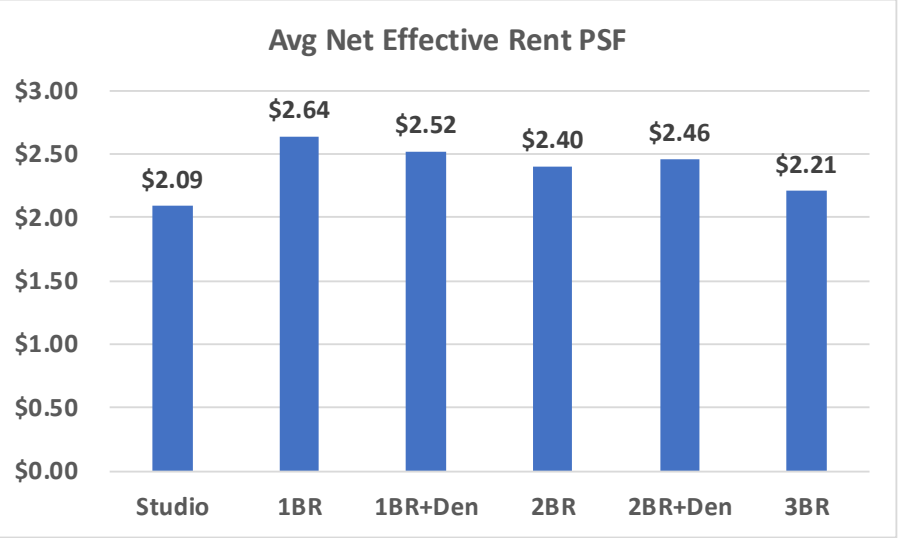
*Studio/Convertible units combined for survey properties

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

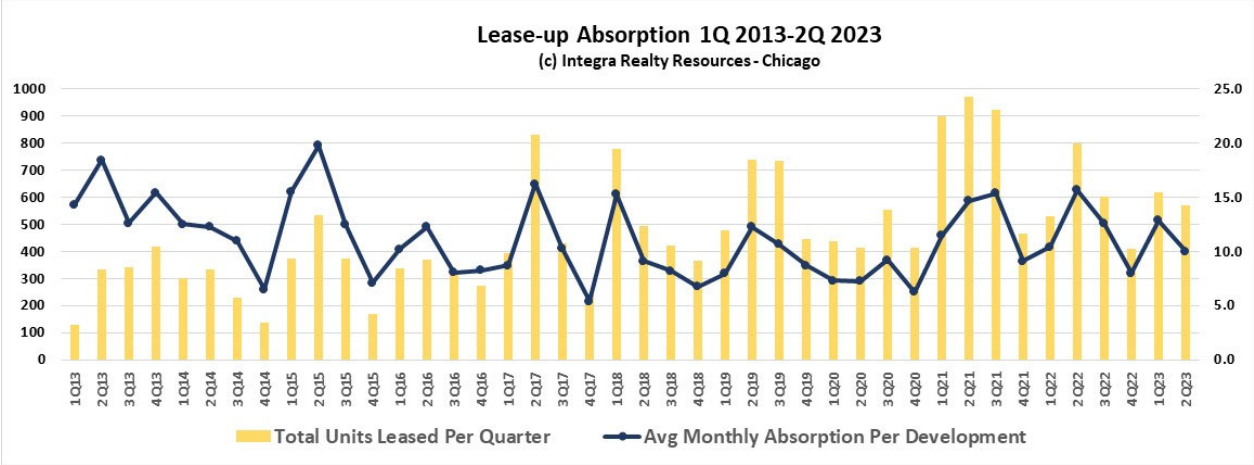
Property	Submarket	City	Developer	Status	Units
Northwest Cook County					
Four North Apartments, 4 N. Hickory	Cook NW	Arlington Heights	Benchmark	Construction	76
Seasons at Hoffman Estates/SEC Higgins Rd & Moon Lake Blvd	Cook NW	Hoffman Estates	Fiduciary RE Devel	Construction	296
1 W Prospect / Prospect 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:

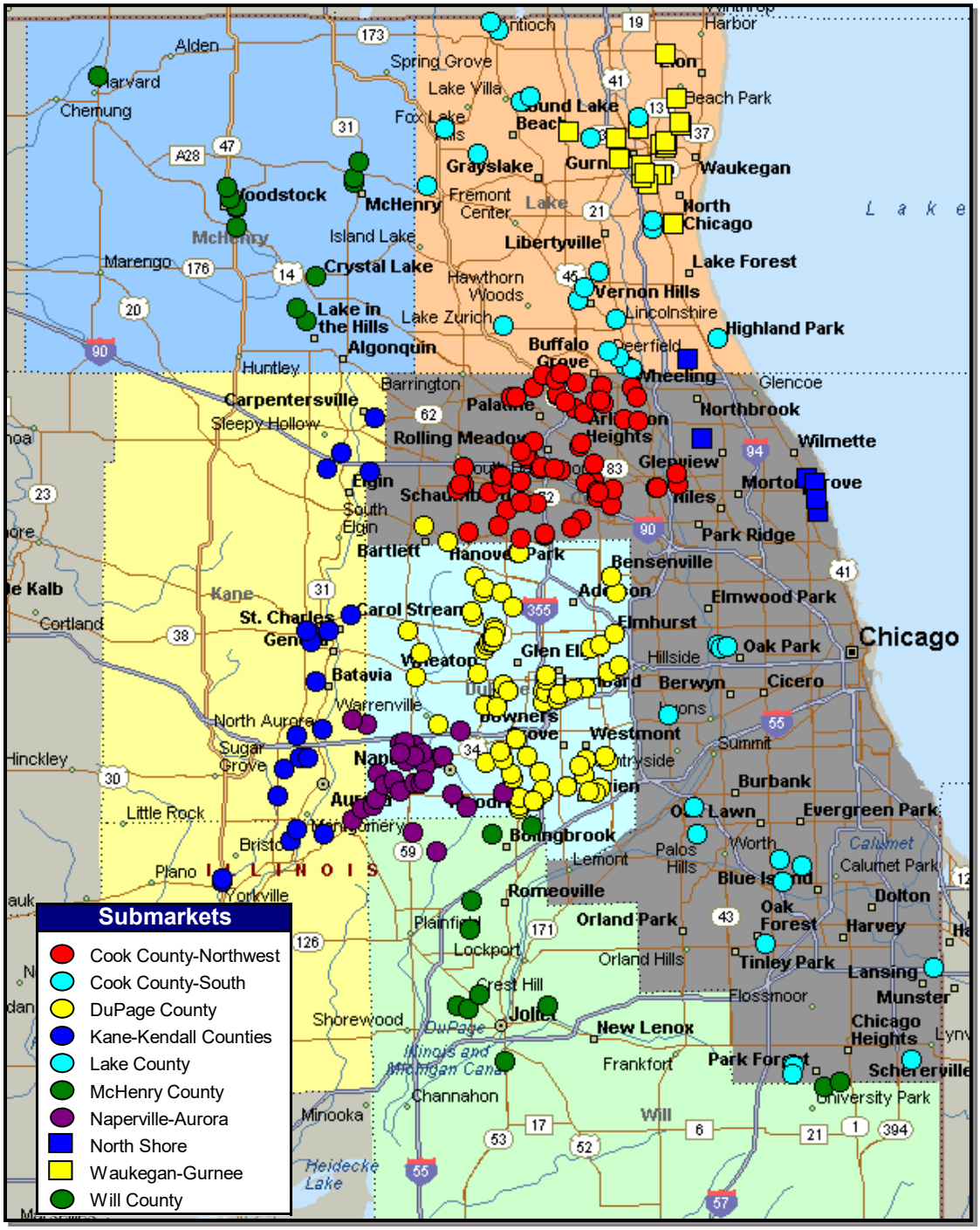
		Market-Rate Units			IRR Conclusion 2023	
Unit Type	Total Units	No. Units	Avg SF	%	Avg Rent	Rent PSF
Studio	49	44	571	16%	$1,850	$3.24
1BR	157	141	731	52%	$2,250	$3.08
2BR	85	77	1,110	28%	$3,000	$2.70
3BR	10	9	1,356	3%	$3,400	$2.51
Total	301	271	833	100%	**$2,436**	**$2.92**

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.

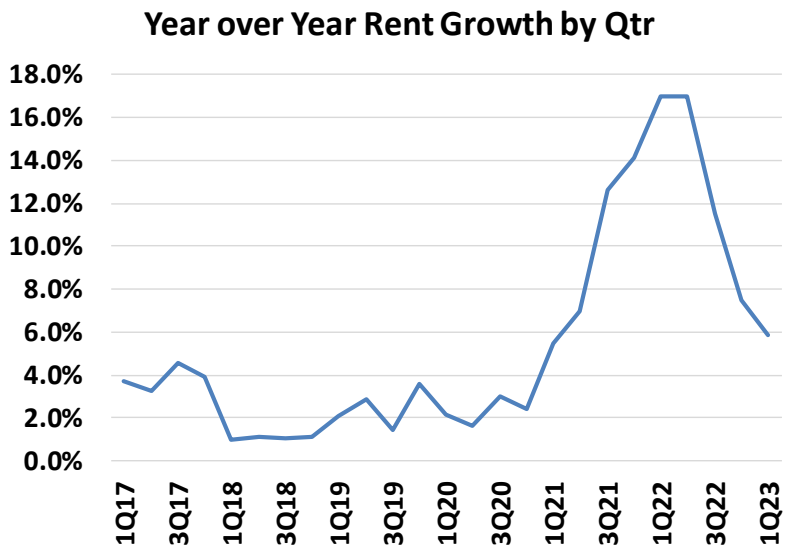
Suburban Chicago Apartment Market Overview

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.

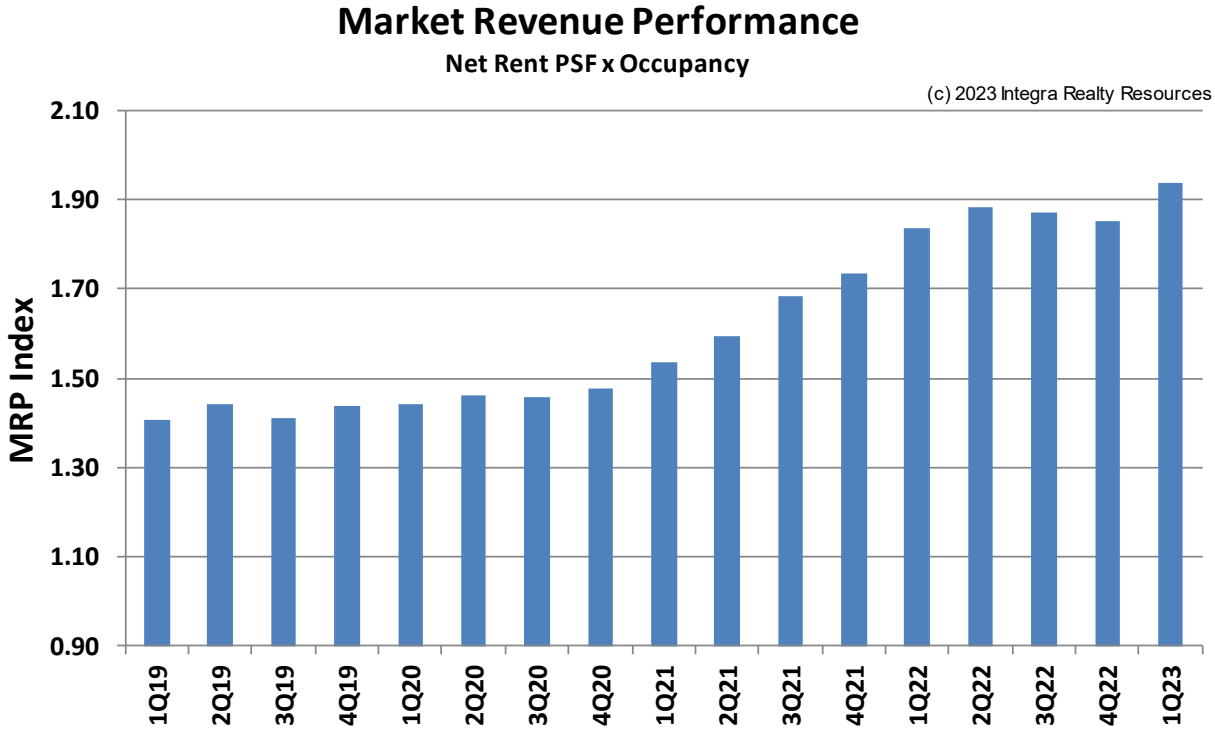


Concessions are a marketing tool used to react to current demand without the need for continually adjusting “market” rents. The percent of complexes offering concessions has declined to 10.4 – the lowest level in several years. The amount of the concession, currently offered at roughly one half month 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.

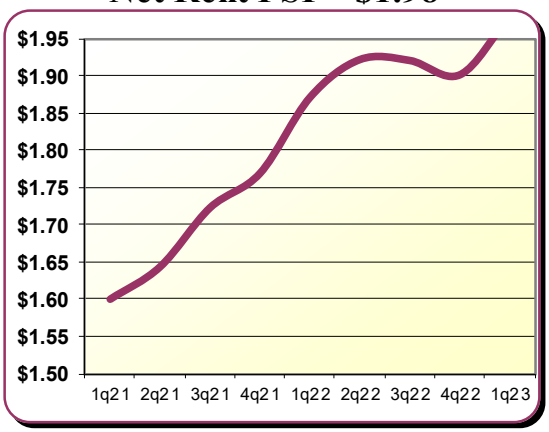
There are a number of projects under construction throughout the MSA. Details are presented in the Housing Supply section.

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

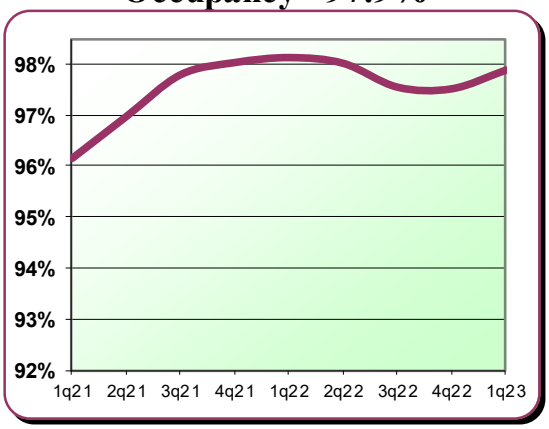


Median $	1.60	1.64	1.72	1.77	1.87	1.92	1.92	1.90	1.98

Snapshot & Trends

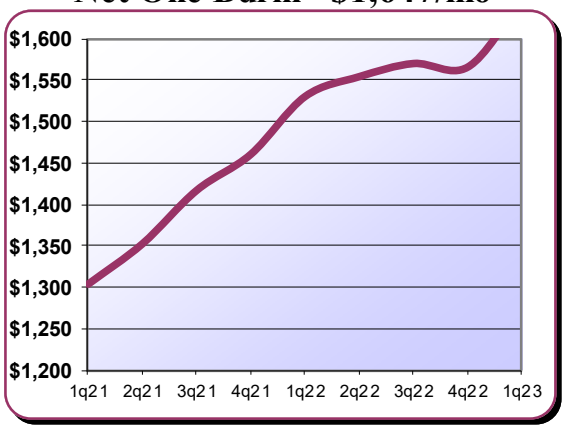
Suburban Metro		
Complexes	**394**	
Units	**113,509**	
SF/unit	**917**	
Yr Built	**1988**	
Net PSF	**$1.98**	↑
Occupancy	**97.9%**	→
Pct W/concessions	**10.4%**	→
Concession Amt	**4.3%**	→
One Bdrm/Mo	**$1,647**	↑
Two Bdrm/Mo	**$1,929**	↑

Occupancy - 97.9%



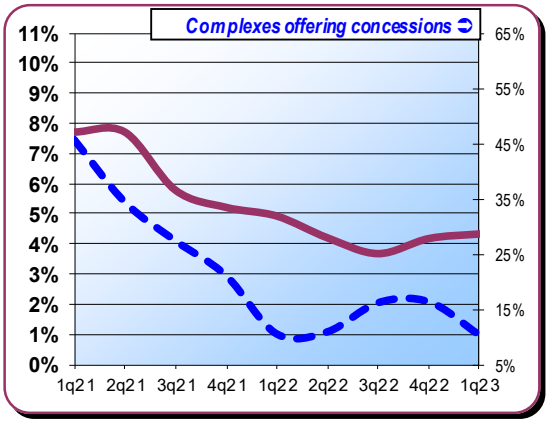
Median %	96.1	97.0	97.8	98.0	98.1	98.0	97.5	97.5	97.9

Net One Bdrm - $1,647/mo



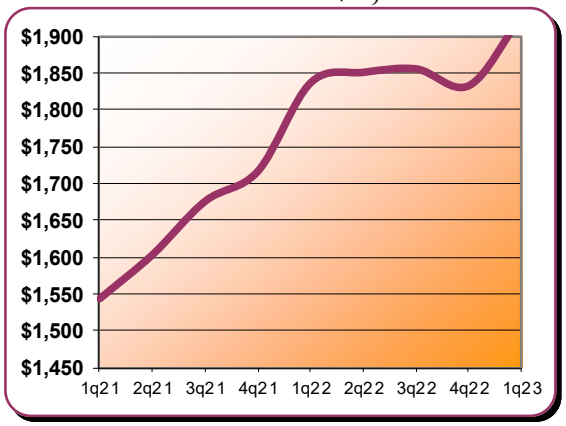
Median $	1,303	1,351	1,416	1,460	1,530	1,554	1,570	1,566	1,647

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:

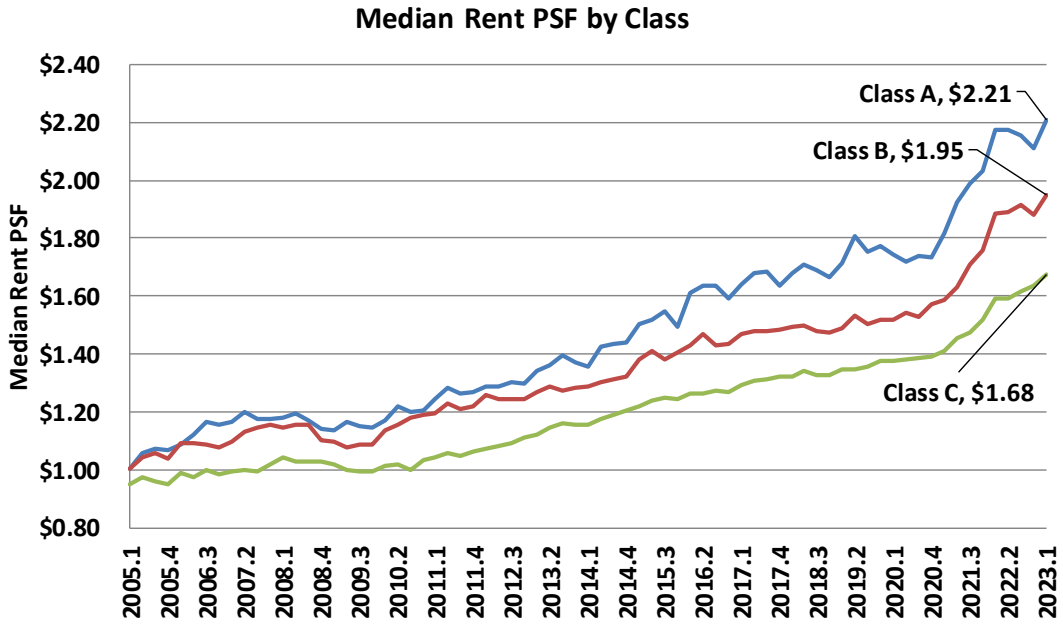
	Class A	Class B	Class C
Distribution (units)	34%	31%	35%
Median Year Built	2016	1986	1972
Median Unit Size (sf)	970	874	840
Average Complex Size	247	340	310

Property Classes are generally defined as follow:

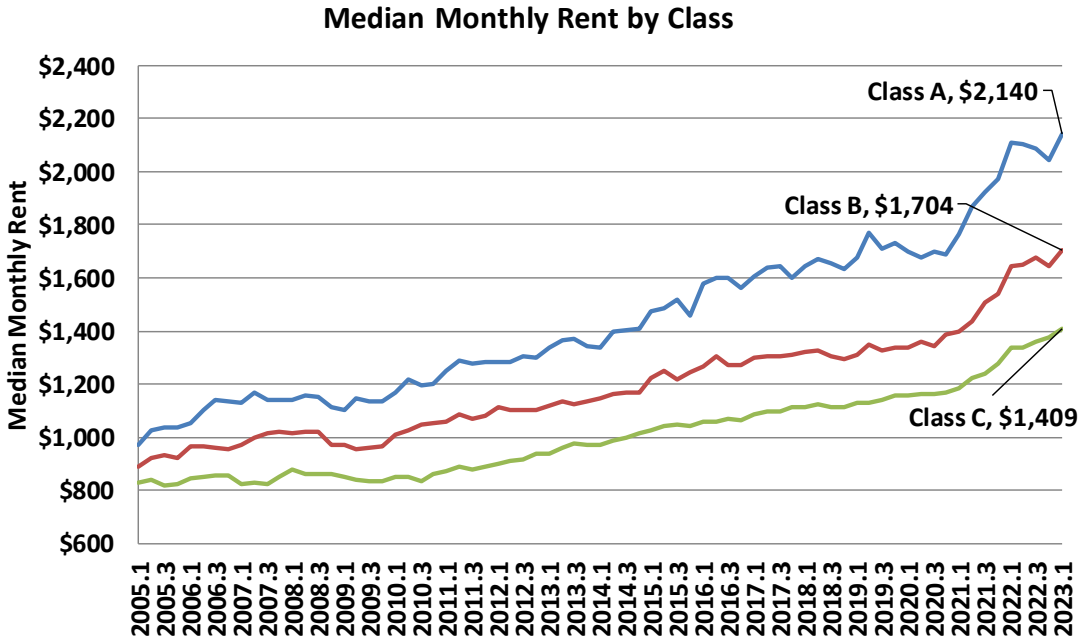
Class A - Newer properties that have generally been constructed since the early 1990s. Amenities often include open layout floor plans, 9-foot ceilings, in-unit washer and dryer, high quality cabinetry and potentially granite counters and stainless steel appliances. Some communities have direct entry 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.

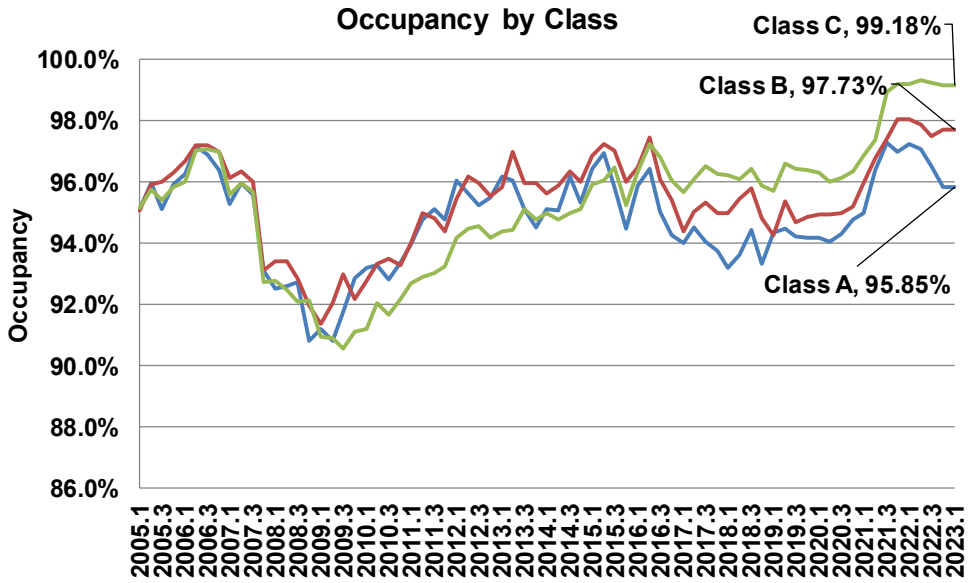
Class C - Typically constructed in the 1970s with limited renovations, if any. Units typically have older style floor plans (such as galley style, closed kitchens), average quality cabinetry and laminate counters. The complex may have a clubhouse and swimming pool but the quality is generally average. 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.

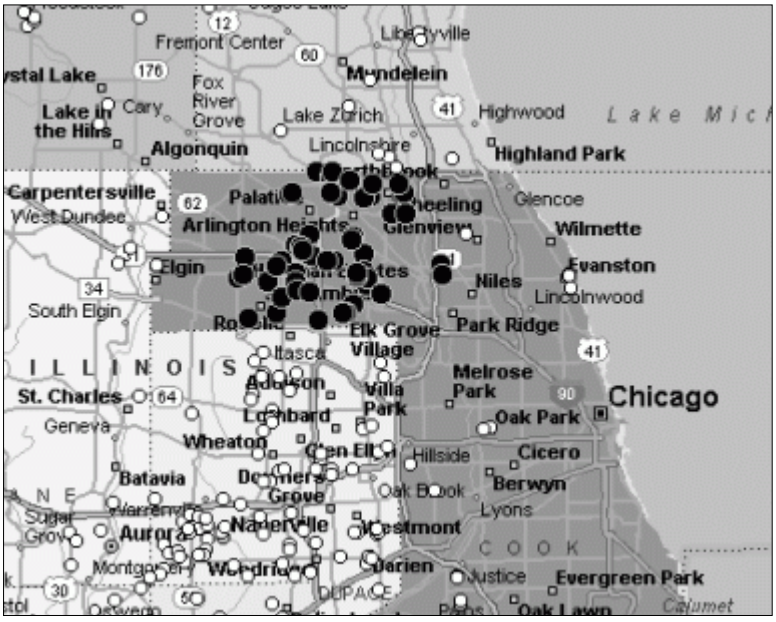
Concessions by Submarket

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.

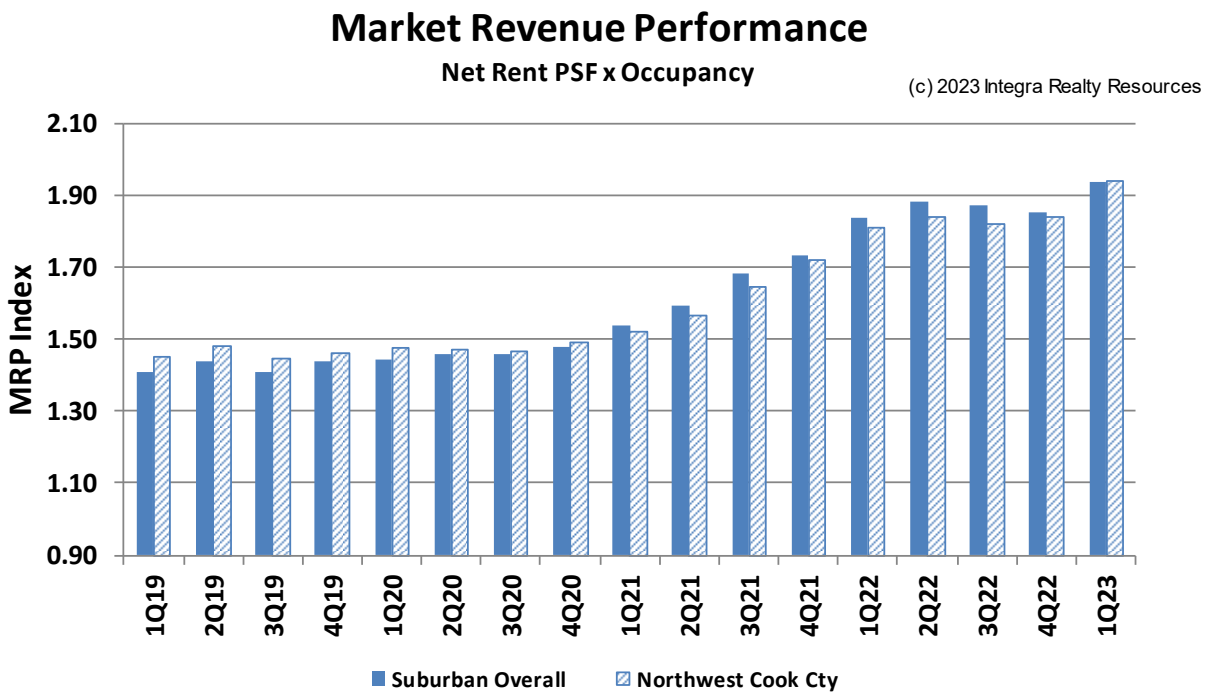
Demand drivers. Significant housing demand is driven by the primary employment centers of O'Hare International Airport and its surrounding industrial base in the southeast quadrant, the Schaumburg office/retail market in the northwest and the I-88 office corridor to the south. The office market remains 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.

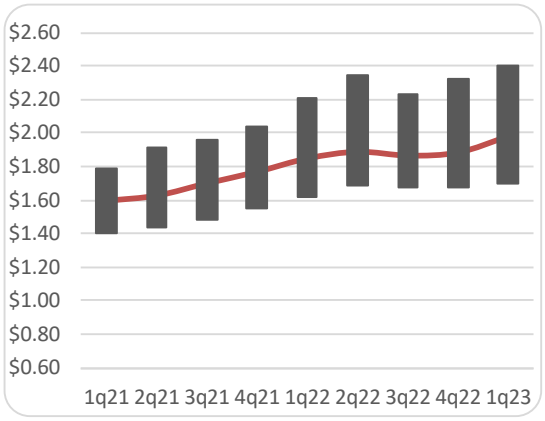


The Northwest Cook submarket has been tracking consistent with the overall suburban market. Performance leveled off in 2016 with a steady gain achieved since 2019.

Cook County-Northwest Apartments - 1q23

Showing (a) median trend line and (b) middle 2/3rds surveyed (thick bars).

Net Rent PSF - $1.98

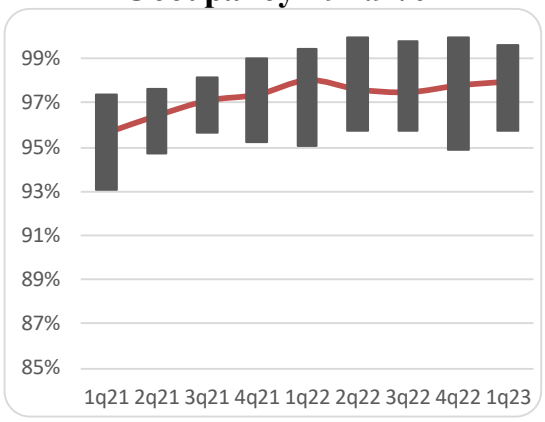


Median $	1.59	1.62	1.70	1.77	1.85	1.89	1.86	1.88	1.98

Snapshot & Trends

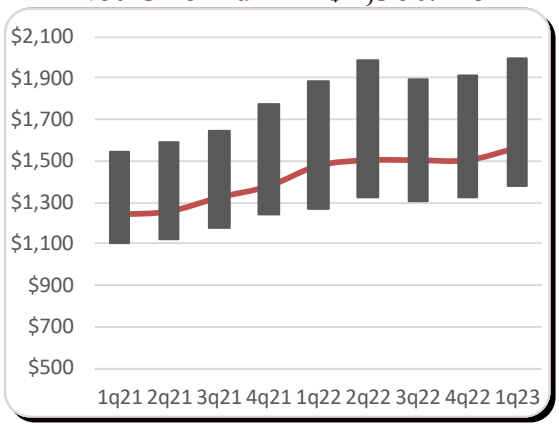
Cook Cnty NW			Suburban Metro	
79		Complexes	394	
28,485		Units	113,509	
885		SF/unit	917	
1977		Yr Built	1988	
$1.98	↑	Net PSF	$1.98	↑
97.9%	→	Occupancy	97.9%	→
13.9%	→	Pct W/concessions	10.4%	→
4.2%	→	Concession Amt	4.3%	→
$1,560	↑	One Bdrm/Mo	$1,647	↑
$1,873	↗	Two Bdrm/Mo	$1,929	↑

Occupancy - 97.9%



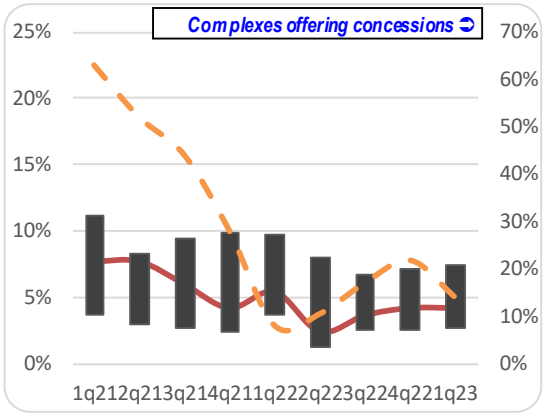
Median %	95.7	96.4	97.1	97.3	98.0	97.6	97.4	97.7	97.9

Net One Bdrm - $1,560/mo



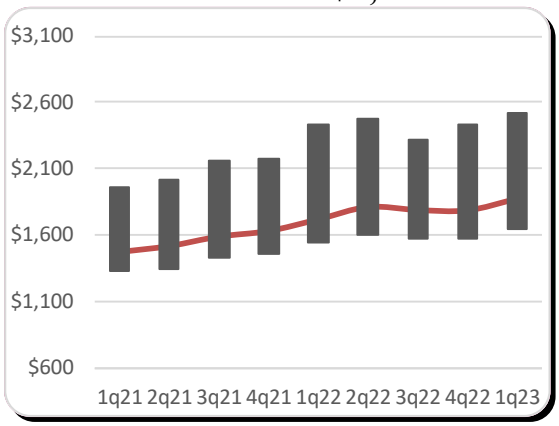
Median $	1,238	1,253	1,320	1,375	1,474	1,500	1,500	1,500	1,560

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

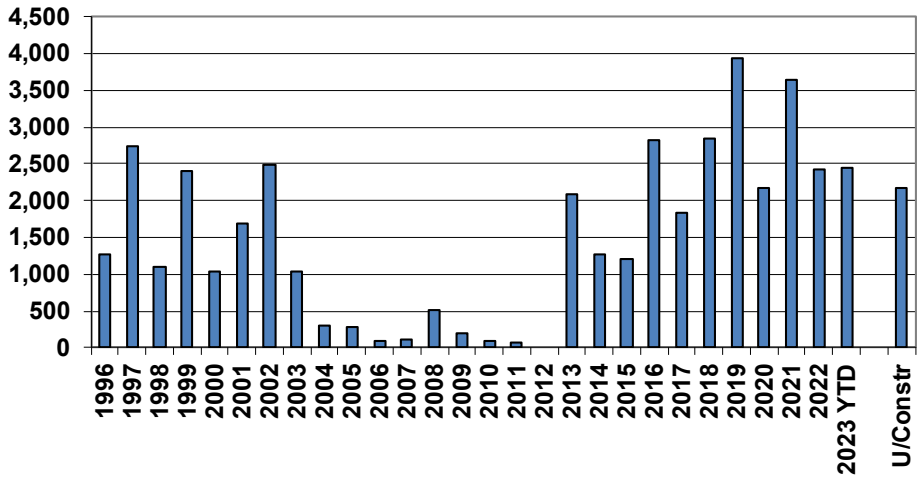


Median $	1,471	1,516	1,588	1,629	1,718	1,810	1,788	1,785	1,873

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:

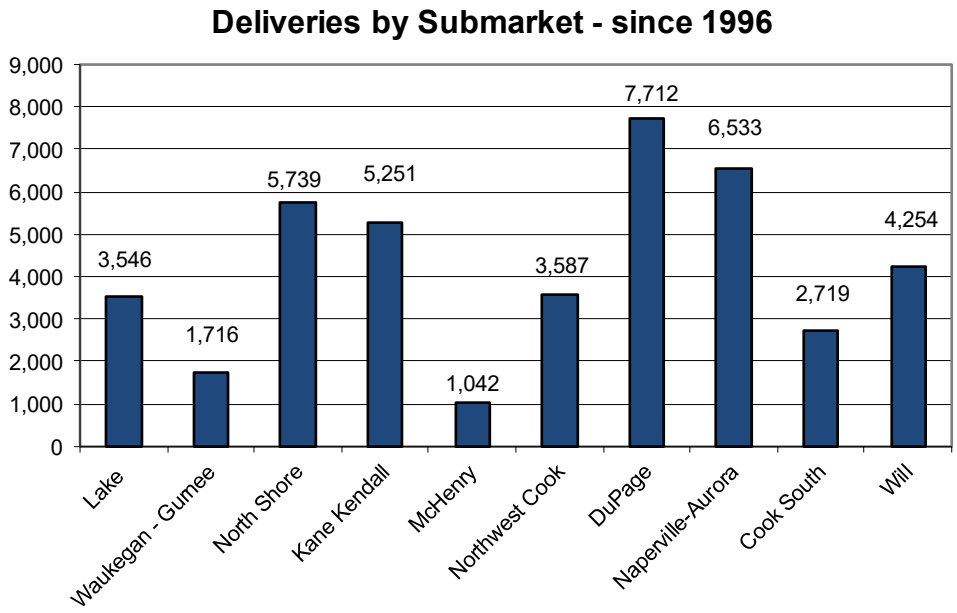
- Poor economics due to job losses in the region creating vacancies and concessions, though performance has improved since late 2009
- Lower interest rate and low down payment environment driving demand for new condo unit construction which generated more immediate returns; however, the new construction 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

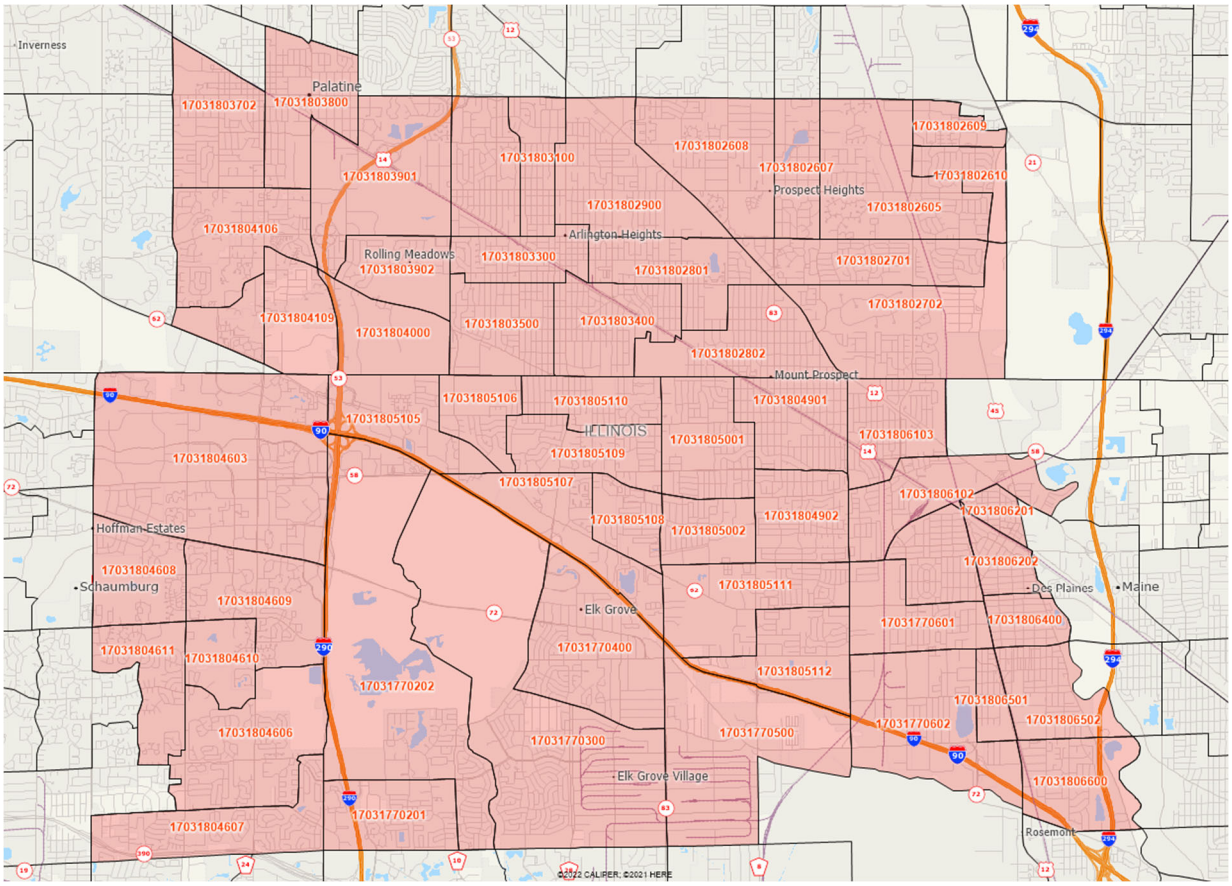
As shown above, the current population within a 3-mile radius of the subject is 103,929, and the average household size is 2.5. Population in the area has declined since the 2020 census, and this trend is projected to continue over the next five years. Compared to the Chicago MSA overall, the population 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**

ribbon demographics

HISTA 3.1 Summary Data

Ribbon Demographics, LLC
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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**

ribbon demographics

HISTA 3.1 Summary Data

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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

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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

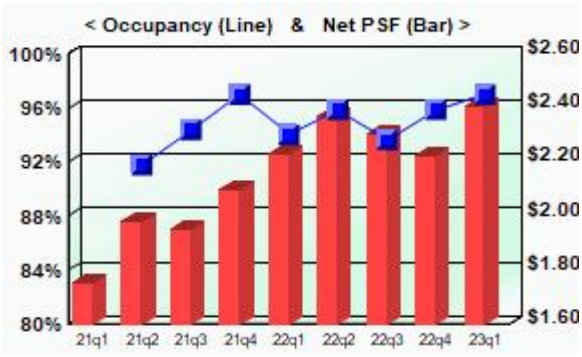
Buckingham Place

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

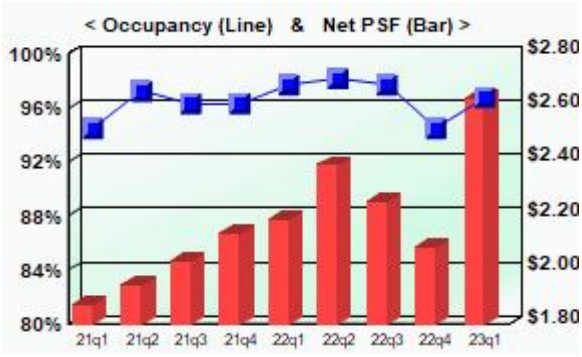
Dunton Tower

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

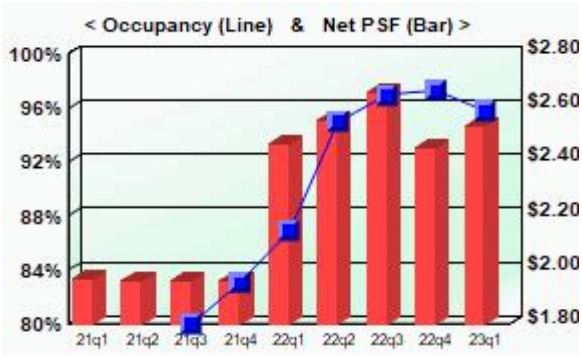
Schaumburg, Cook County, IL 60173

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.

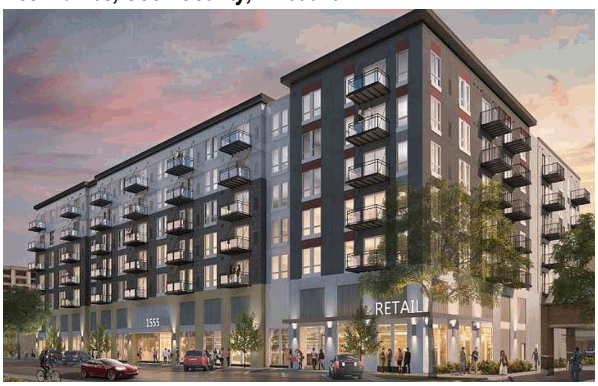
RPM

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

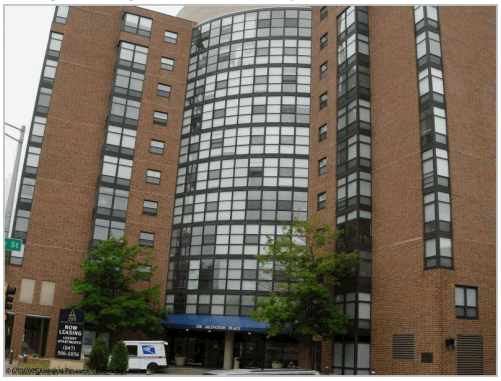
200 North Arlington Heights Road (Arlington Hts Rd, N of Northwest Hwy)

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

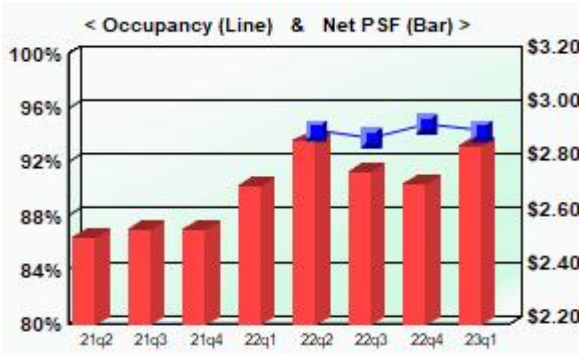
Mount Prospect, Cook County, IL 60056

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

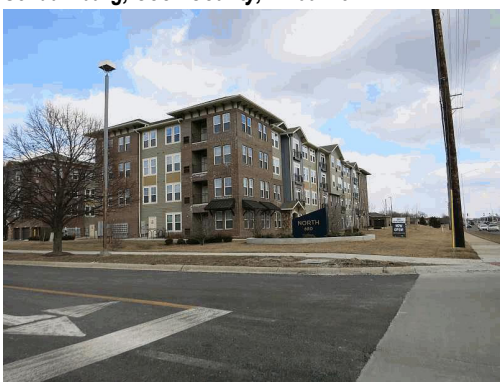
680 E Algonquin Rd

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

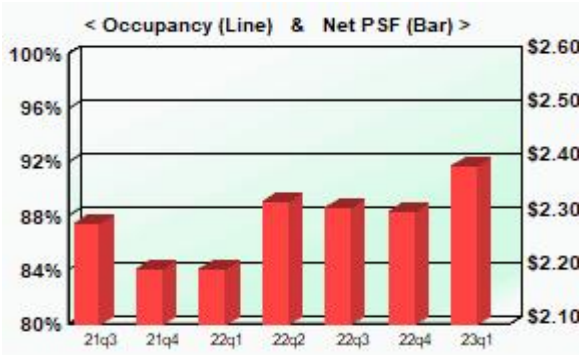
Arlington Heights, Cook County, IL 60005

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.

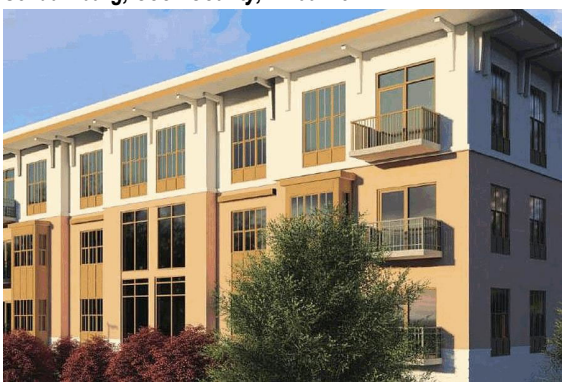
Greystar

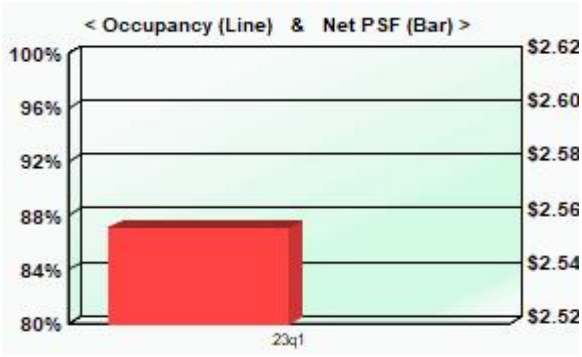
The Quin

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

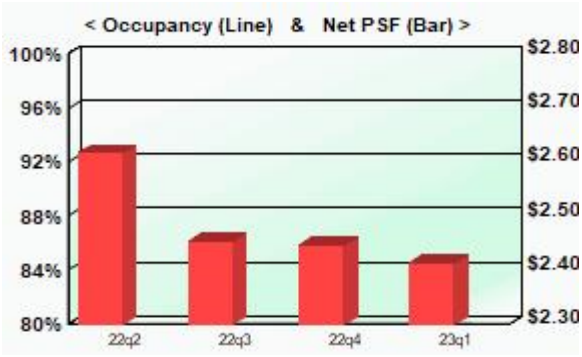
Des Plaines, Cook County, IL 60016

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

15982919

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

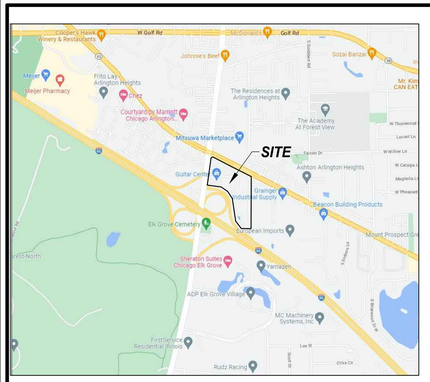
PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

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

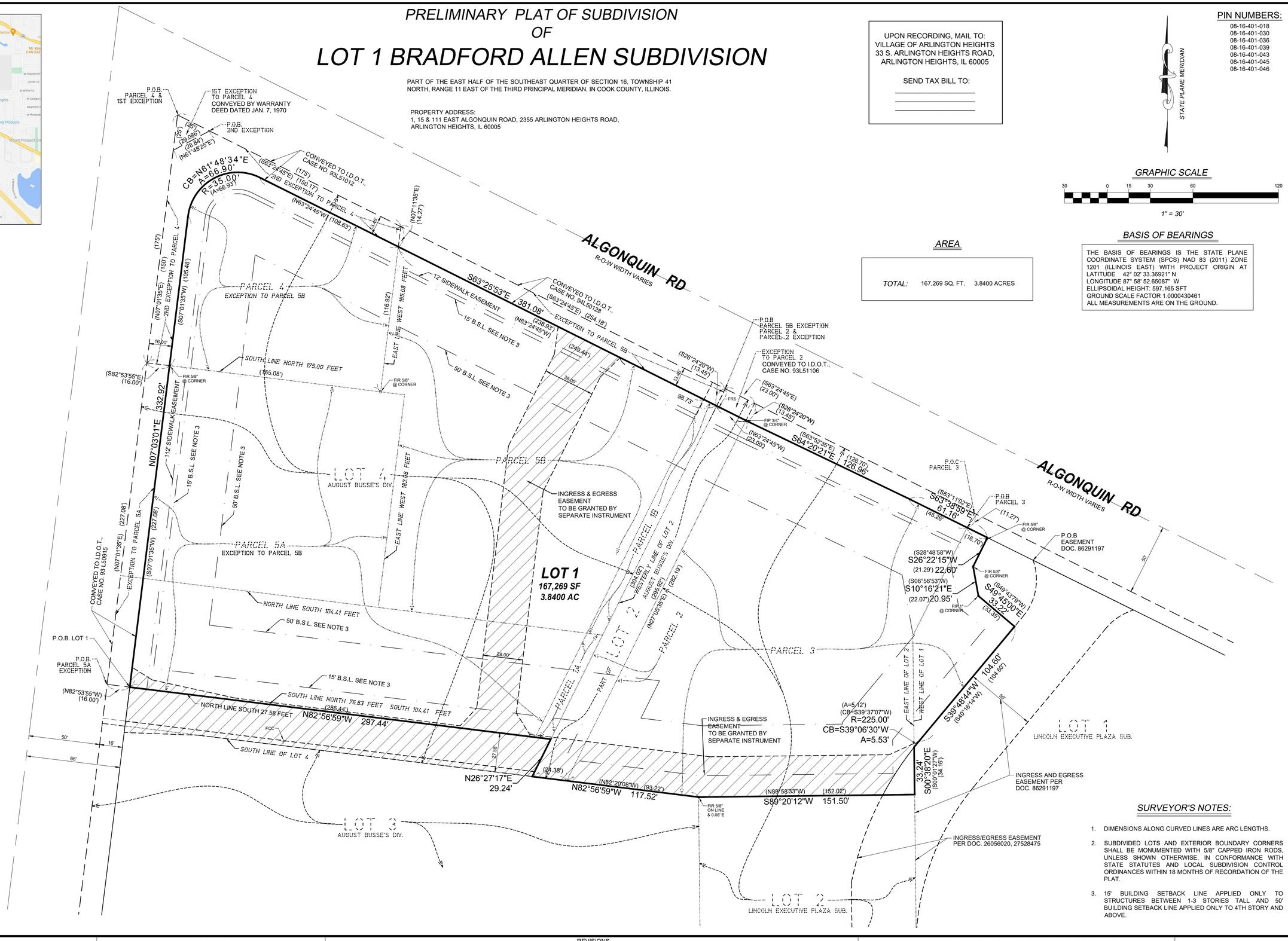


VICINITY MAP
NOT TO SCALE

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

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PREPARED FOR:
THOMAS ROSZAK ARCHITECTURE
145 S. WELLS STREET
CHICAGO, IL 60606
773.516.3501

REVISIONS

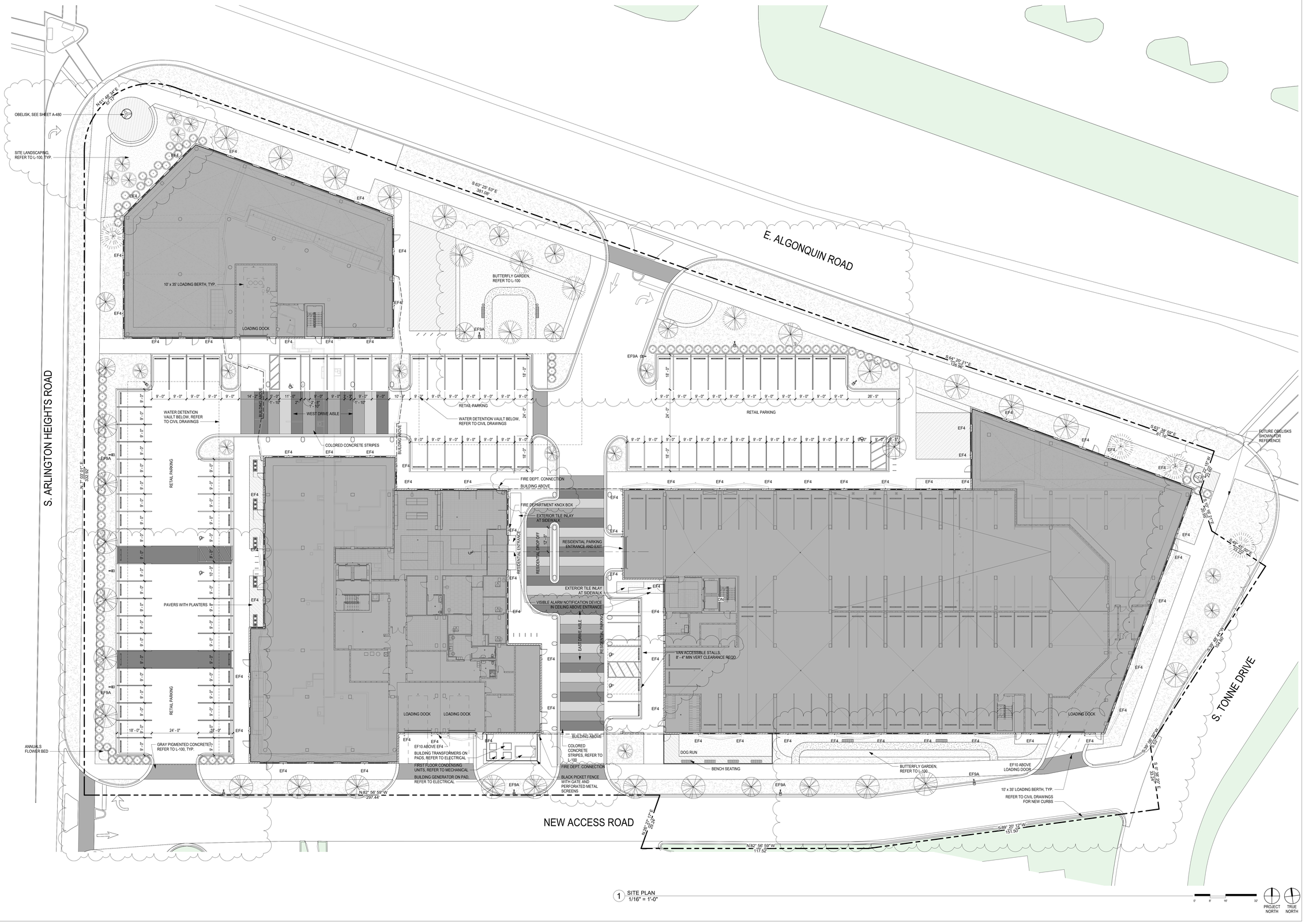
NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
1	10-19-23	REVISED PER CLIENT COMMENTS			
2	11-20-23	REVISED PER CLIENT COMMENTS			

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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Arlington Heights, IL 60005

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CONSTRUCTION MANAGER
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GEOTECHNICAL ENGINEER
GEI
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GENERAL CONTRACTOR
Clark Construction Group
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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

KEY PLAN

SHEET TITLE
SITE PLAN

SCALE	SHEET NUMBER
As indicated	A-100
DATE	
10/16/2023	

PARKING LEVEL NOTES

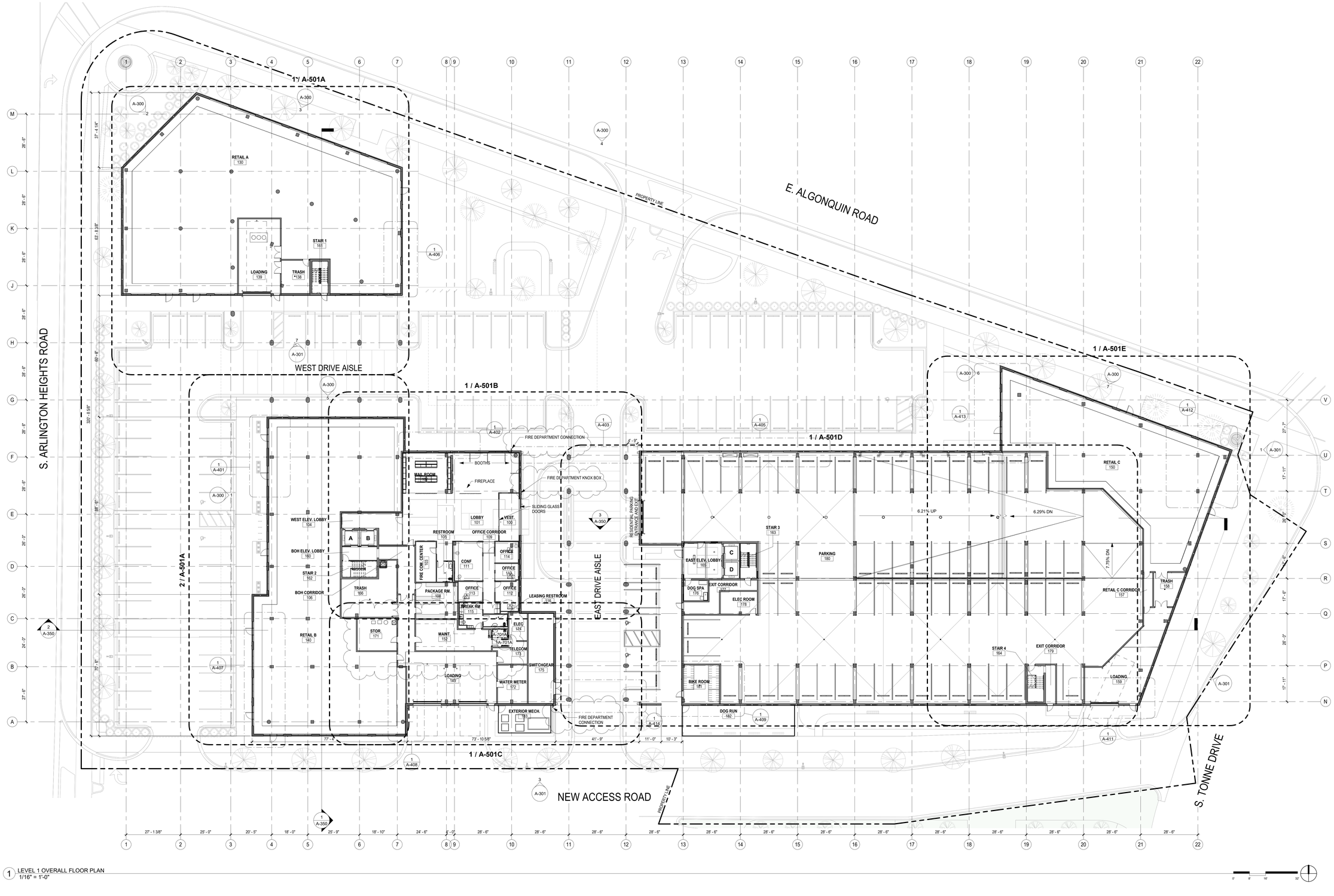
1. WALL REINFORCEMENT - CMU AND HERITAGE BRICK WALLS IN PARKING AREAS SHALL RESIST A CONCENTRATED LOAD OF 6,000 LBS APPLIED HORIZONTALLY IN ANY DIRECTION TO THE BARRIER SYSTEM AND SHALL HAVE ANCHORAGES OR ATTACHMENTS CAPABLE OF TRANSFERRING THIS LOAD TO THE STRUCTURE. THE LOADS SHALL BE ASSUMED TO ACT 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

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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145 S. Wells St. Suite 700
Chicago, IL 60606
Tel: 312-423-7989

ARCHITECT
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145 S. Wells St. Suite 700
Chicago, IL 60606
Tel: 312-423-7989

CONSTRUCTION MANAGER
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145 S. Wells St. Suite 700
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LANDSCAPE ARCHITECT
Thomas Roszak Architecture, LLC
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Tel: 312-423-7989

CIVIL ENGINEER
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7325 Janes Avenue
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Tel: 630-724-9200

STRUCTURAL ENGINEER
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330 N. Wabash Avenue, Suite 1500
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: 312-985-0364

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

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

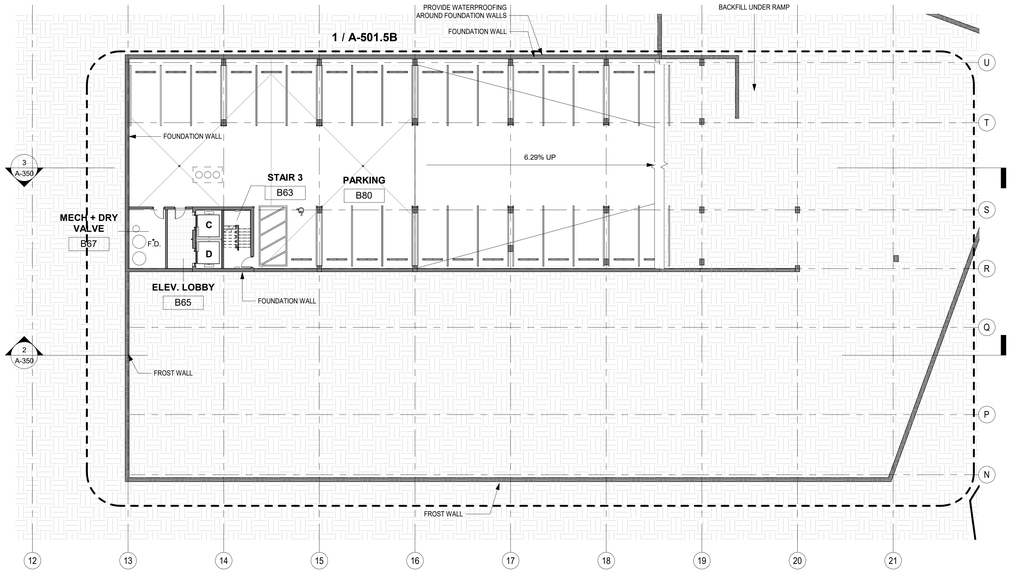
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2. TYPICAL PARKING STALLS TO RECEIVE THE FOLLOWING:
   A. SIZE UNO: 9'-0" x 18'-0"
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   C. 4" WIDE PAINTED ORANGE PARKING STRIPES AT LEFT AND RIGHT
   D. 6" x 6" BLACK RUBBER WHEEL STOP WITH REFLECTIVE 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

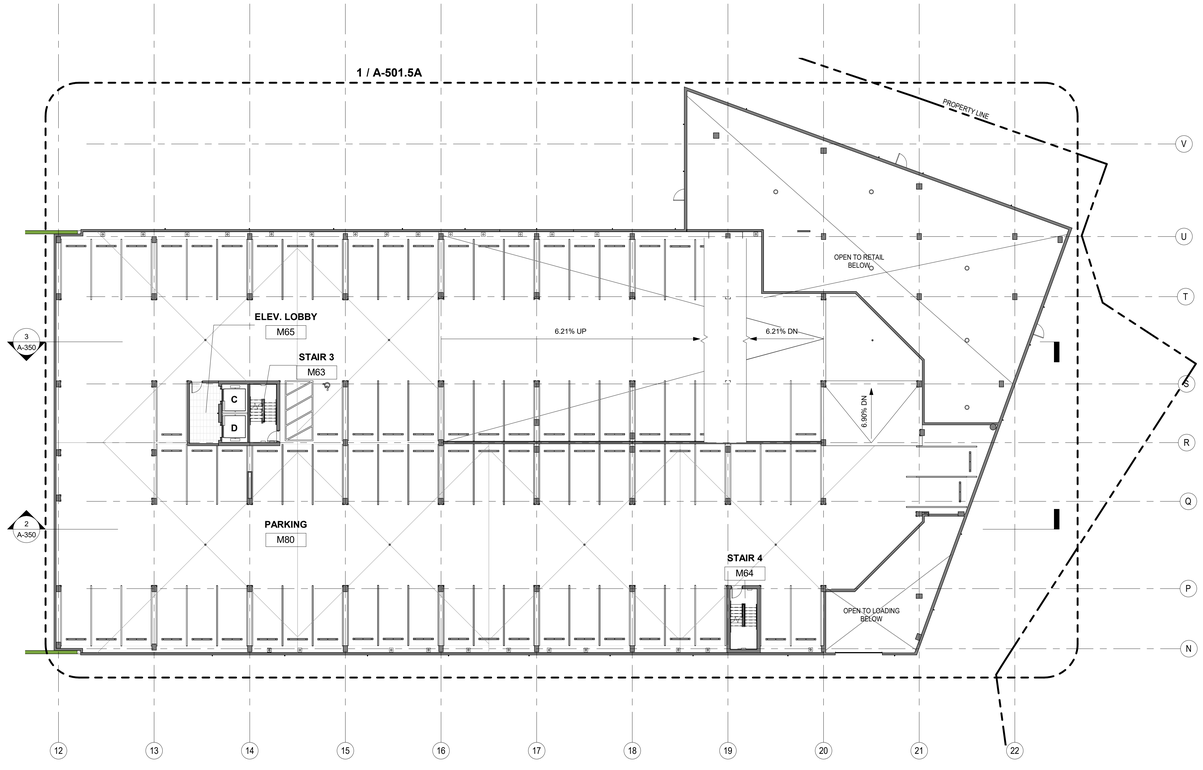
ROOM FINISH TAG	CEILING	WALL
	FLOOR	WALL BASE
COMMON SPACE SHADES		

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.
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2 LEVEL LL OVERALL FLOOR PLAN
1/16" = 1'-0"



1 LEVEL 1.5 OVERALL FLOOR PLAN
1/16" = 1'-0"

CITY STAMP

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2	7/25/2023	80% CD's
1	6/30/2023	50% CD's

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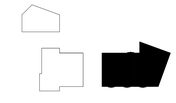
GENERAL CONTRACTOR
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Chicago, IL 60661
Tel: 312-474-5500

MECHANICAL DESIGN/BUILD CONTRACTOR

PLUMBING DESIGN/BUILD CONTRACTOR

ELECTRICAL DESIGN/BUILD CONTRACTOR

FIRE PROTECTION DESIGN/BUILD CONTRACTOR



KEY PLAN 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

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   G. NO AREA OF THE PARKING STALL OR ACCESS AISLE SHALL HAVE SLOPE GREATER THAN 1:48
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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

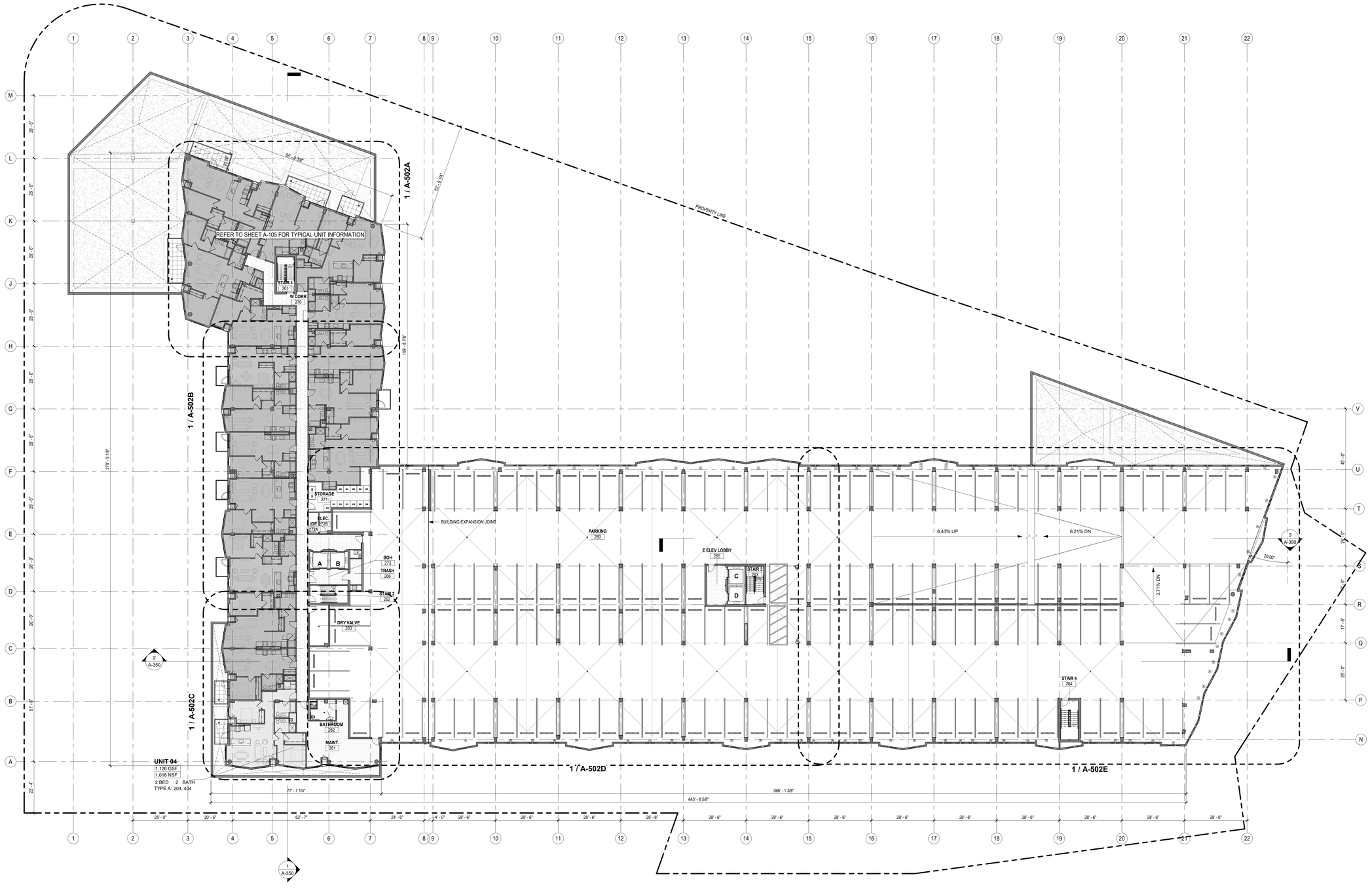
FINISH LEGEND

ROOM FINISH TAG	CEILING	WALL
	FLOOR	WALL BASE

COMMON SPACE SHADES

FLOOR PLAN NOTES

1. DIMENSIONS ARE TO GYPSUM BOARD, CONCRETE, OR CMU, UNO.
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
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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.
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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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No.	Date	Description
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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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PARKING LEVEL NOTES

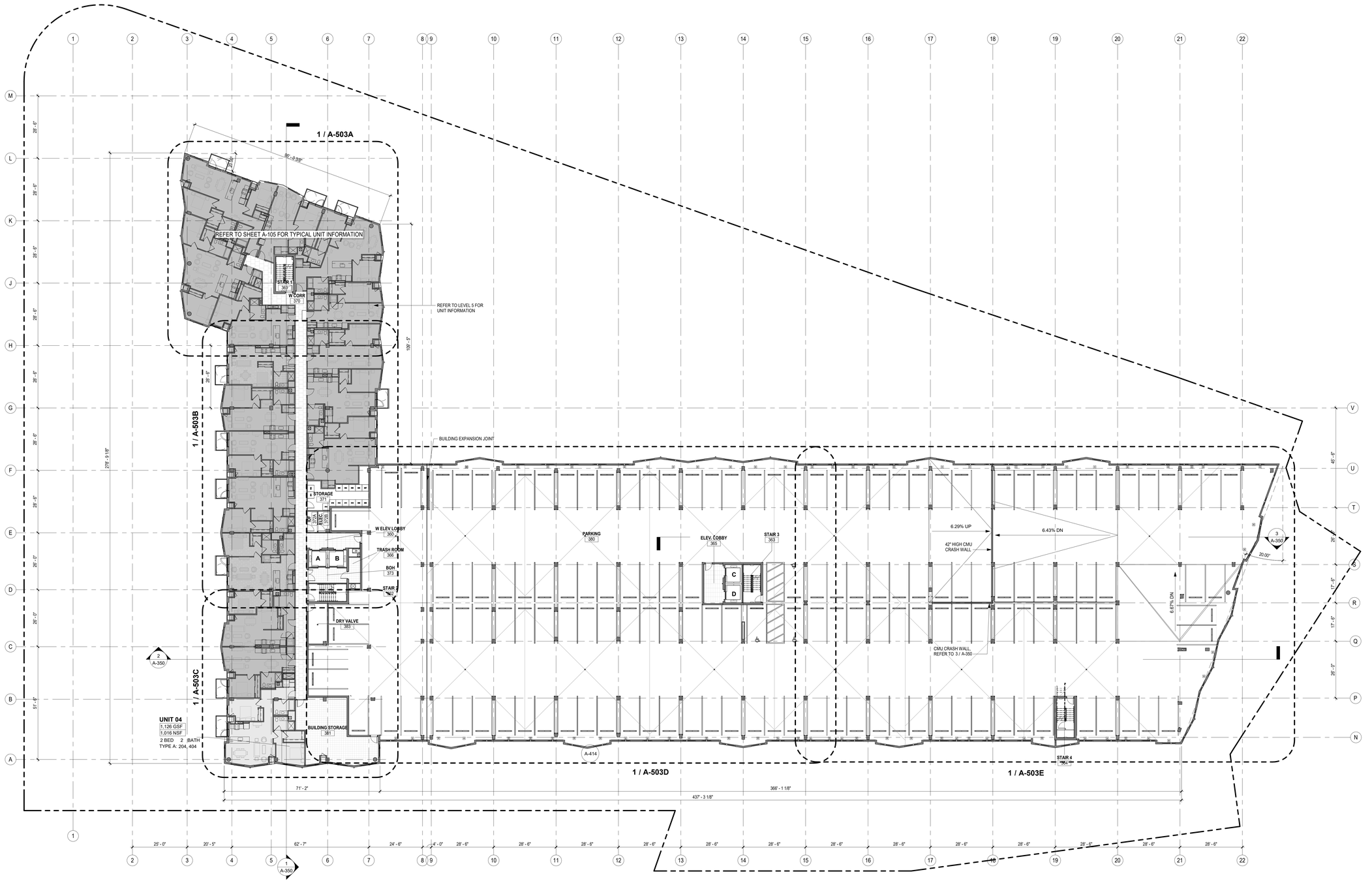
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FINISH LEGEND

ROOM FINISH TAG	CEILING	WALL
	FLOOR	WALL BASE
COMMON SPACE SHADES		

FLOOR PLAN NOTES

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1 LEVEL 3 OVERALL FLOOR PLAN
1/16" = 1'-0"

0' 8' 16' 32'

CITY STAMP

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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

2355 S. Arlington Heights Rd.,
Arlington Heights, IL 60005

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Bradford Allen
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Tel: 312-994-5700

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Moceri + Roszak
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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 3 FLOOR PLAN

SCALE	SHEET NUMBER
As indicated	A-103
DATE	
09/07/2023	

LANDSCAPING NOTES

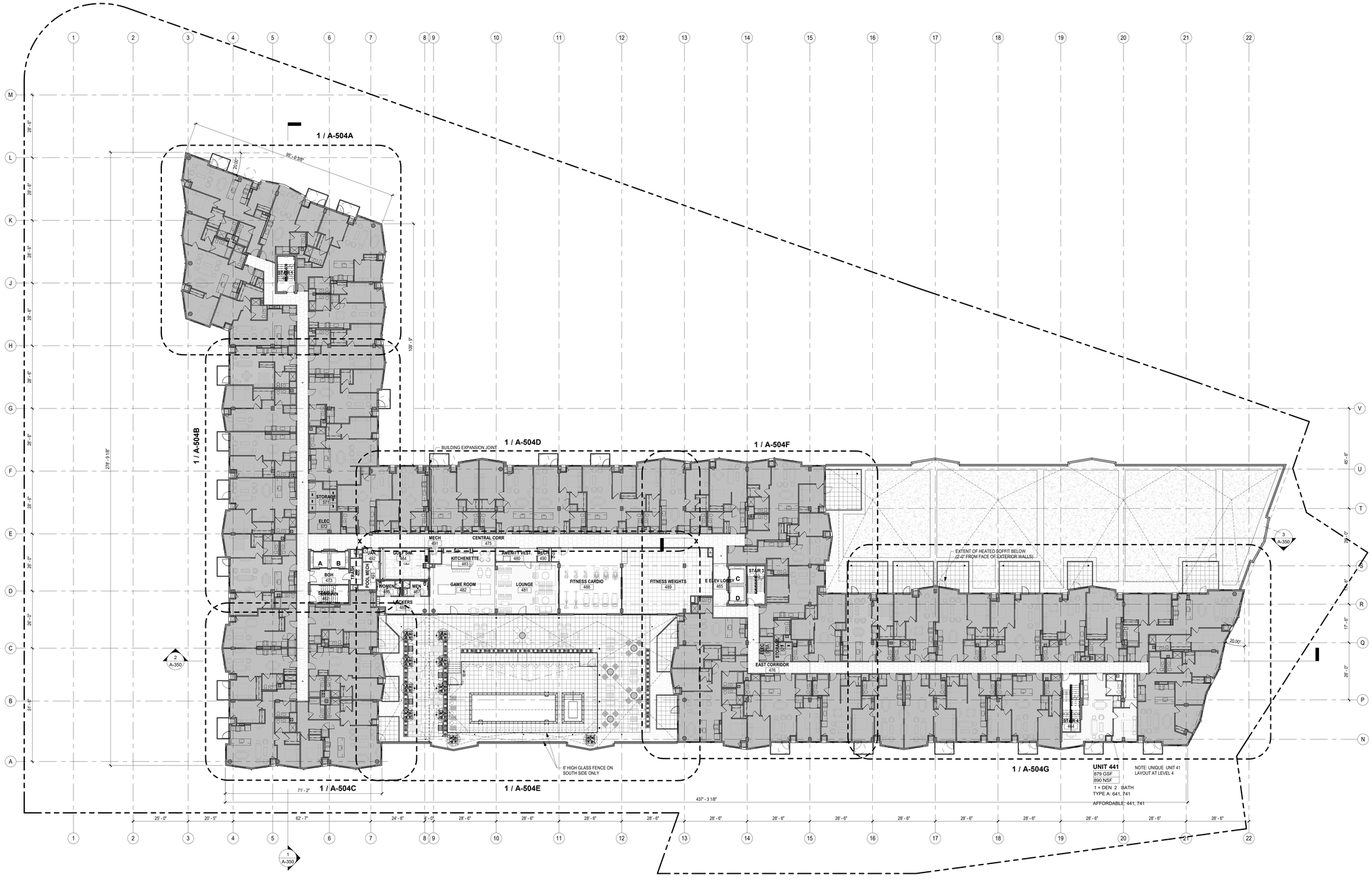
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FINISH LEGEND

ROOM FINISH TAG	CEILING	WALL
	FLOOR	WALL BASE
COMMON SPACE SHADES		

FLOOR PLAN NOTES

1. DIMENSIONS ARE TO GYPSUM BOARD, CONCRETE, OR CMU, UNO.
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 4 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
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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

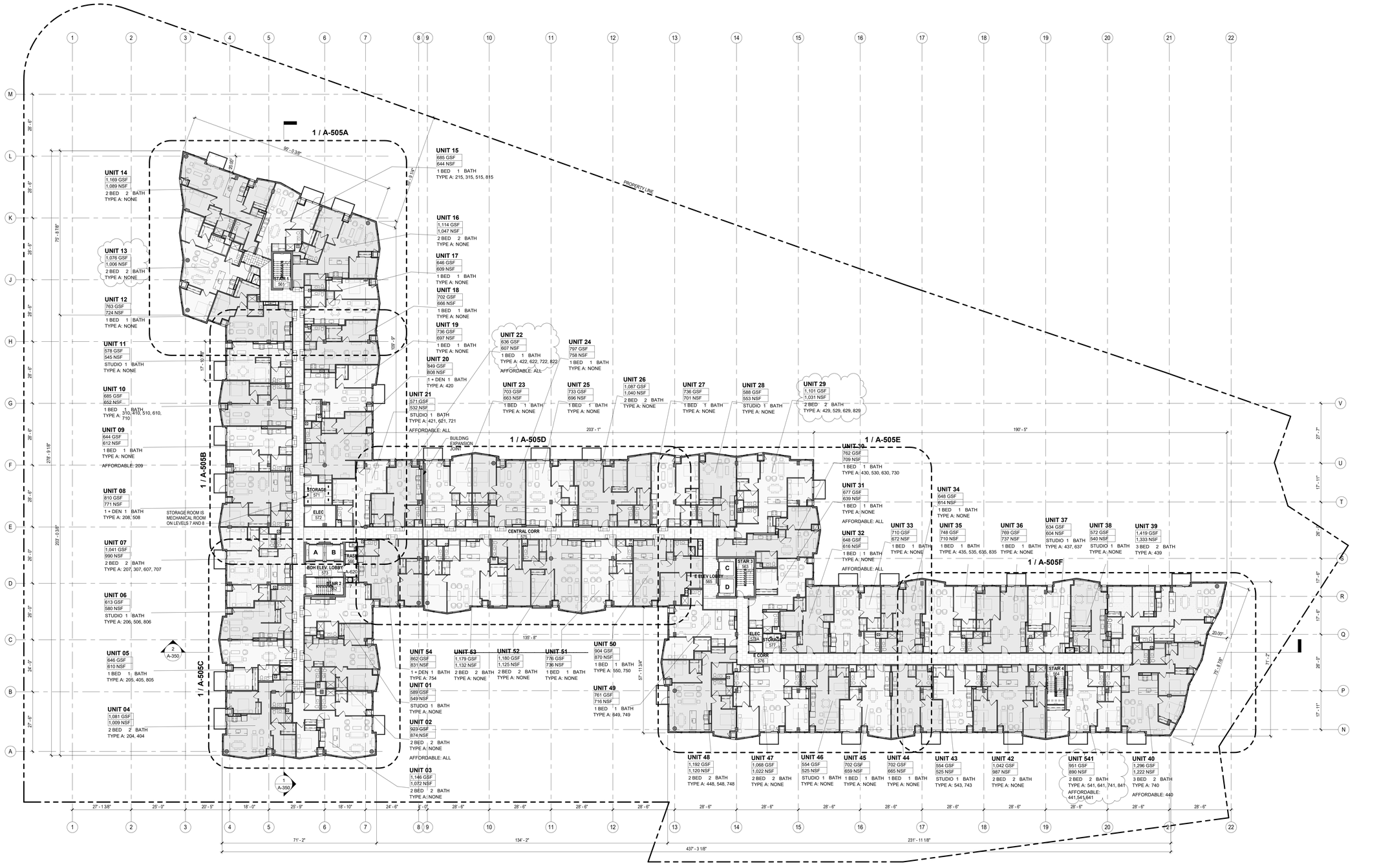
FINISH LEGEND

ROOM FINISH TAG	CEILING	WALL
	FLOOR	WALL BASE

COMMON SPACE SHADES

FLOOR PLAN NOTES

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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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FIRE PROTECTION DESIGN/BUILD CONTRACTOR

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

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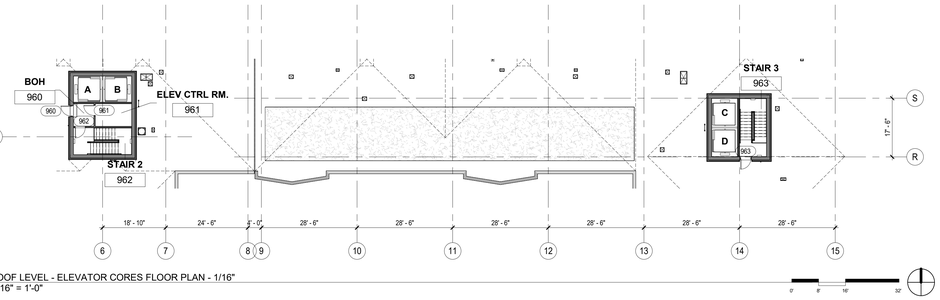
FINISH LEGEND

ROOM FINISH TAG	CEILING	WALL
	FLOOR	WALL BASE

COMMON SPACE SHADES

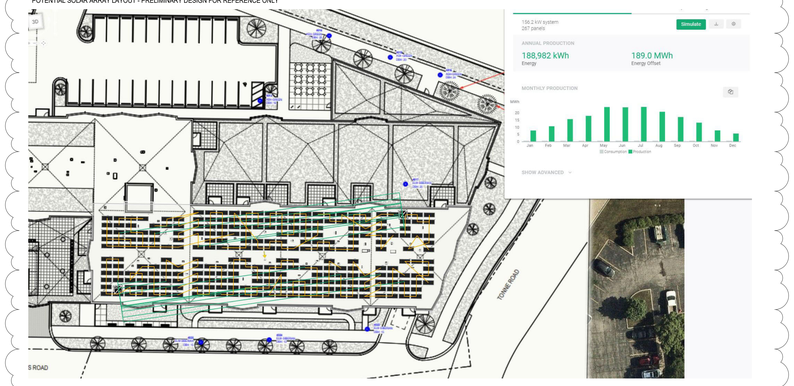
FLOOR PLAN NOTES

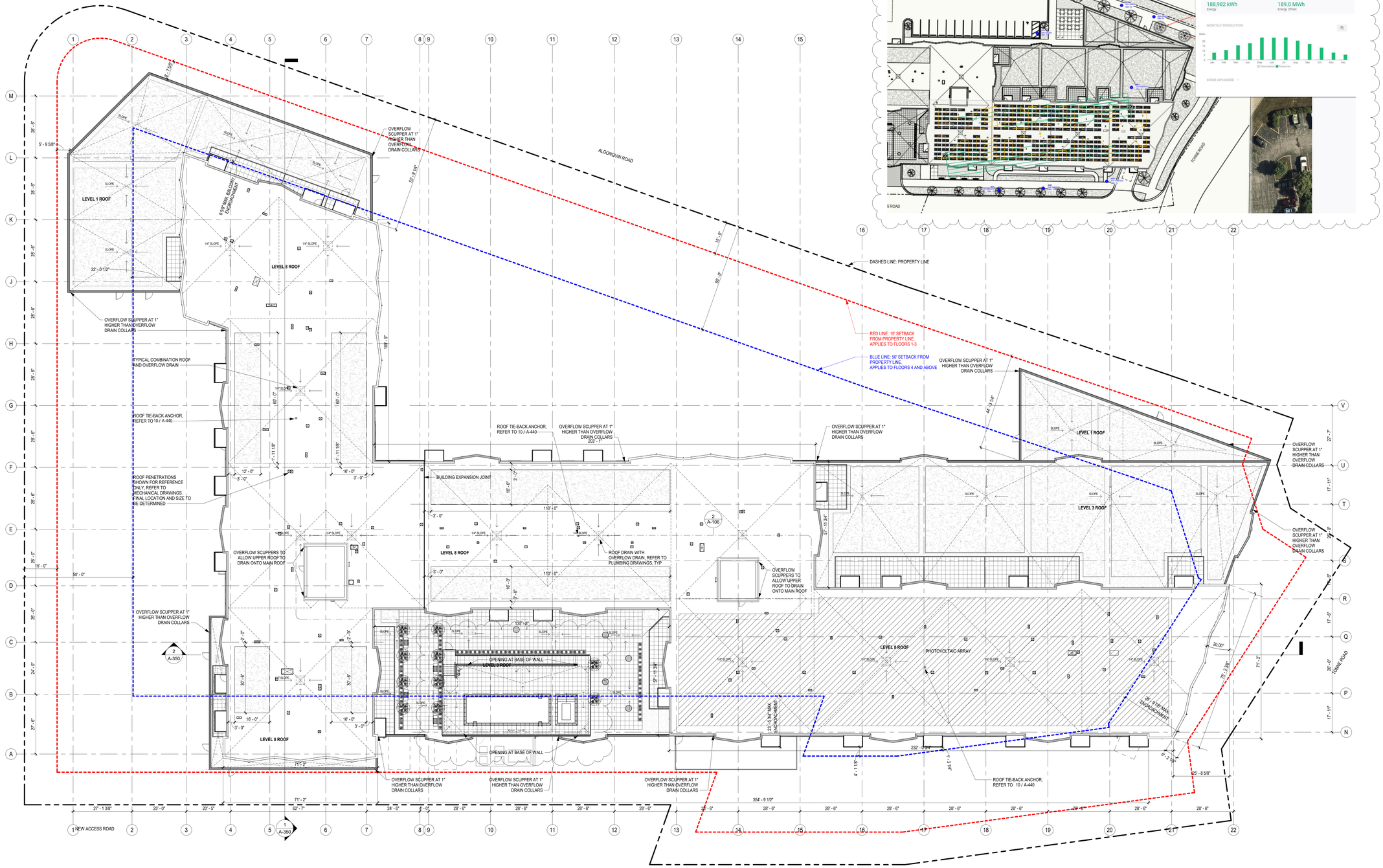
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2 ROOF LEVEL - ELEVATOR CORES FLOOR PLAN - 1/16"
1/16" = 1'-0"

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

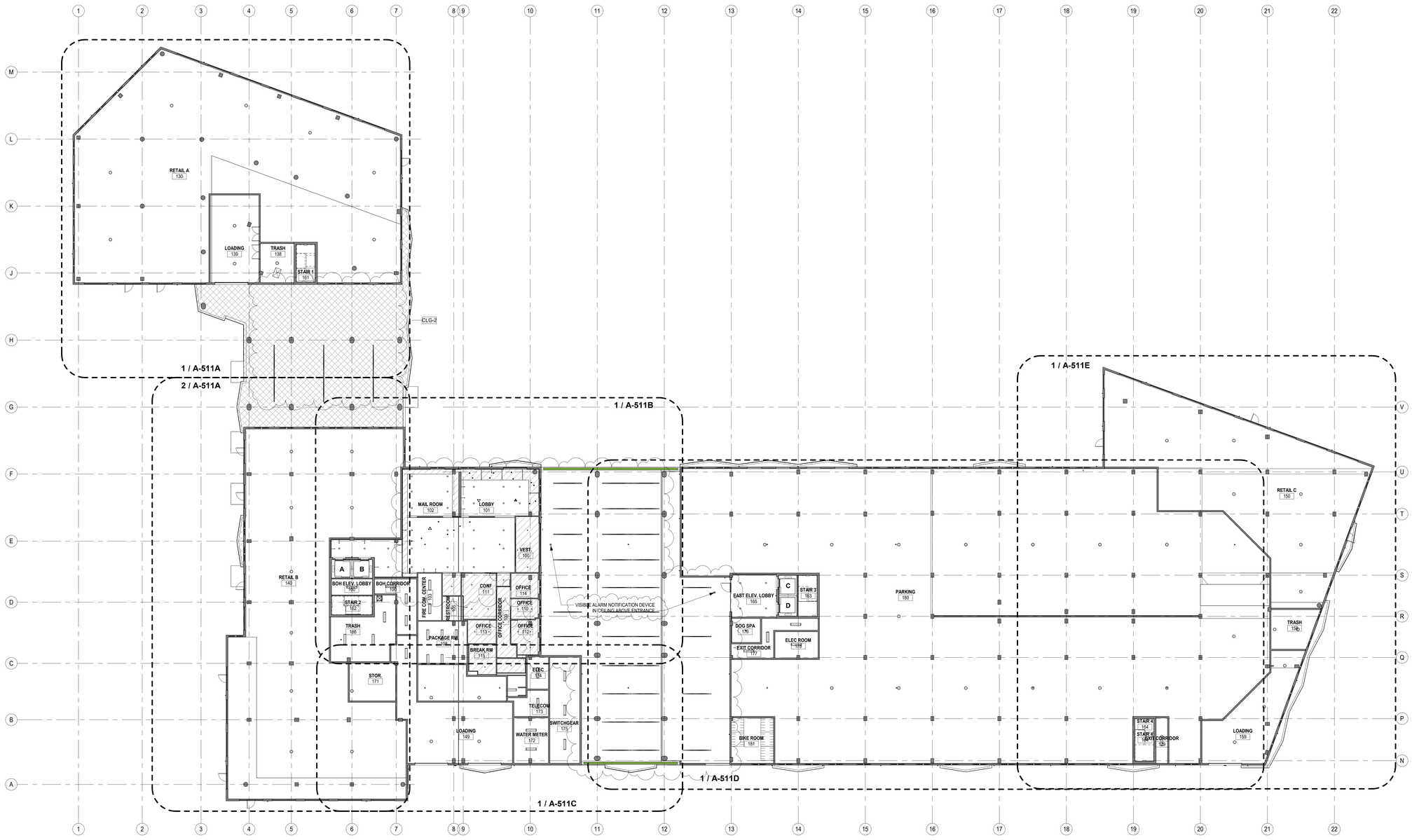
- DUPLEX OUTLET
- RECESSED FLOOR OUTLET
- USB OUTLET
- RECESSED USB FLOOR OUTLET
- DATA OUTLET
- RECESSED DATA OUTLET
- WP — WEATHERPROOF OUTLET
- GFI OUTLET
- SINGLE SWITCH
- 3 — THREE - WAY LIGHT SWITCH
- AIR SWITCH (GARBAGE DISPOSAL)

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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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
12	10/25/2023	95% CD's
11	10/20/2023	VILLAGE COMMENTS
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
Mocceri + 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 James 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

MEP/FP DESIGN CONSULTANT
Cosentini Associates
1 S. Wacker Drive, Suite 3700
Chicago, IL 60606
Tel: 312-207-7401

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

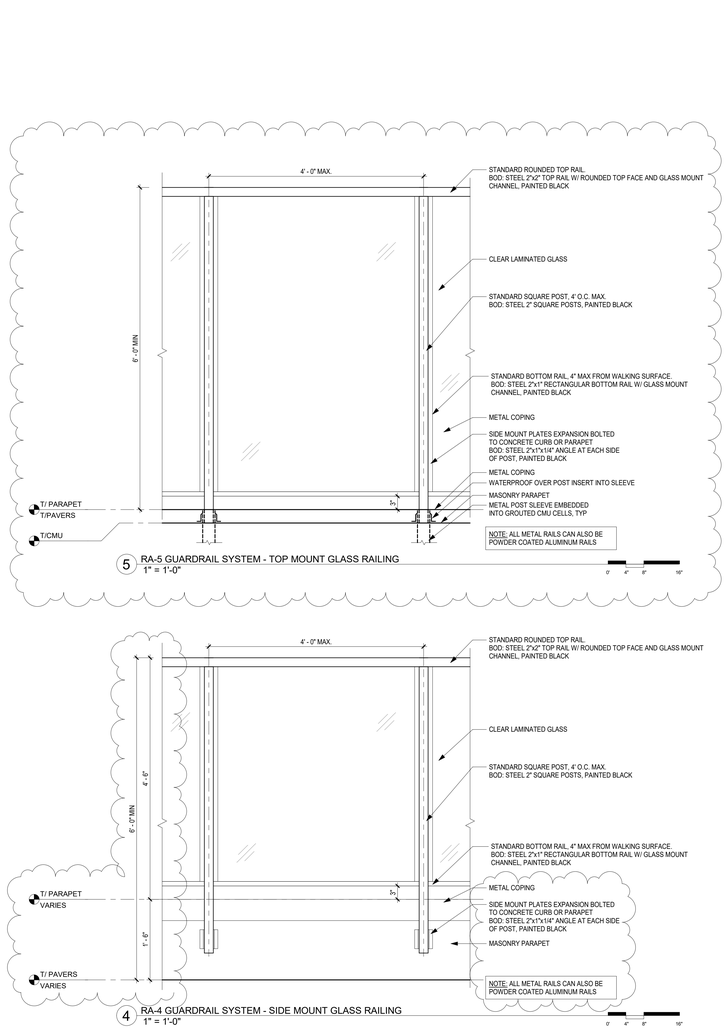
PLUMBING DESIGN/BUILD CONTRACTOR

ELECTRICAL DESIGN/BUILD CONTRACTOR

FIRE PROTECTION DESIGN/BUILD CONTRACTOR

SHEET TITLE
LEVEL 1 REFLECTED CEILING PLAN

SCALE	SHEET NUMBER
As indicated	A-201
DATE	
10/16/2023	



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ILLINOIS
THOMAS A. ROSZAK
REGISTERED ARCHITECT
#001 019175
EXPIRATION DATE:
NOVEMBER 30, 2024

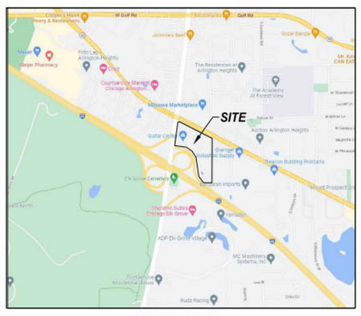
I CERTIFY THAT THESE DRAWINGS WERE PREPARED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY PERSONAL KNOWLEDGE THEY CONFORM TO THE VILLAGE OF ARLINGTON HEIGHTS BUILDING CODE

No.	Date	Description

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

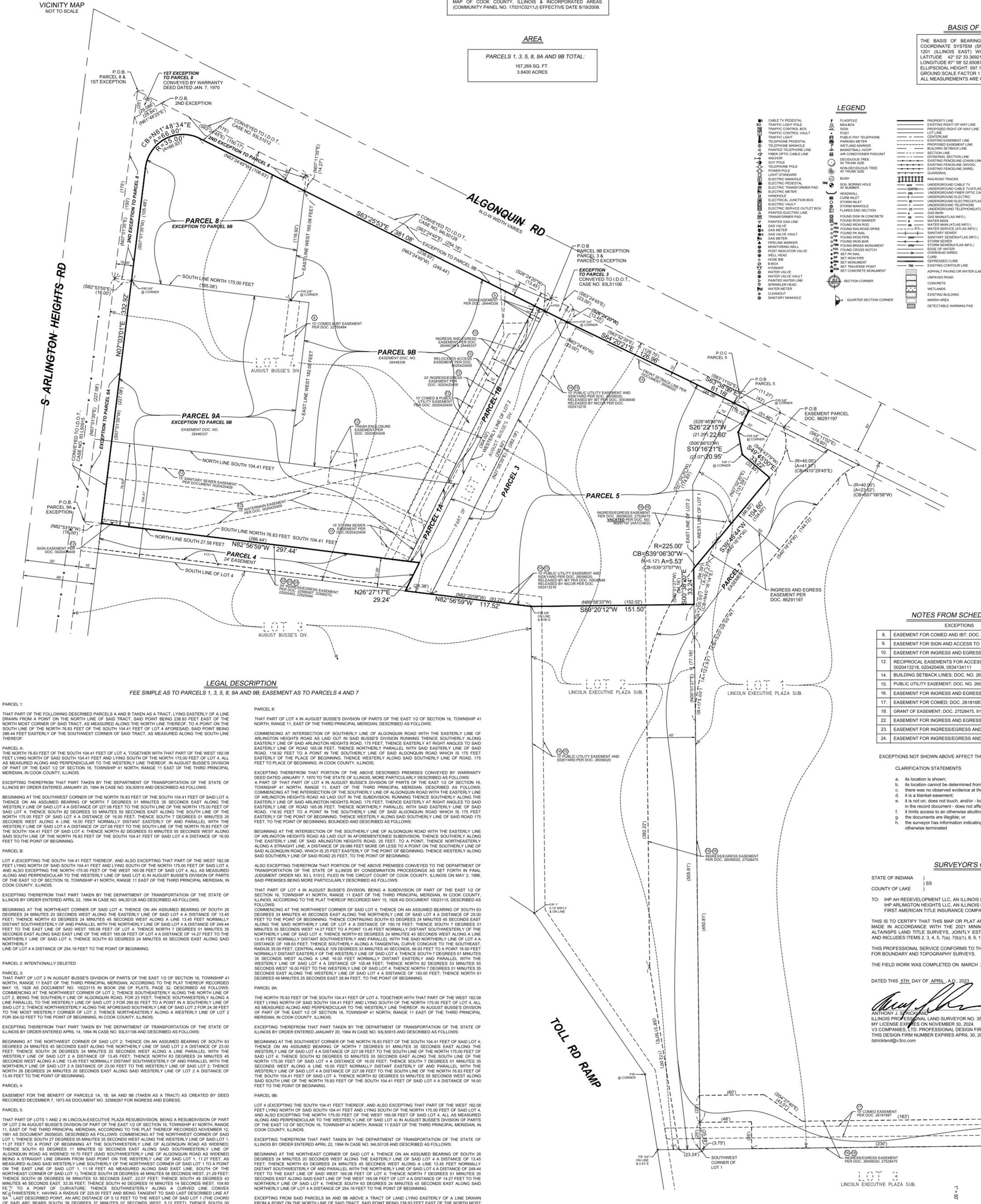
THIS PROPERTY IS DETERMINED TO BE IN AREA OF MINIMAL FLOOD HAZARD (ZONE X) AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY'S FLOOD INSURANCE RATE MAP OF COOK COUNTY, ILLINOIS & INCORPORATED AREAS (COMMUNITY PANEL NO. 17031C0211J) EFFECTIVE DATE 8/19/2008.

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.

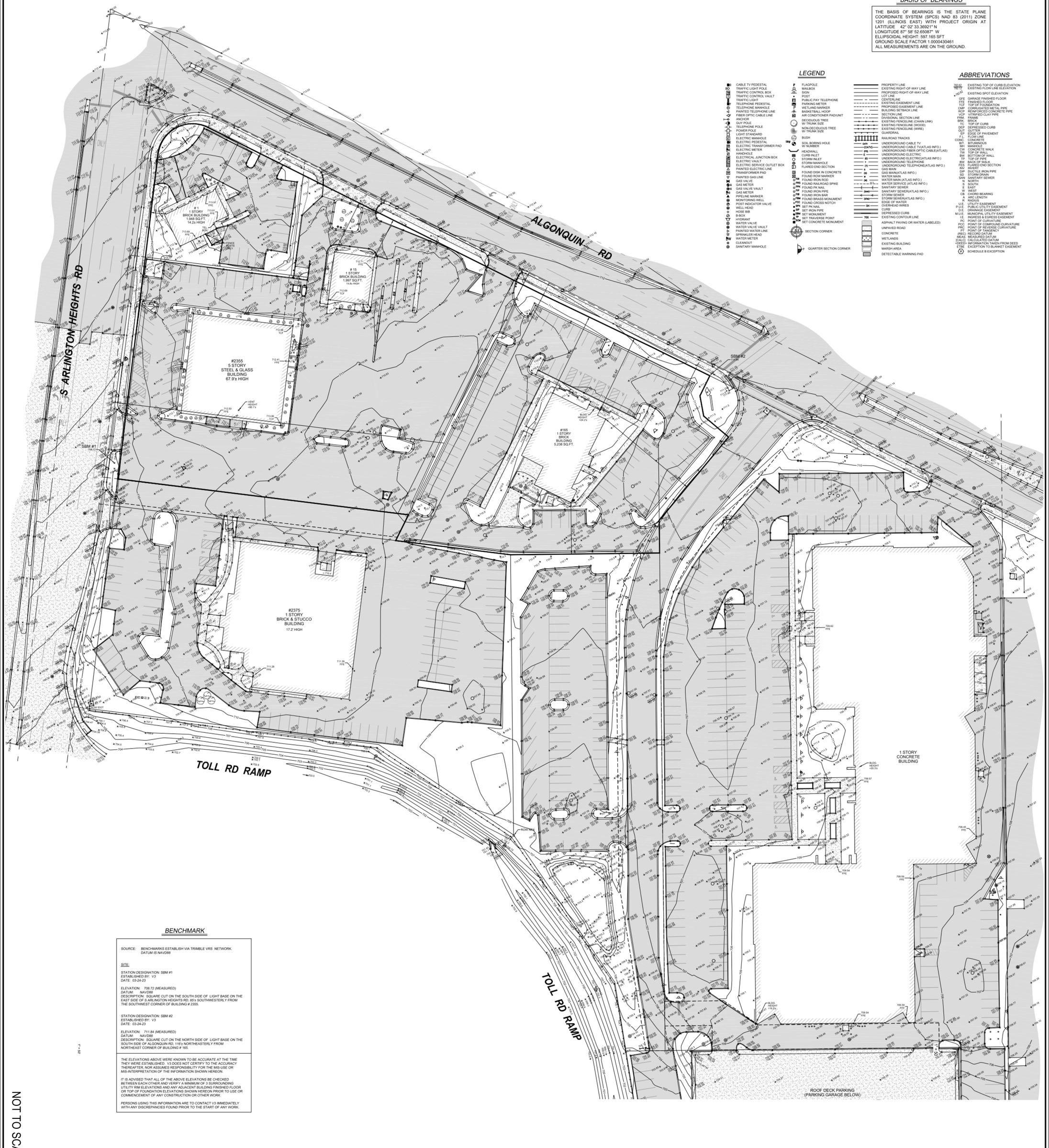
EXCEPTING THEREFROM THAT PART TAKEN BY THE DEPARTMENT OF TRANSPORTATION OF THE STATE OF ILLINOIS BY ORDER ENTERED JANUARY 20, 1994 IN CASE NO. 93L50915 AND DESCRIBED AS FOLLOWS:

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

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
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

I CERTIFY THAT THIS DRAWING WAS PREPARED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY KNOWLEDGE AND BELIEF COMPLIES WITH THE PROFESSIONAL INFORMATION HEREIN CONTAINED TO THE ACCURACY OF ALL NOTATION HEREIN CONTAINED.

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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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MECHANICAL DESIGN/BUILD CONTRACTOR

PLUMBING DESIGN/BUILD CONTRACTOR

ELECTRICAL DESIGN/BUILD CONTRACTOR

FIRE PROTECTION DESIGN/BUILD CONTRACTOR

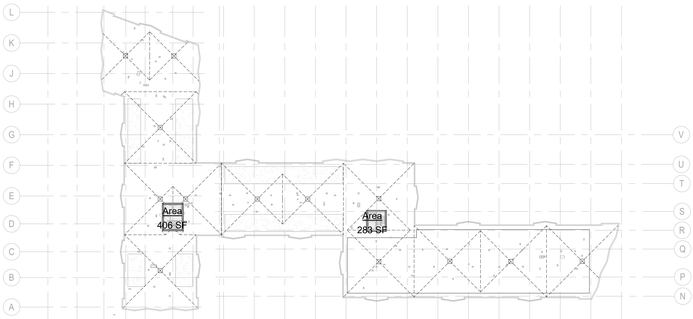
SHEET TITLE
SURVEY - PLAT OF TOPOGRAPHY

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	



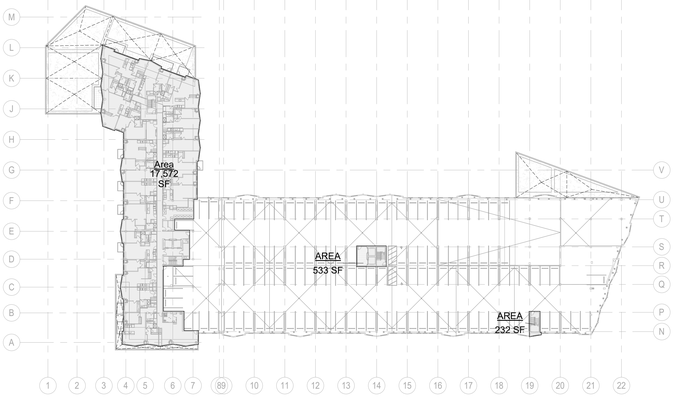
10 ROOF - FAR
1" = 50'-0"



9 LEVEL 8 - FAR
1" = 50'-0"



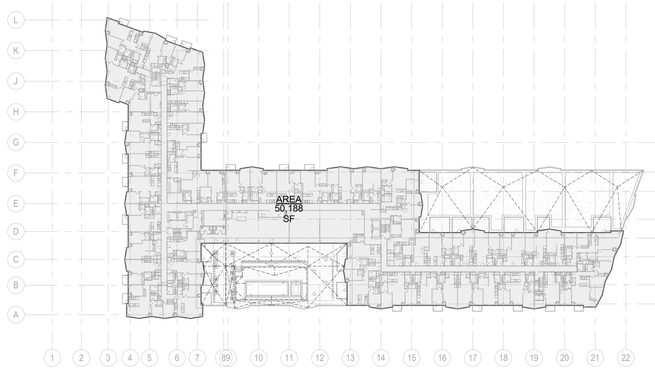
6 LEVEL 5 - FAR
1" = 50'-0"



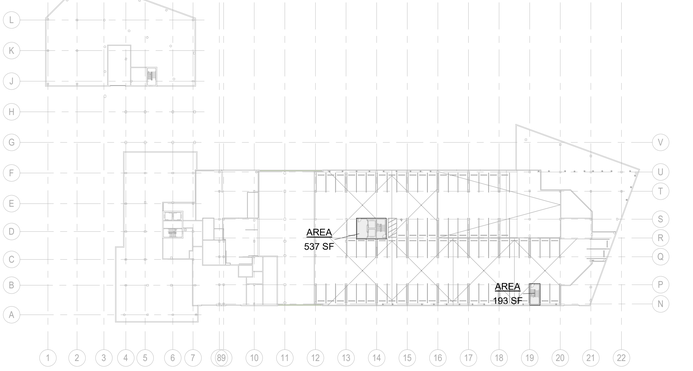
3 LEVEL 2 - FAR
1" = 50'-0"



8 LEVEL 7 - FAR
1" = 50'-0"



5 LEVEL 4 - FAR
1" = 50'-0"



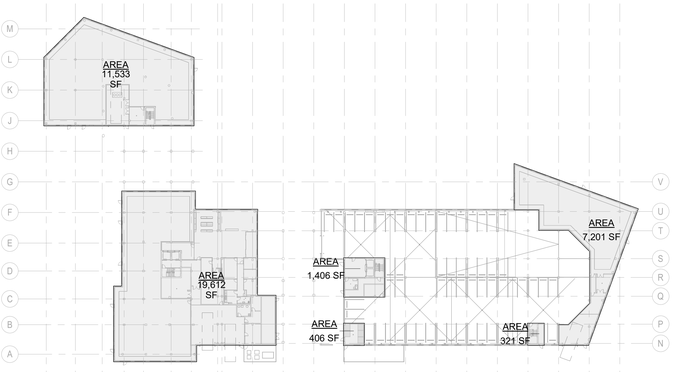
2 LEVEL 1.5 - FAR
1" = 50'-0"



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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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

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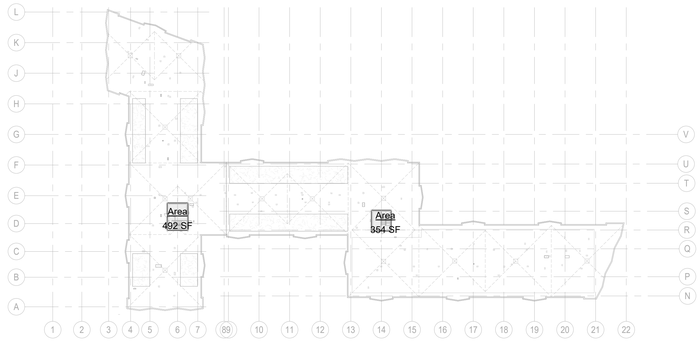
SHEET TITLE
FAR CALCULATION DIAGRAMS

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"



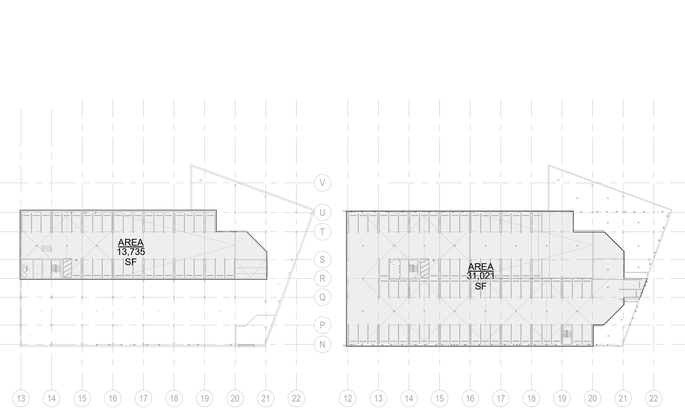
4 LEVEL 2 - GROSS BUILDING AREA
1" = 50'-0"



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"

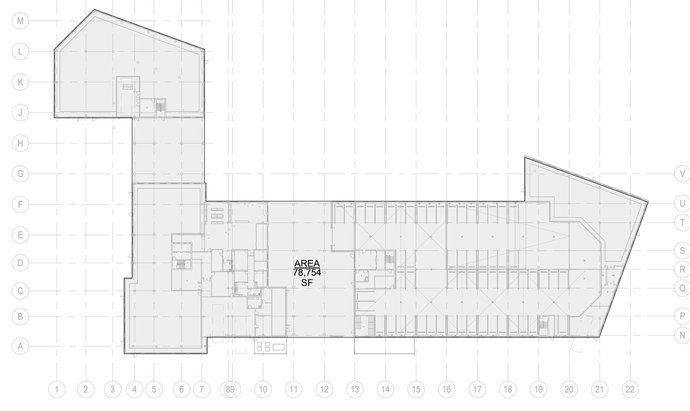
2 LEVEL 1.5 - GROSS BUILDING AREA
1" = 50'-0"



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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Chicago, IL 60631
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GENERAL CONTRACTOR
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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
GSF CALCULATION DIAGRAMS

SCALE	SHEET NUMBER
1" = 50'-0"	A-002
DATE	
09/07/2023	

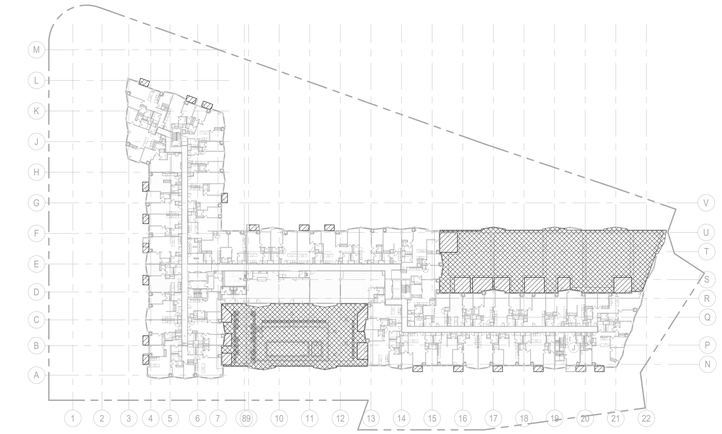
EXTERIOR AREAS LEGEND

GENERAL EXTERIOR AREA

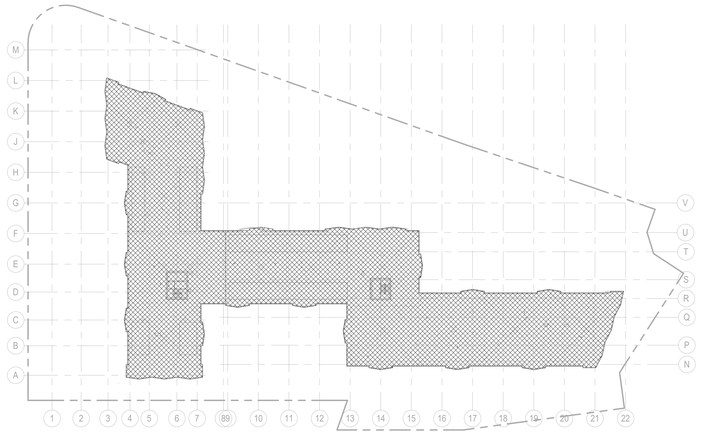
PRIVATE EXTERIOR AREA

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



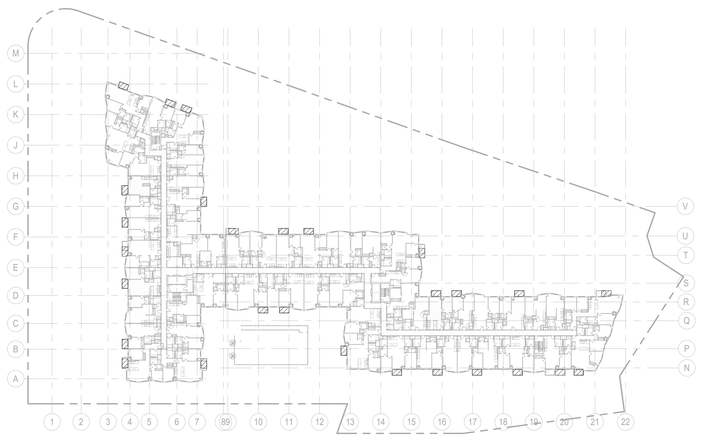
2 LEVEL 4 - EXTERIOR AREA TAKEOFF
1" = 50'-0"



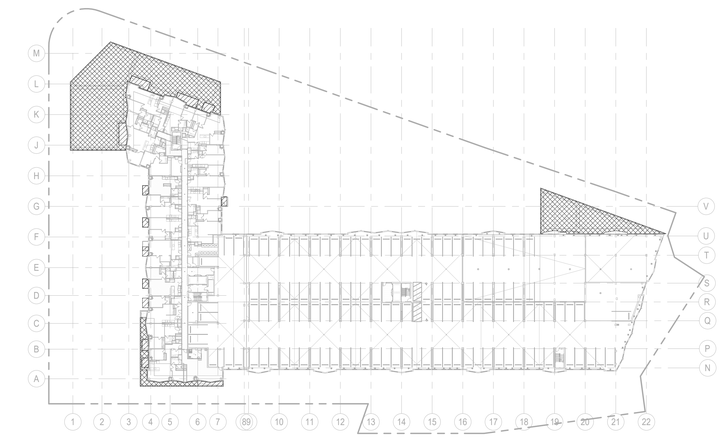
3 ROOF - EXTERIOR AREA TAKEOFF
1" = 50'-0"



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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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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Arlington Heights, IL 60005

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MECHANICAL DESIGN/BUILD CONTRACTOR

PLUMBING DESIGN/BUILD CONTRACTOR

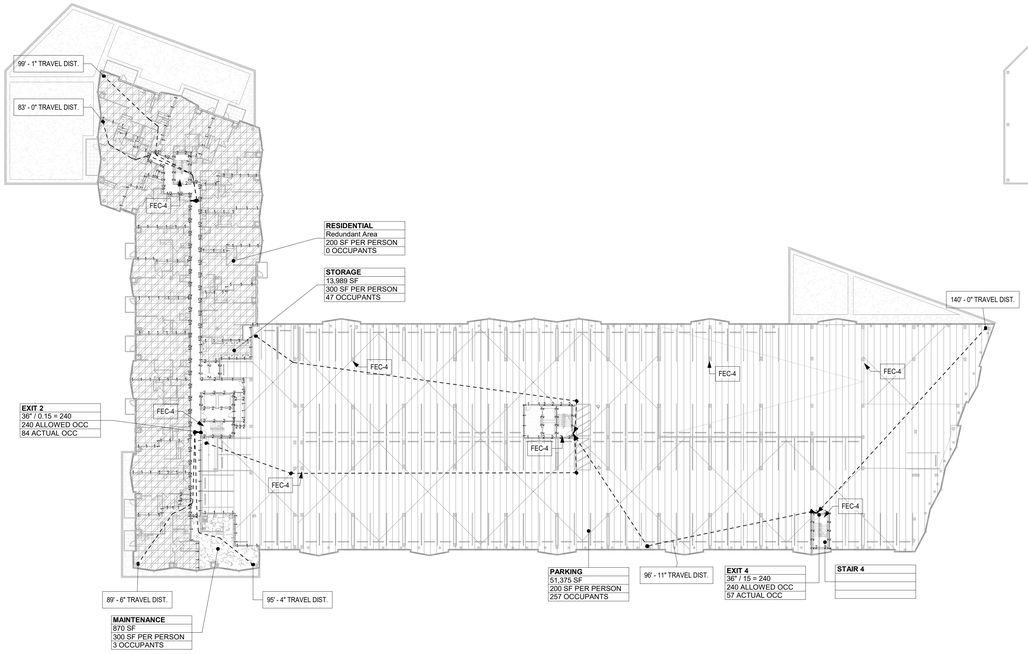
ELECTRICAL DESIGN/BUILD CONTRACTOR

FIRE PROTECTION DESIGN/BUILD CONTRACTOR

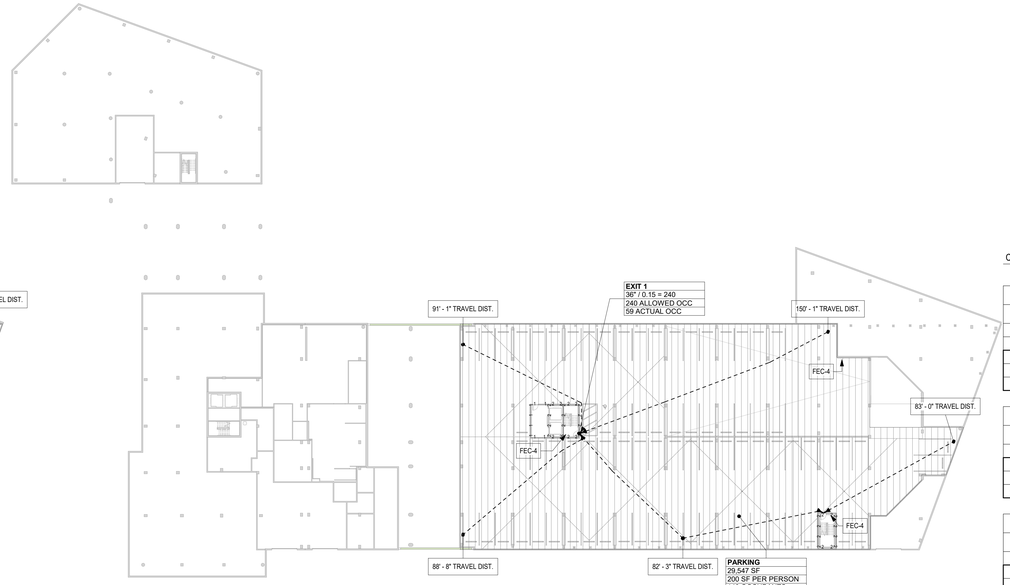
SHEET TITLE

EXTERIOR 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

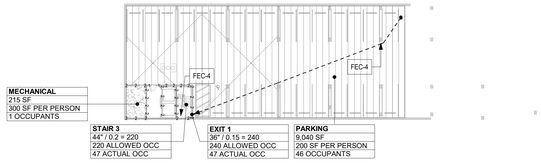
LIFE SAFETY - STAIR LEVELS 2 AND 3			
STAIR NAME	STAIR EGRESS FACTOR	ALLOWED OCC	STAIR WIDTH OCCUPANCY ACTUAL
STAIR 4			

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

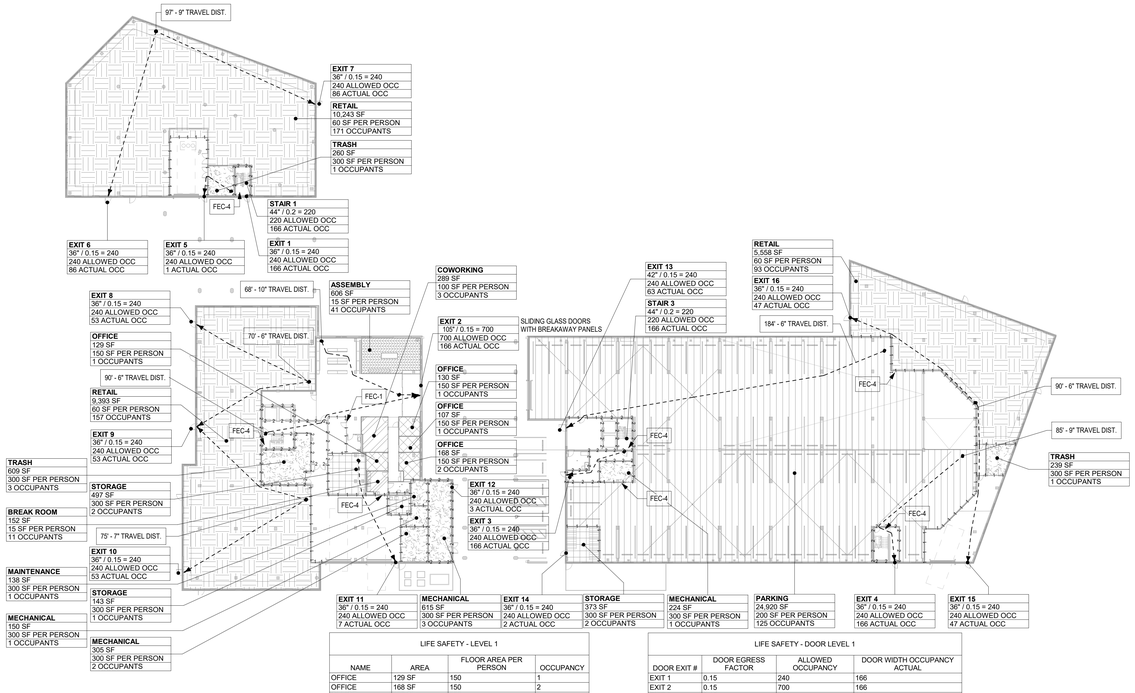


2 LEVEL LL - LIFE SAFETY
1" = 30'-0"

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:
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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
2	7/25/2023	80% CD's

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Arlington Heights, IL 60005

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ELECTRICAL DESIGN/BUILD CONTRACTOR

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

1. PROVIDE FIRE EXTINGUISHERS IN BUILDING AS REQUIRED BY CODE
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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)
FEC-2 NON-RATED CABINET SEMI-RECESSED (ADA COMPLIANT)
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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

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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

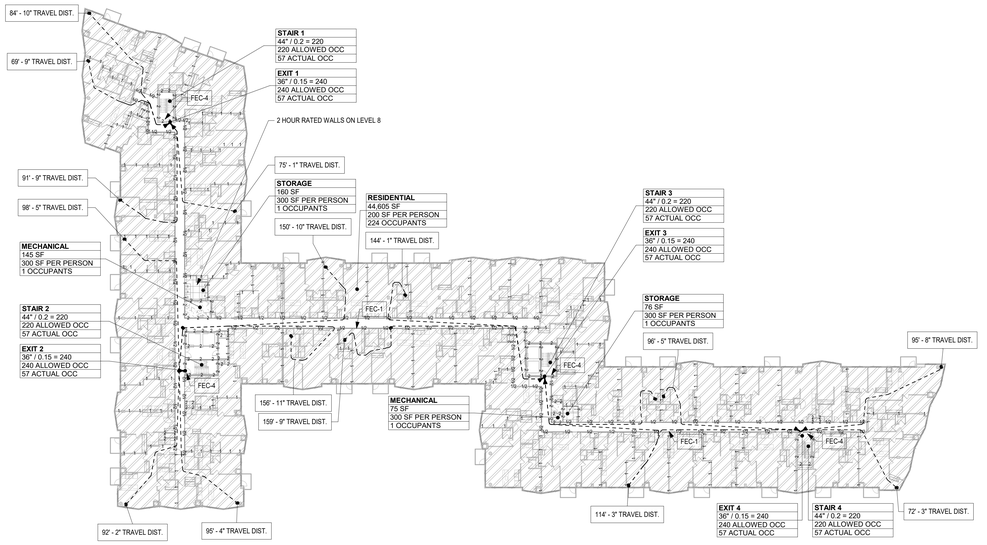
TABLE 2.7 - Minimum concrete column size

Aggregate Type	Minimum column dimension for fire resistance, in.				
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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.



3 LEVEL 5-8 - LIFE SAFETY
1" = 30'-0"

0' 15' 30' 60'

LIFE SAFETY - LEVEL 5-8

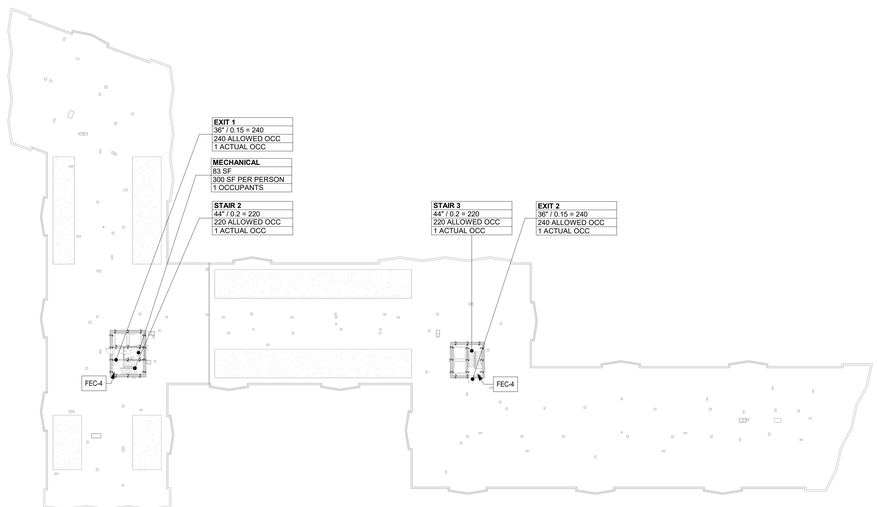
NAME	AREA	FLOOR AREA PER PERSON	OCCUPANCY
RESIDENTIAL	44,605 SF	200	224
STORAGE	76 SF	300	1
MECHANICAL	75 SF	300	1
MECHANICAL	145 SF	300	1
STORAGE	160 SF	300	1
			228

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

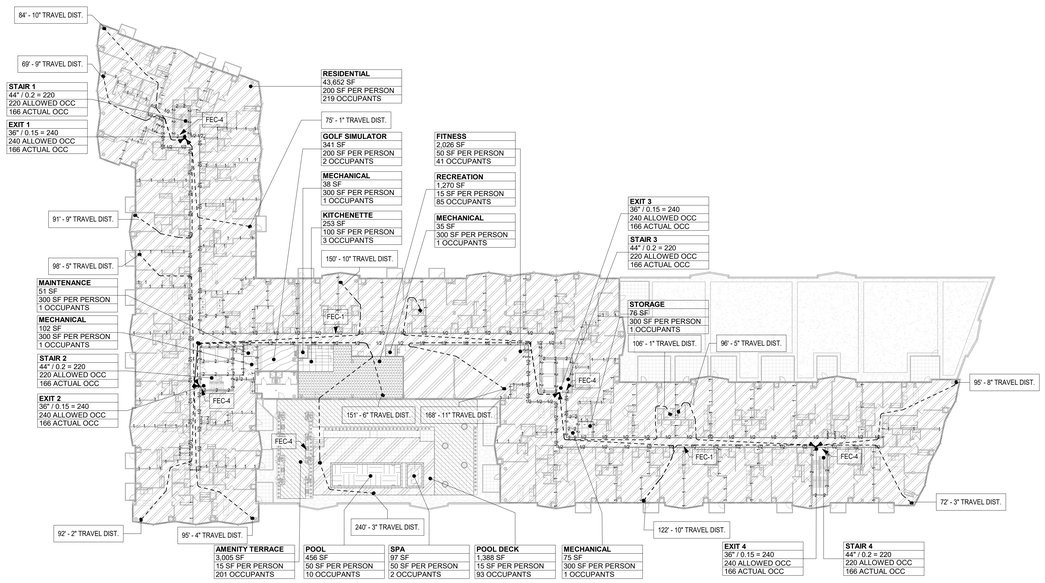
NAME	AREA	FLOOR AREA PER PERSON	OCCUPANCY
MECHANICAL	83 SF	300	1
			1

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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REGISTERED ARCHITECT
#001 019175
EXPIRATION DATE:
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No.	Date	Description
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ARLINGTON HEIGHTS PHASE I

2355 S. Arlington Heights Rd.,
Arlington Heights, IL 60005

OWNER
Bradford Allen
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Chicago, IL 60606
Tel: 312-994-5700

DEVELOPER
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145 S. Wells St. Suite 700
Chicago, IL 60606
Tel: 312-423-7989

ARCHITECT
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Tel: 312-423-7989

CONSTRUCTION MANAGER
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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

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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

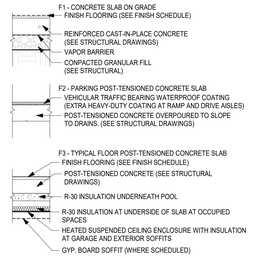
SHEET TITLE
LIFE SAFETY DIAGRAMS

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

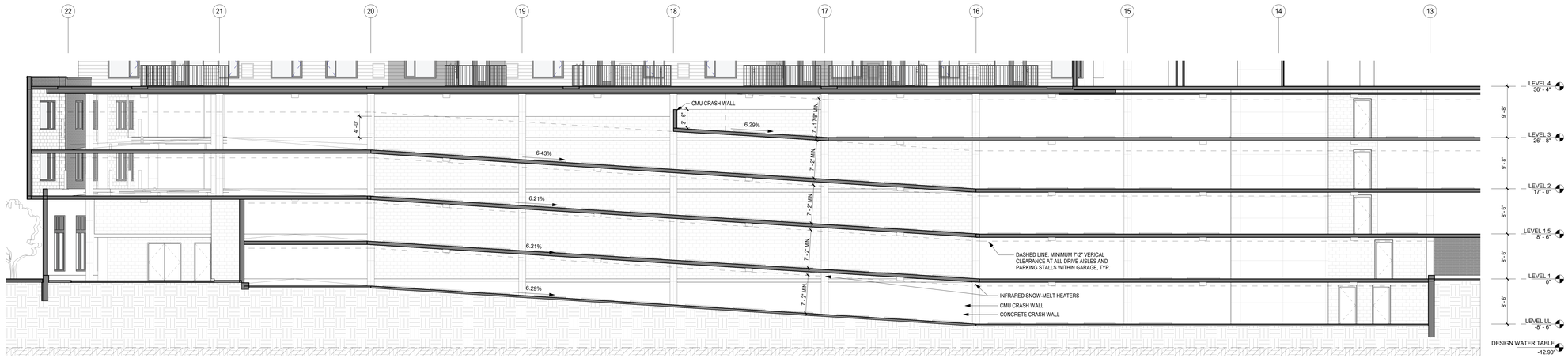
R1 ROOF TYPE 1
- OVERBURDEN (SEE PLANS)
- INSULATION (6") R-30
- HOT RUBBERIZED ASPHALT
- BONDING PRIMER
- SLOPED CONCRETE SLAB

R2 ROOF TYPE 2
- OVERBURDEN (SEE PLANS)
- HOT RUBBERIZED ASPHALT
- BONDING PRIMER
- SLOPED CONCRETE SLAB

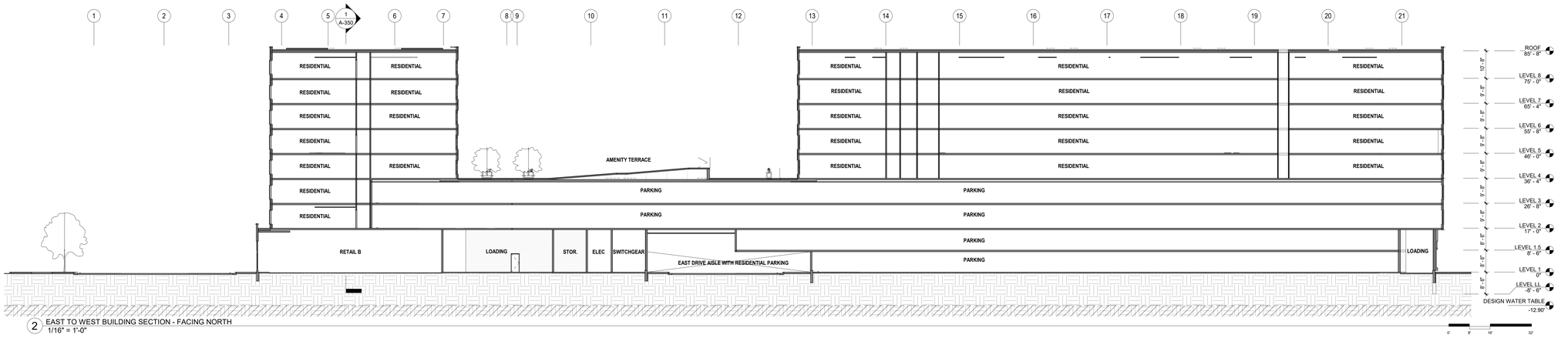
R3 ROOF TYPE 3
- OVERBURDEN (SEE PLANS)
- TPO ROOFING MEMBRANE
- COVER BOARD
- TAPERED INSULATION
- VAPOR BARRIER

BUILDING SECTION CONSTRUCTION NOTES

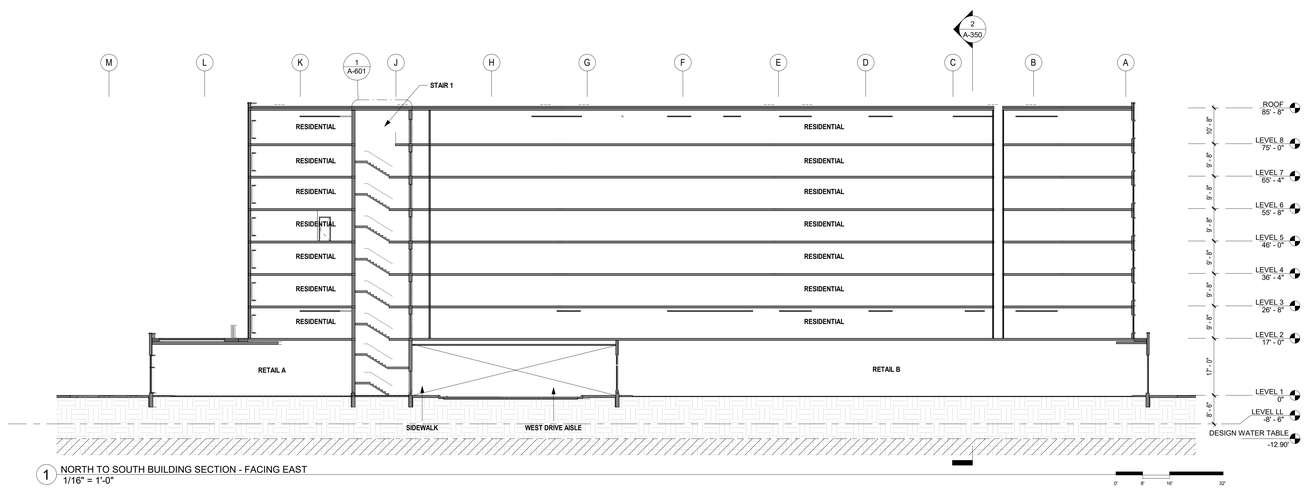
1. PROJECT LEVELS REPRESENT THE TOP OF STRUCTURAL FLOORS OR SUBFLOORS.
2. REFER TO A-440 FOR ROOF DETAILS
3. REFER TO PLANS AND DETAILS FOR PAVER AND LANDSCAPING CONDITIONS
4. REFER TO SHEET A-003A FOR FIRE RESISTANCE RATINGS OF CONCRETE ASSEMBLIES



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"

CITY STAMP

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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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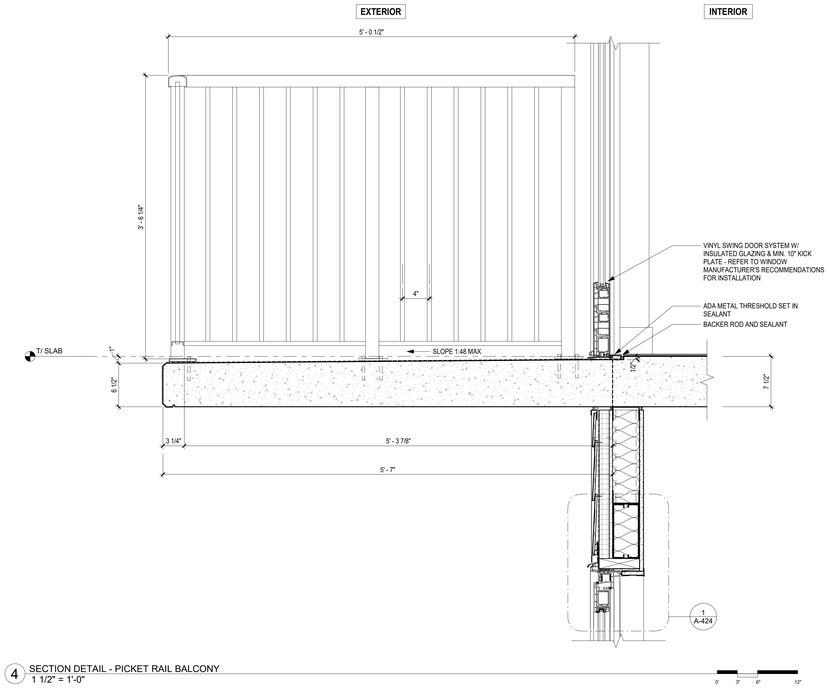
FIRE PROTECTION DESIGN/BUILD CONTRACTOR

SHEET TITLE
BUILDING SECTIONS

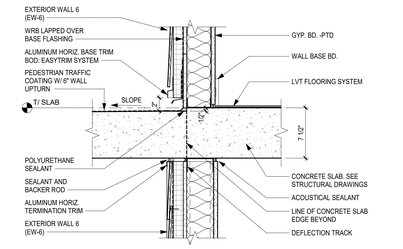
SCALE
As indicated

DATE
09/07/2023

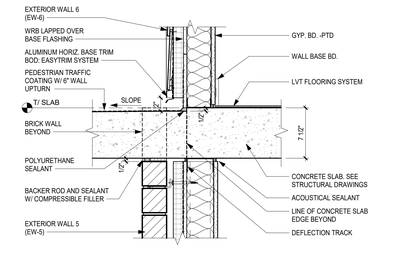
SHEET NUMBER
A-350



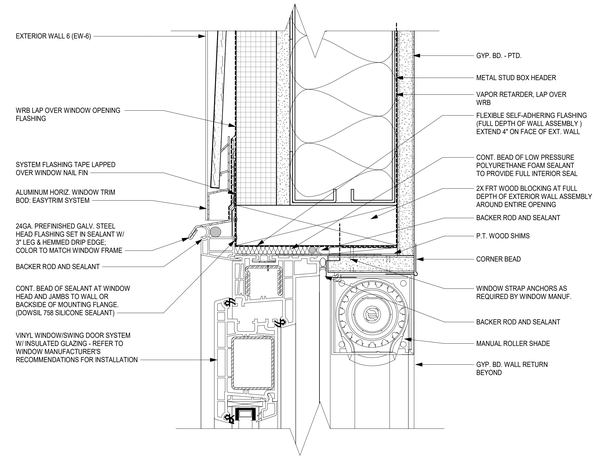
4 SECTION DETAIL - PICKET RAIL BALCONY
1 1/2" = 1'-0"



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"

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#001.019175
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No.	Date	Description
4	9/15/2023	90% CD's
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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 REDUCE 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

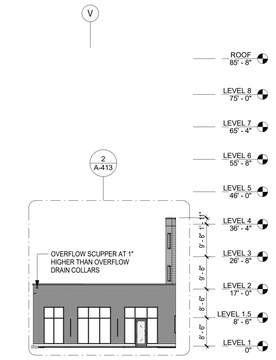
FIBER CEMENT SIDING - (SD-2)
- BOD: HARDIE BOARD LAP SIDING
- COLOR: GRAY SLATE
- TEXTURED FINISH
- 7" BETWEEN GROOVES
- TRIM BOD: EasyTrim System

FIBER CEMENT SIDING - (SD-3)
- BOD: HARDIE BOARD LAP SIDING
- COLOR: NIGHT GRAY
- TEXTURED FINISH
- 7" BETWEEN GROOVES
- TRIM BOD: EasyTrim System

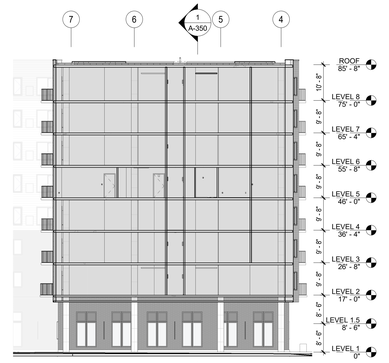
PAINTED ALUMINUM
- COLOR: GREEN



7 RETAIL C NORTH ELEVATION
1/16" = 1'-0"



6 RETAIL C WEST ELEVATION
1/16" = 1'-0"



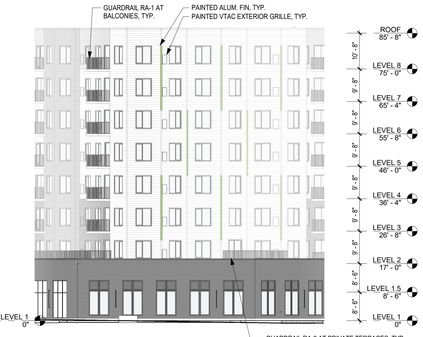
5 WEST DRIVE THROUGH SOUTH ELEVATION
1/16" = 1'-0"



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"

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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

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SHEET TITLE
WEST AND NORTH ELEVATIONS

SCALE
As indicated

DATE
10/16/2023

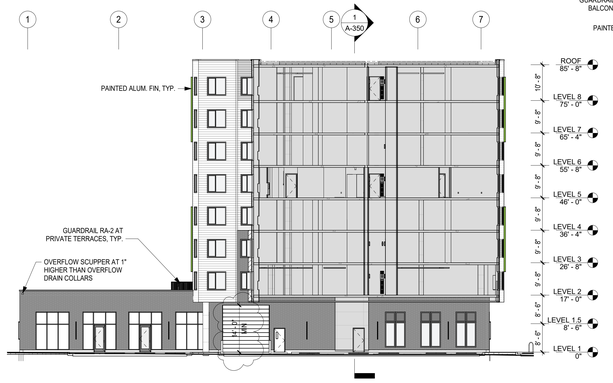
SHEET NUMBER
A-300

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. 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
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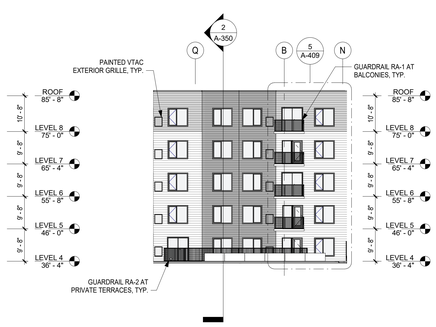
7 WEST DRIVE THROUGH NORTH ELEVATION
1/16" = 1'-0"



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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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
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
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
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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
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

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

OWNER

Bradford Allen
300 S. Wacker Drive, 35th Floor
Chicago, Illinois 60606
312 994 5700

DEVELOPER

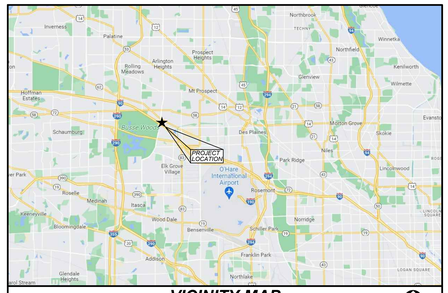
Moceri + Roszak
145 S. Wells Street, Suite 700
Chicago, Illinois 60606
312 423 7989

ENGINEER

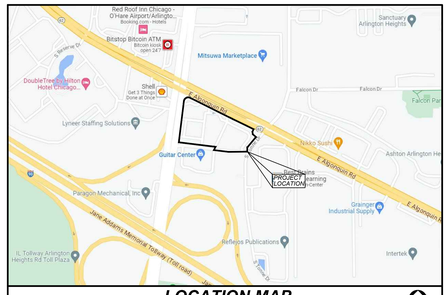
V3 Companies, Ltd.
7325 Janes Avenue
Woodridge, Illinois 60517
630 724 9200
Project Manager: Steven Kranenborg, P.E.
skranenborg@v3co.com
Project Engineer: Tom Kunschke
tkunschke@v3co.com

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

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CIVIL ENGINEERING PLANS

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C2.0	*EXISTING CONDITIONS PLAN*
C2.1	*DEMOLITION PLAN*
C3.0	*LAYOUT AND PAVING PLAN*
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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

© COPYRIGHT 2023. THOMAS ROSZAK ARCHITECTURE, LLC

ILLINOIS
STEVEN KRANENBORG
REGISTERED CIVIL ENGINEER
#062 068598
EXPIRATION DATE:
NOVEMBER 30, 2023

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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.

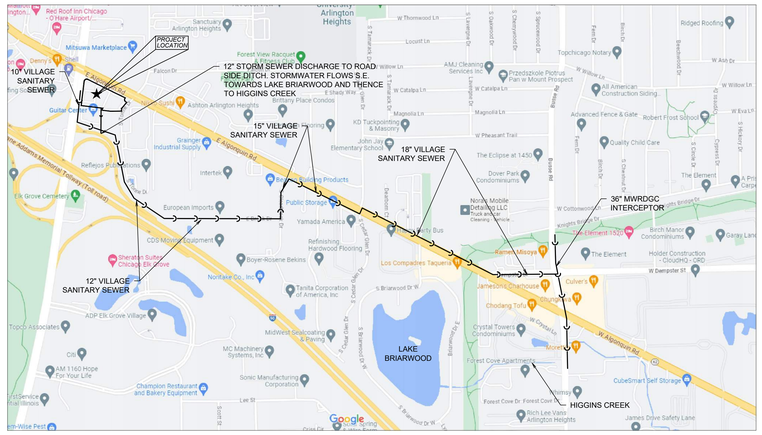
18. THE CONTRCTOR SHALL BE RESPONSIBLE FOR TRENCH DEWATERING AND EXCAVATION FOR THE INSTALLATION OF SANITARY SEWERS, STORM SEWERS, WATER MAINS AS WELL AS THEIR SERVICES AND OTHER APPURTENANCES. ANY TRENCH DEWATERING WHICH CONTAINS SEDIMENT SHALL PASS THROUGH A SEDIMENT SETTLING POND OR EQUALLY EFFECTIVE 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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#062 068598
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NOVEMBER 30, 2023

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FIRE PROTECTION DESIGN/BUILD CONTRACTOR

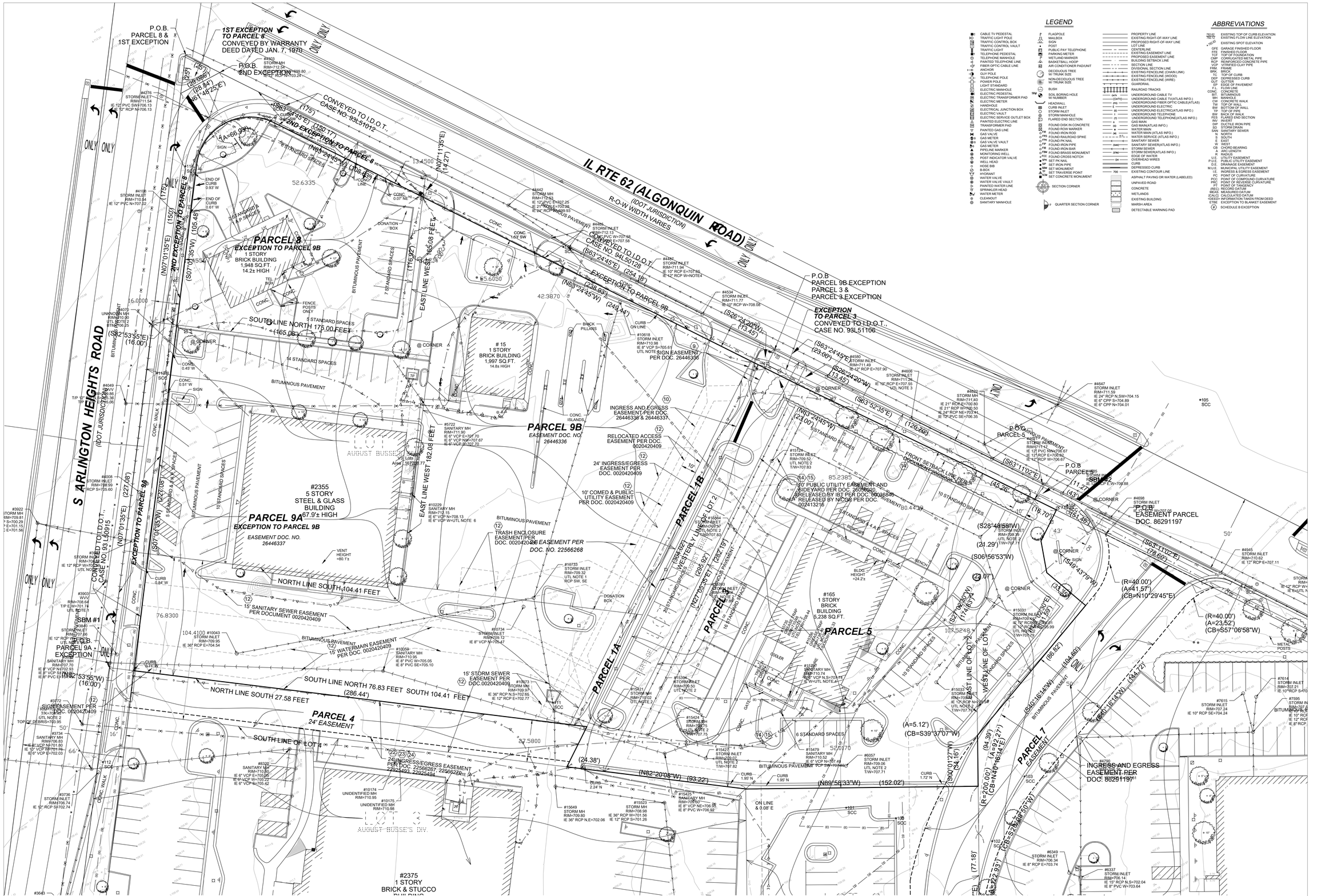
SHEET TITLE
MWRD GENERAL NOTES AND ROUTING MAP

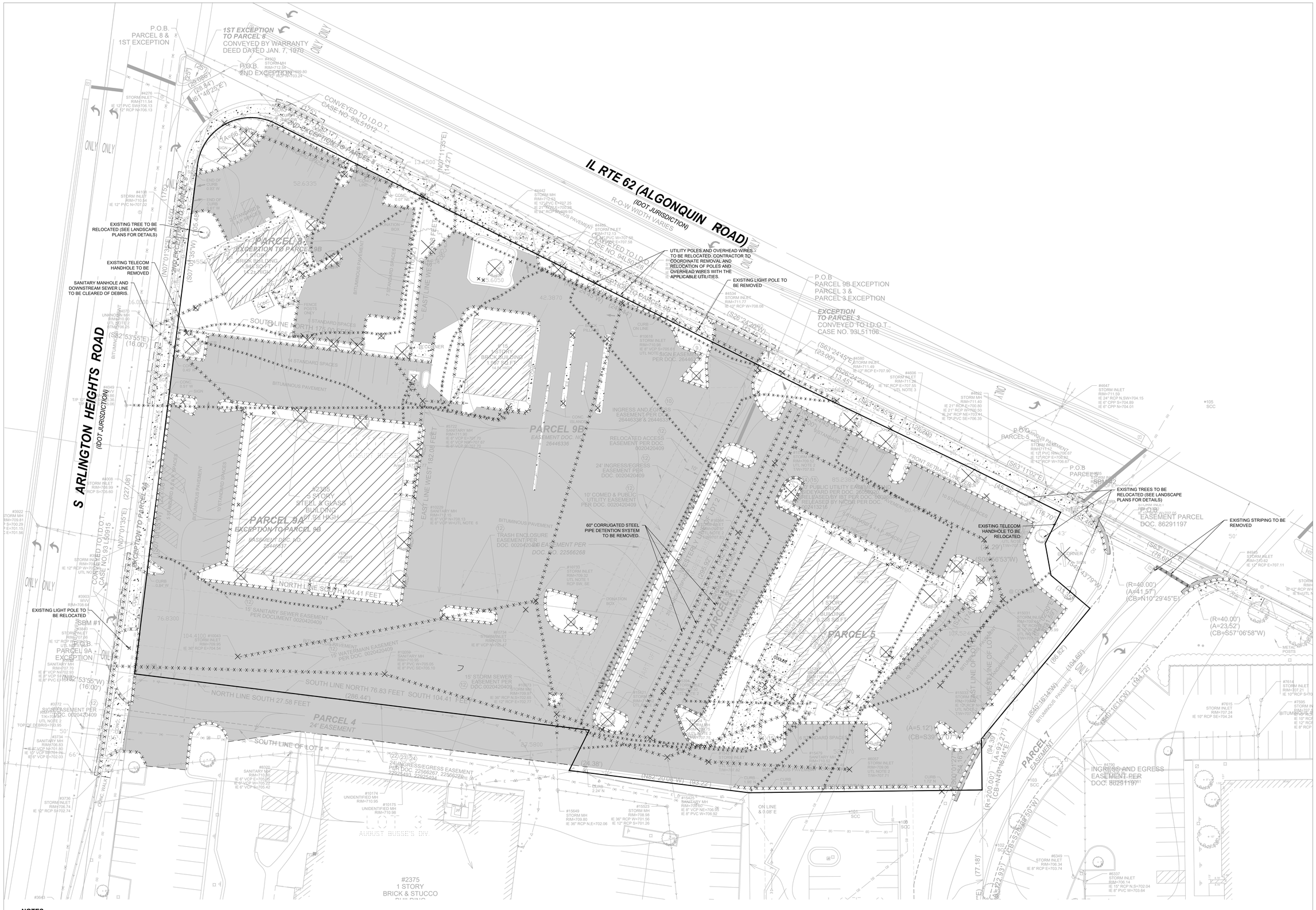
SCALE
AS NOTED

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')
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(CB=S39°43'07"W)
(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'

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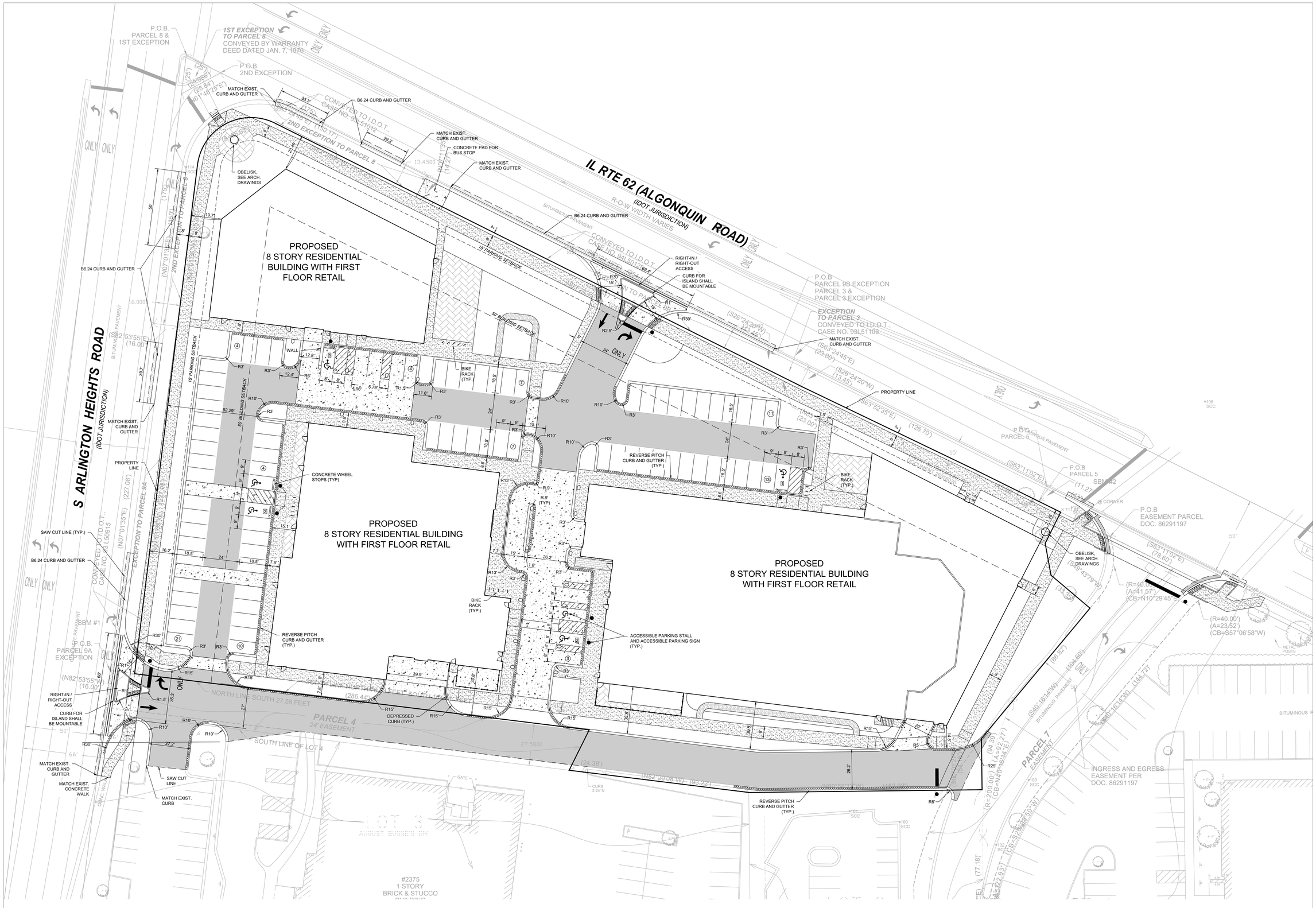
SHEET TITLE
DEMOLITION PLAN

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
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1" = 20'

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Tel: 312-201-7401

GEOTECHNICAL ENGINEER
GEI
8615 W. Ilkyn 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

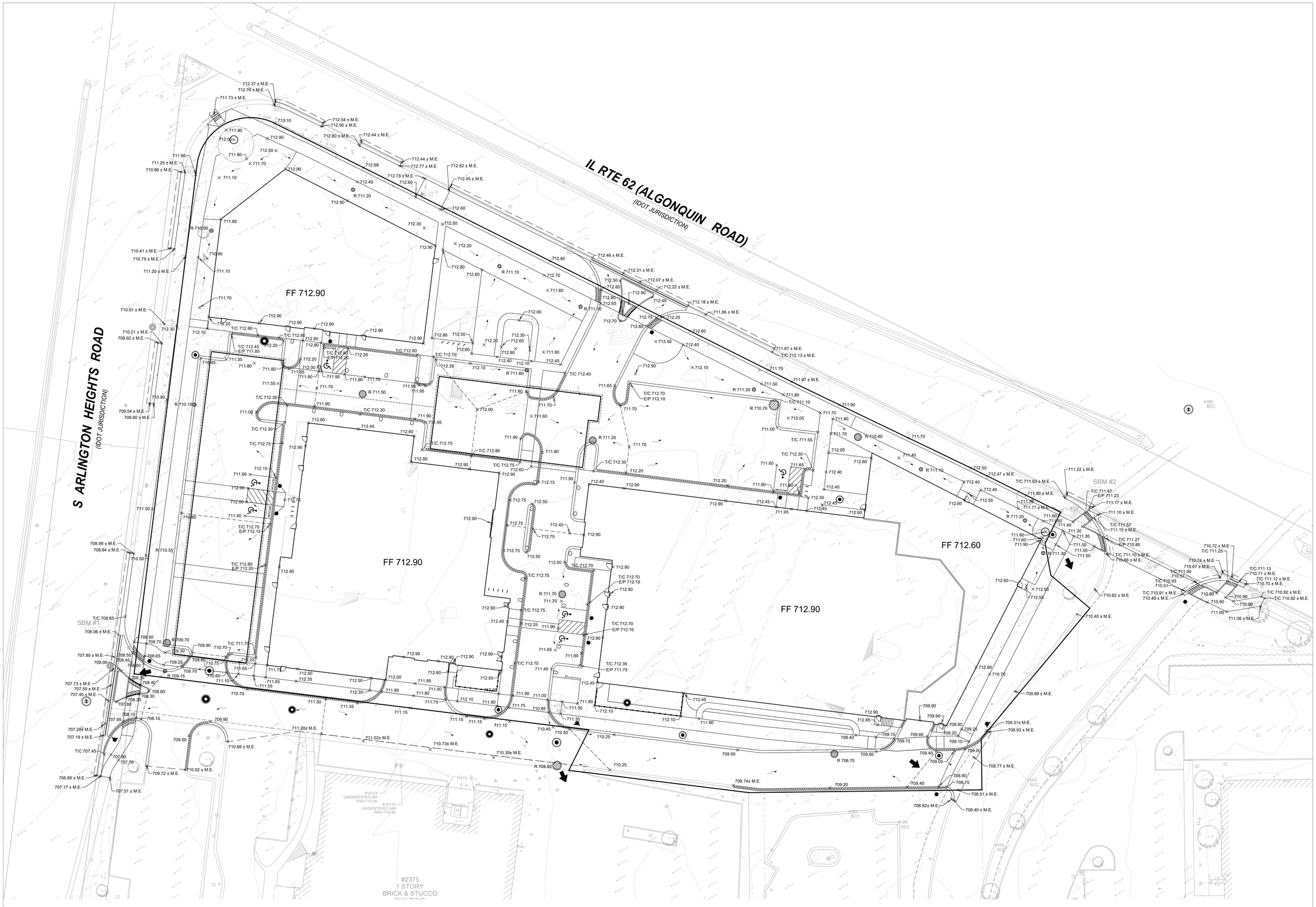
FIRE PROTECTION DESIGN/BUILD CONTRACTOR

SHEET TITLE
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'

CITY STAMP

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ILLINOIS
STEVEN KRANENBORG
REGISTERED CIVIL ENGINEER
#062 068598
EXPIRATION DATE:
NOVEMBER 30, 2023

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2	07/25/2023	80% CD's
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2355 S. Arlington Heights Rd.,
Arlington Heights, IL 60005

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DEVELOPER
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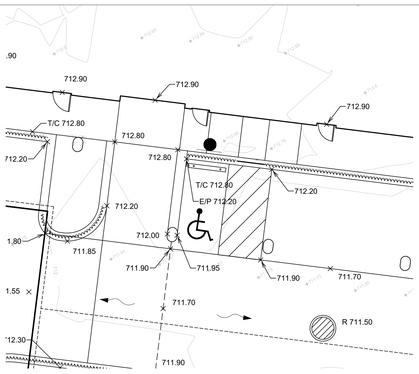
SHEET TITLE
GRADING PLAN

SCALE
AS NOTED

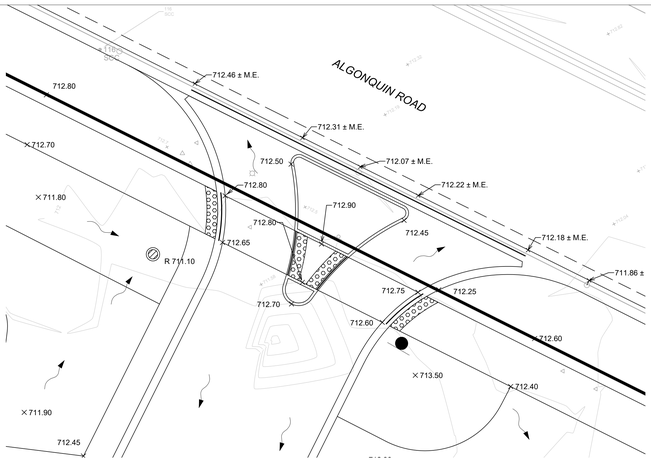
DATE
Project Issue Date

SHEET NUMBER
C4.0

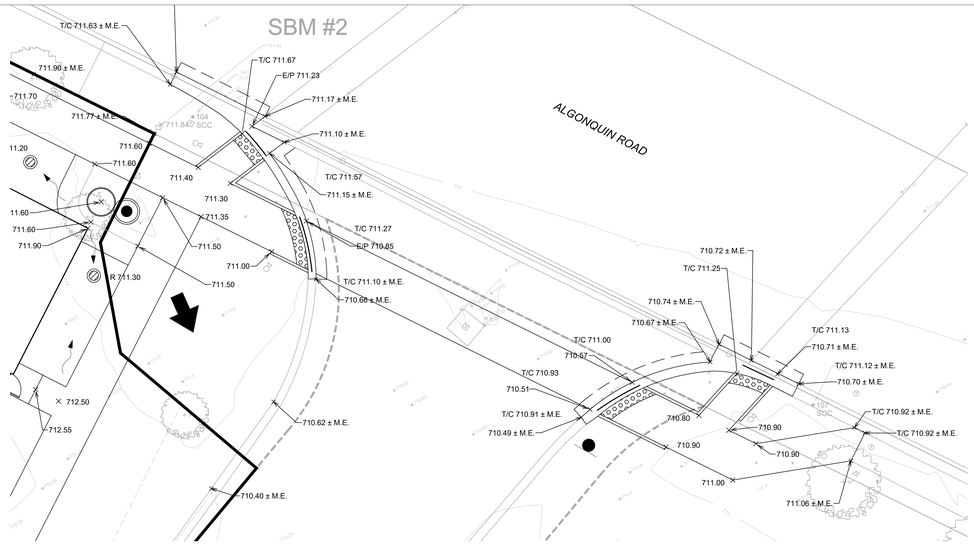
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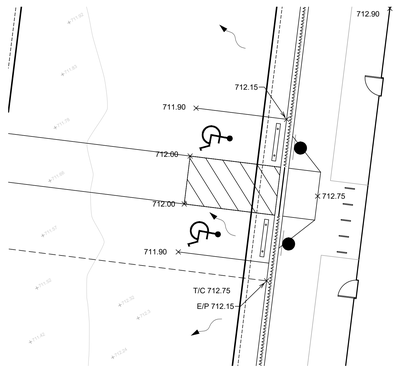
ADA ENLARGEMENT



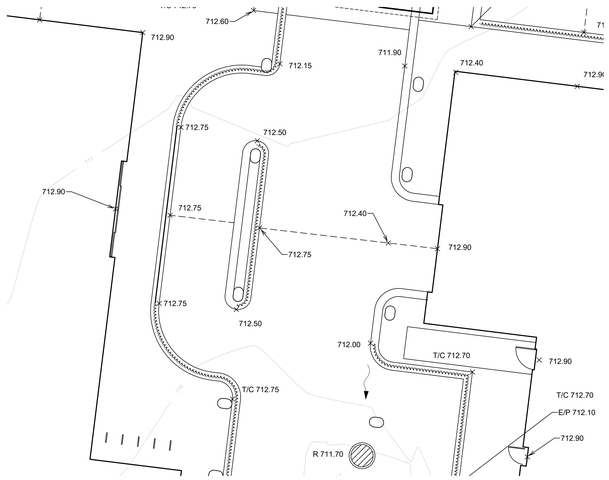
DRIVEWAY
ENLARGEMENT



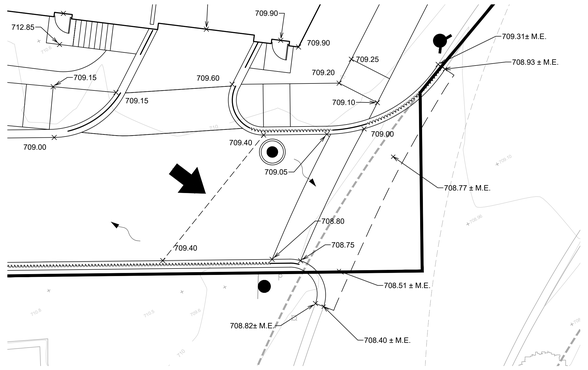
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ENLARGEMENT



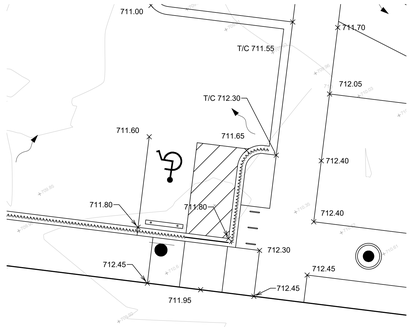
ADA ENLARGEMENT



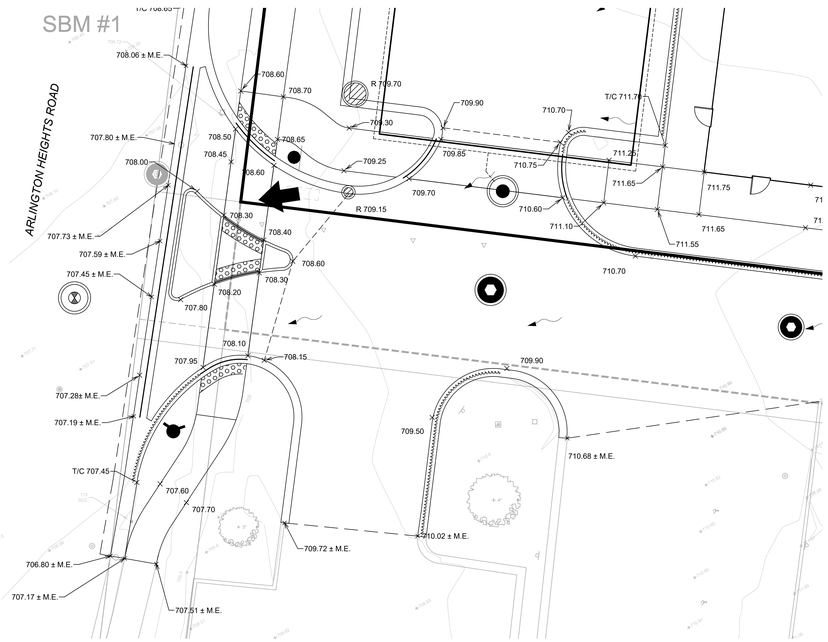
DROP OFF
ENLARGEMENT



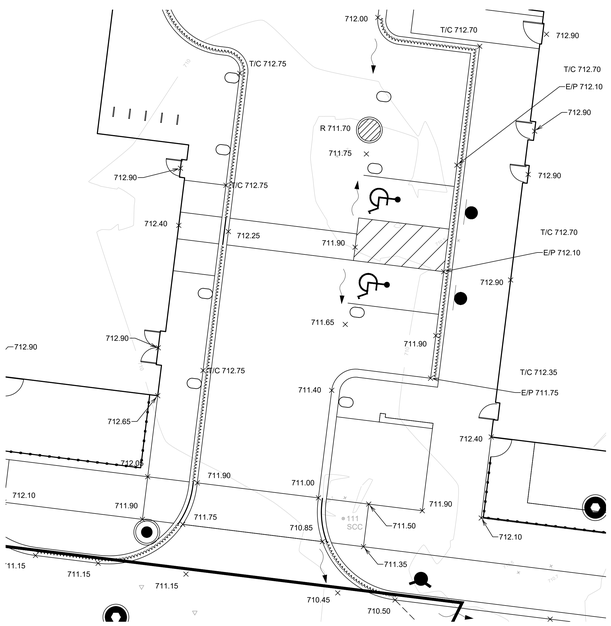
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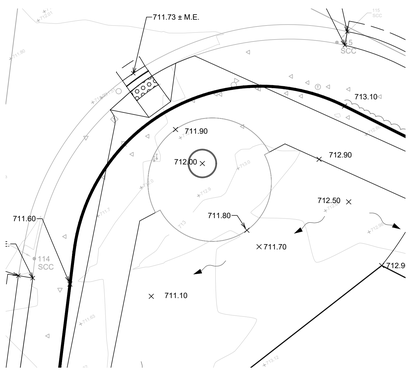
ADA ENLARGEMENT



DRIVEWAY
ENLARGEMENT



ADA ENLARGEMENT



CURB RAMP ENLARGEMENT

GRAPHIC SCALE
10 5 0 10
1" = 10'

CITY STAMP

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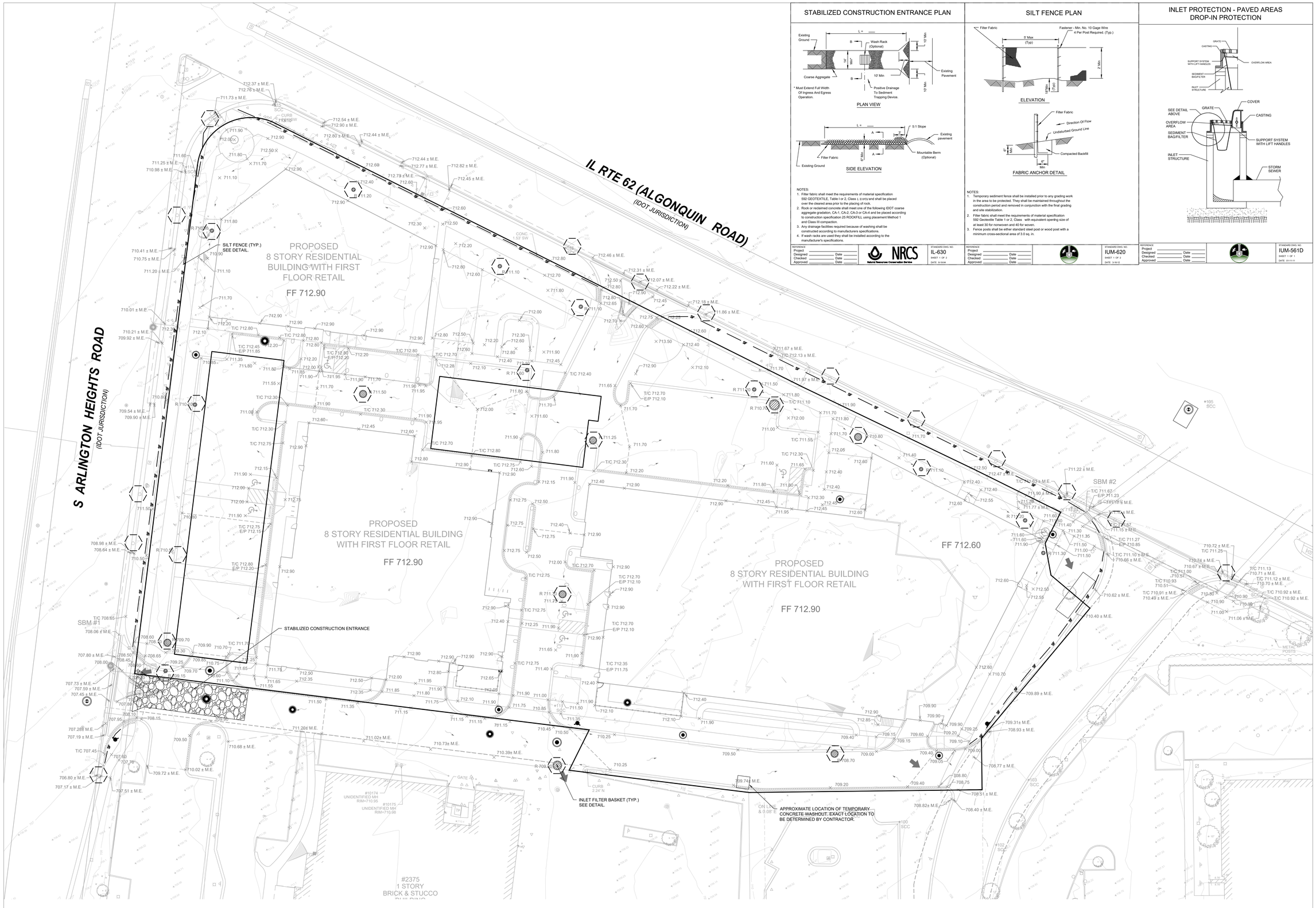
SHEET TITLE
ENLARGEMENT
PLANS

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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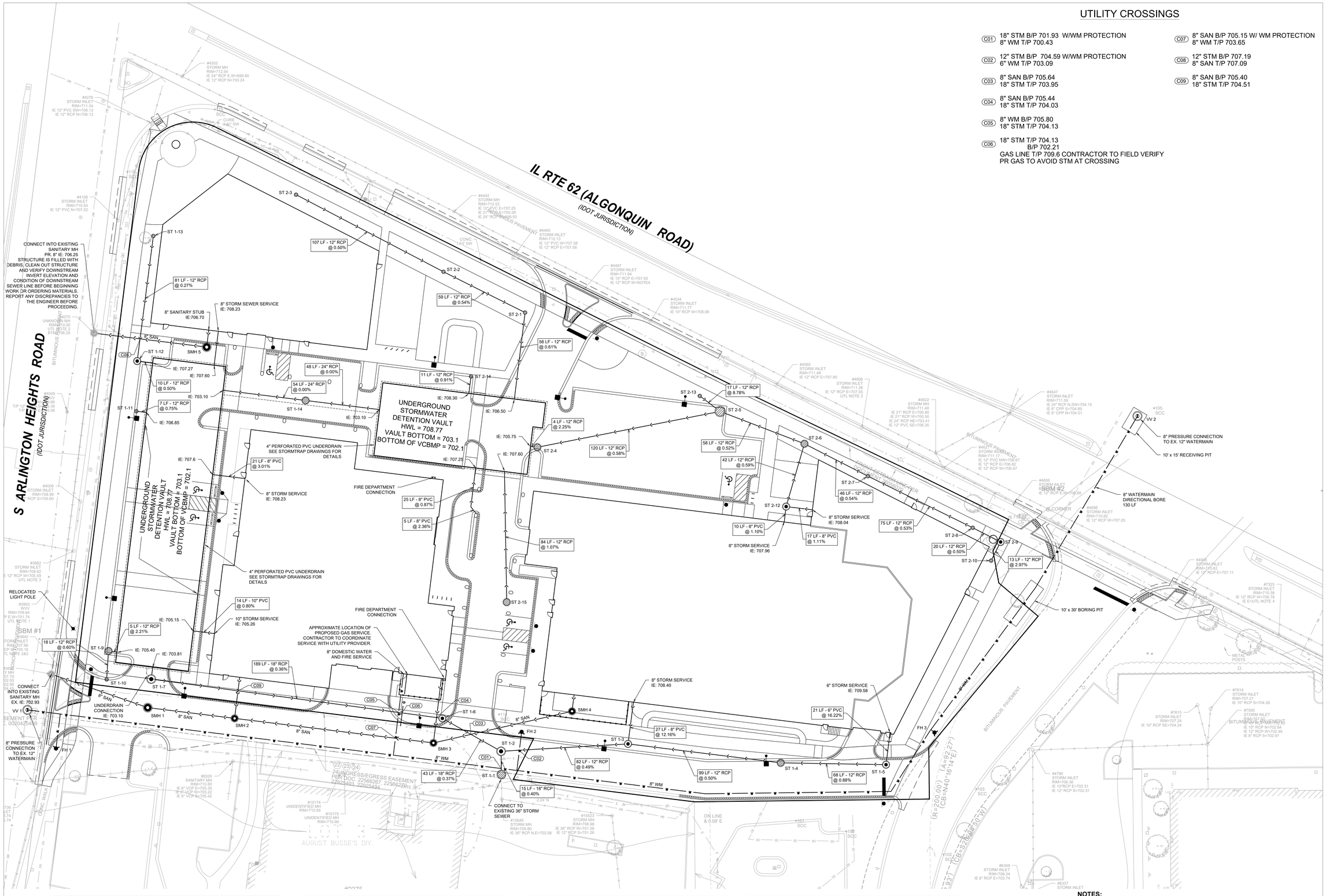
ELECTRICAL DESIGN/BUILD CONTRACTOR

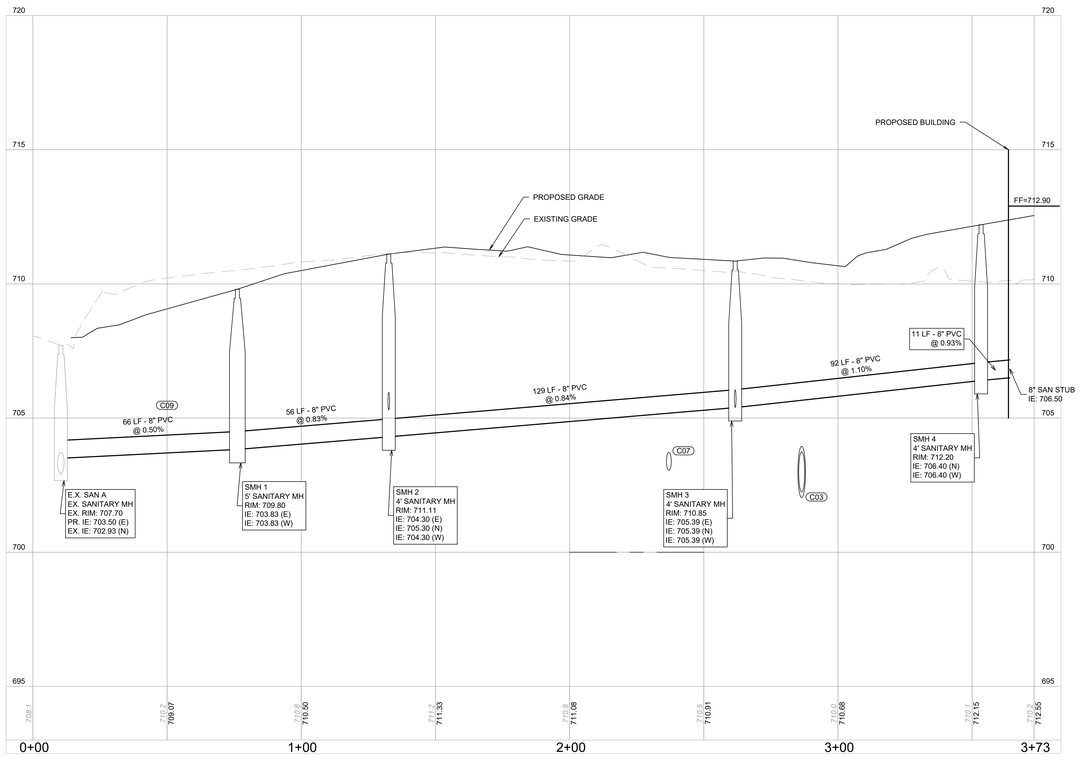
FIRE PROTECTION DESIGN/BUILD CONTRACTOR

SHEET TITLE
EROSION CONTROL
PLAN AND DETAILS

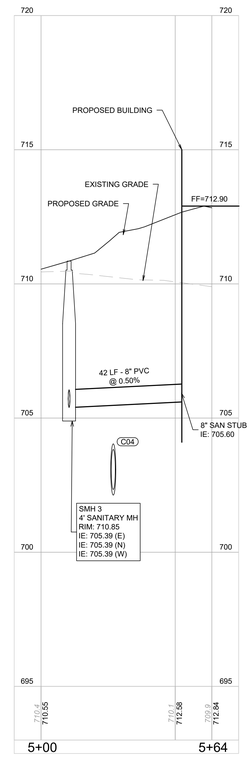
SCALE	SHEET NUMBER
AS NOTED	C4.2
DATE	
Project Issue Date	

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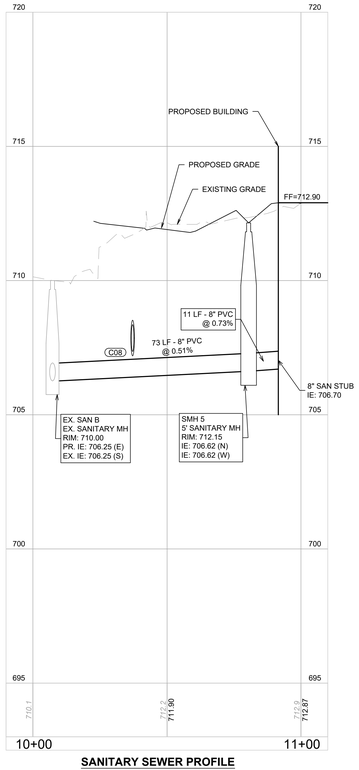

IL RTE 62 (ALGONQUIN ROAD)
(IDOT JURISDICTION)
S ARLINGTON HEIGHTS ROAD
(IDOT JURISDICTION)
CONNECT INTO EXISTING SANITARY MH PR. 8" IE: 706.25 STRUCTURE IS FILLED WITH DEBRIS, CLEAN OUT STRUCTURE AND VERIFY DOWNSTREAM INVERT ELEVATION AND CONDITION OF DOWNSTREAM SEWER LINE BEFORE BEGINNING WORK OR ORDERING 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
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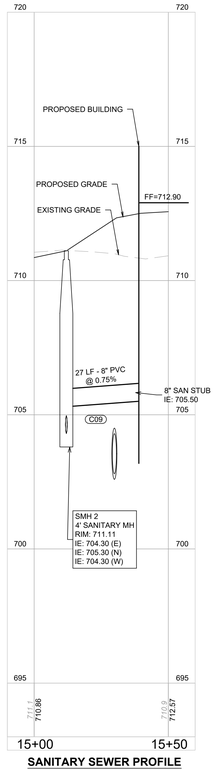
SANITARY SEWER PROFILE
SCALE: HORIZ: 1" = 20'
VERT: 1" = 2'



SANITARY SEWER PROFILE
SCALE: HORIZ: 1" = 20'
VERT: 1" = 2'



SANITARY SEWER PROFILE
SCALE: HORIZ: 1" = 20'
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SANITARY SEWER PROFILE
SCALE: HORIZ: 1" = 20'
VERT: 1" = 2'

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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Tel: 312-994-5700

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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

SHEET TITLE
SANITARY SEWER PROFILES

SCALE: AS NOTED
DATE: Project Issue Date
SHEET NUMBER: C5.1

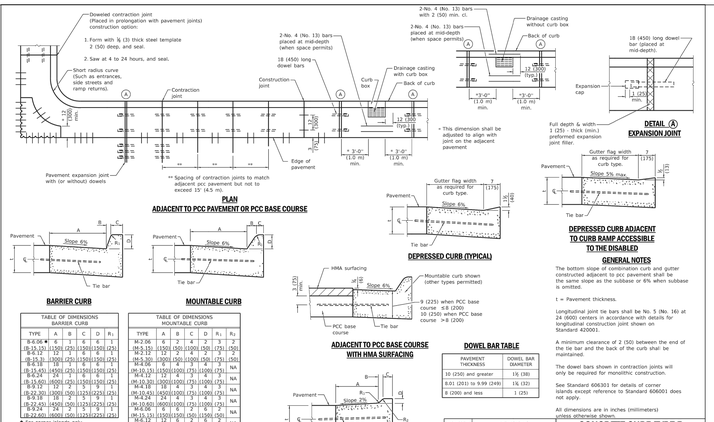


TABLE OF DIMENSIONS
BARRIER CURB

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

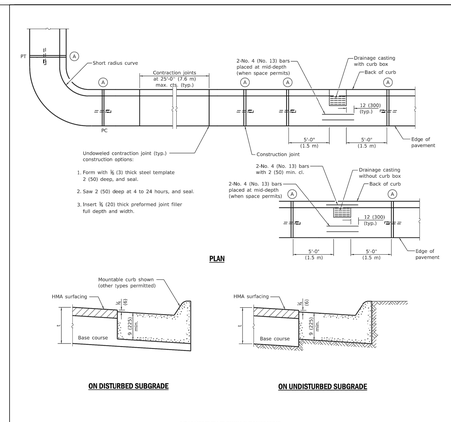
* For corner islands only.

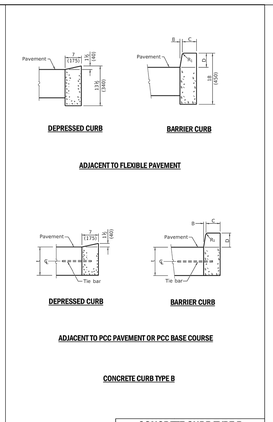
DOWEL BAR TABLE

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.

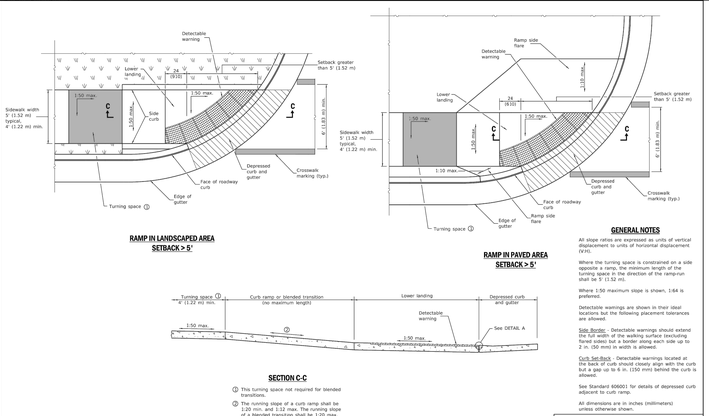
A minimum clearance of 2 (50) between the end of the dowel bar and the back of the curb shall be maintained.

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.

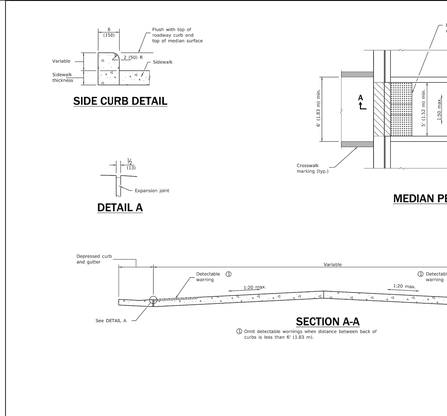
See Standard 606001 for details of depressed curb adjacent to curb ramp.

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.

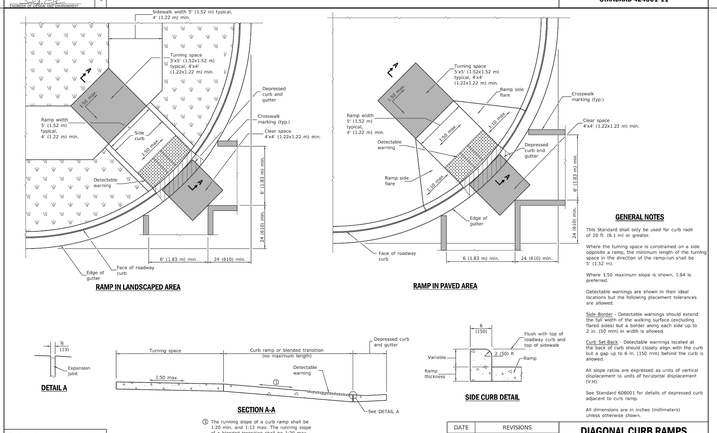
Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

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:

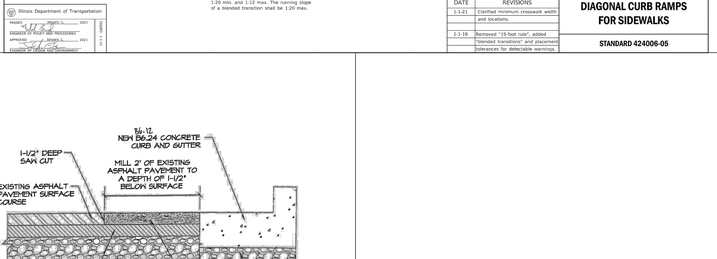
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Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

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.

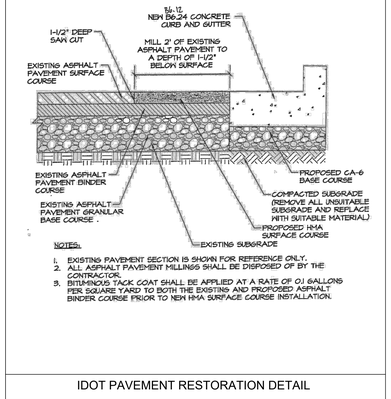
All dimensions are in inches (millimeters) unless otherwise shown.



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.

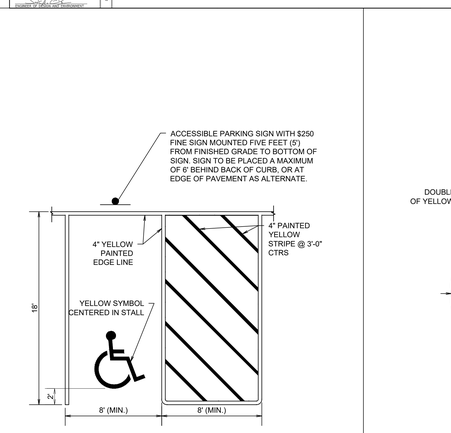
DIAGONAL CURB RAMPS FOR SIDEWALKS
STANDARD 424006-05



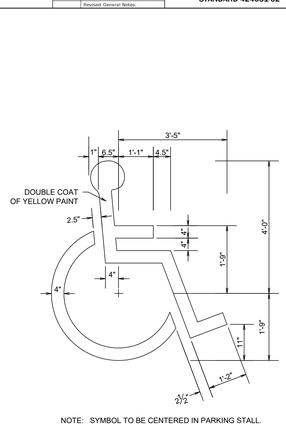
NOTES:

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



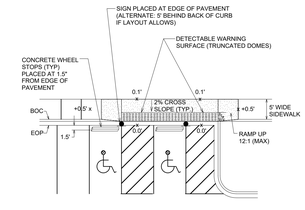
NOTE: SYMBOL TO BE CENTERED IN PARKING STALL.

PAINTED ACCESSIBLE STALL SYMBOL

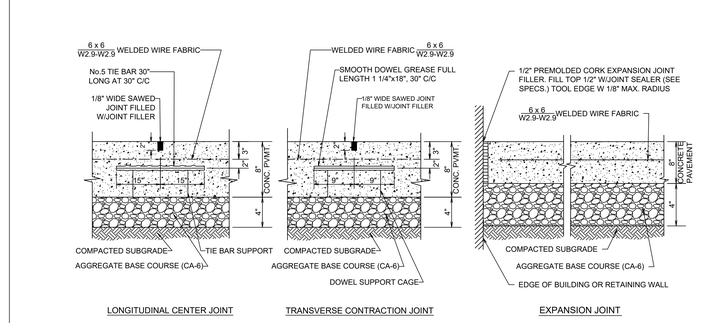


ACCESSIBLE PARKING SIGN
WITH $250 FINE SIGN
MUTCD R7-8, 12"x18"
MUTCD R7-8a, 12"x6"

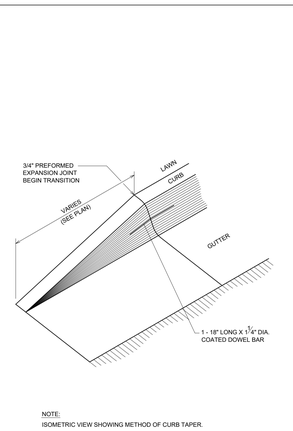
ACCESSIBLE PARKING SIGN



SIDEWALK & DEPRESSED CURB AND GUTTER AT ACCESSIBLE PARKING DETAIL

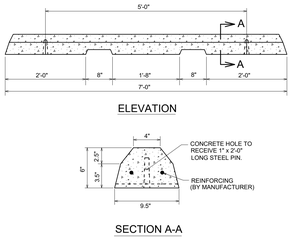


CONCRETE PAVEMENT JOINTS



NOTE:
ISOMETRIC VIEW SHOWING METHOD OF CURB TAPER.

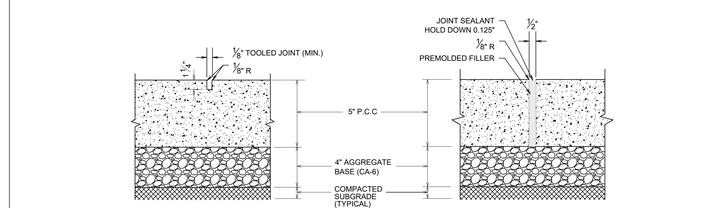
CURB TERMINATION



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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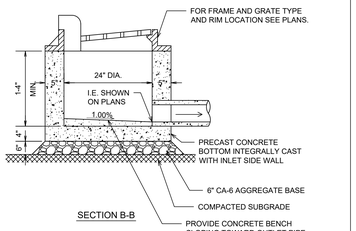
ELECTRICAL DESIGN/BUILD CONTRACTOR

FIRE PROTECTION DESIGN/BUILD CONTRACTOR

SHEET TITLE
CONSTRUCTION DETAILS

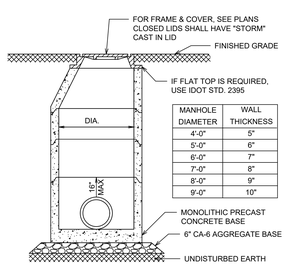
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DATE: Project Issue Date
SHEET NUMBER: C6.0

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SECTION B-B

2' DIAMETER INLET

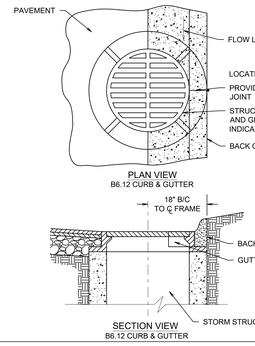


MANHOLE DIAMETER	WALL THICKNESS
4'-0"	5"
5'-0"	6"
6'-0"	7"
7'-0"	8"
8'-0"	9"
9'-0"	10"

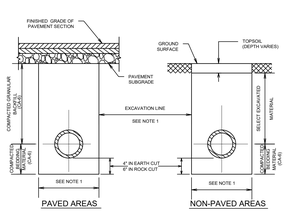
NOTES:

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

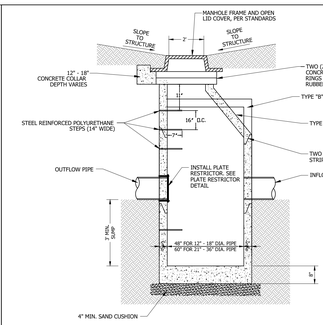


NOTES:

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

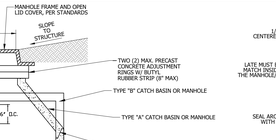


PLATE RESTRICTOR DETAIL: SECTION

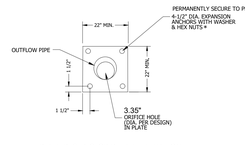
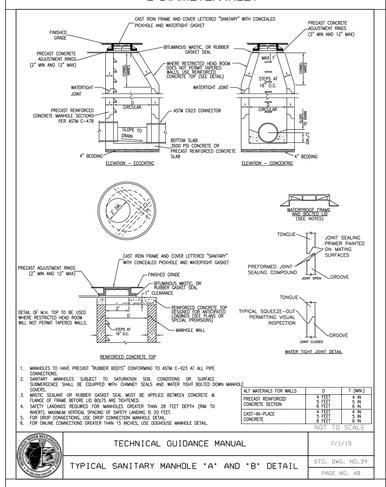


PLATE RESTRICTOR DETAIL: ELEVATION

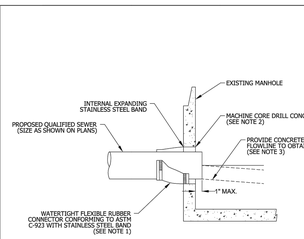
∗ ANCHOR EMBEDMENT SHALL BE 3" MIN.



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



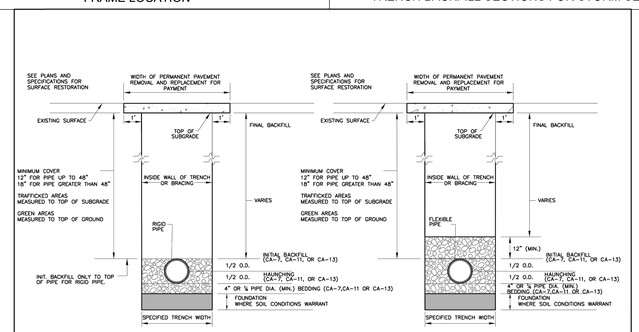
SECTION

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



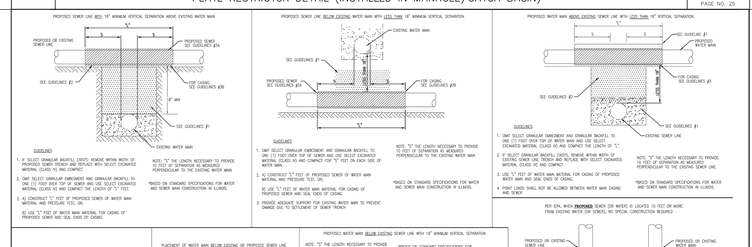
RIGID PIPE INSTALLATION DETAIL

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.

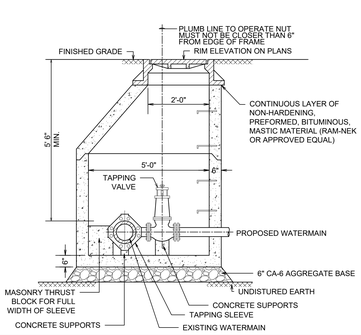
NOT TO SCALE

TECHNICAL GUIDANCE MANUAL	7/1/15
RIGID AND FLEXIBLE PIPE INSTALLATION DETAIL	STD. DWG. NO. 34
	PAGE NO. 35



NOT TO SCALE

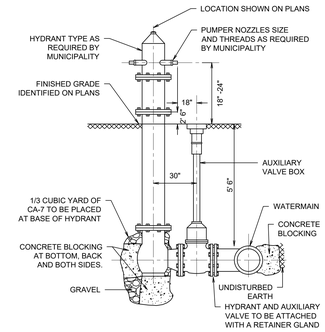
TECHNICAL GUIDANCE MANUAL	7/1/15
WATER AND SEWER SEPARATION REQUIREMENTS (PER IEPA)	STD. DWG. NO. 41
	PAGE NO. 42



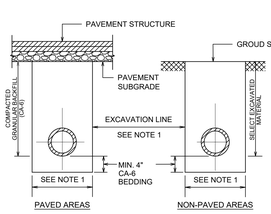
NOTES:

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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SIGNATURE/SEAL

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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

2355 S. Arlington Heights Rd.,
Arlington Heights, IL 60005

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Tel: 312-423-7989

ARCHITECT
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Chicago, IL 60606
Tel: 312-423-7989

CONSTRUCTION MANAGER
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LANDSCAPE ARCHITECT
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STRUCTURAL ENGINEER
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Tel: 312-596-2000

MEPFP DESIGN CONSULTANT
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Tel: 312-201-7401

GEOTECHNICAL ENGINEER
GEI
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Chicago, IL 60631
Tel: 312-985-0264

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

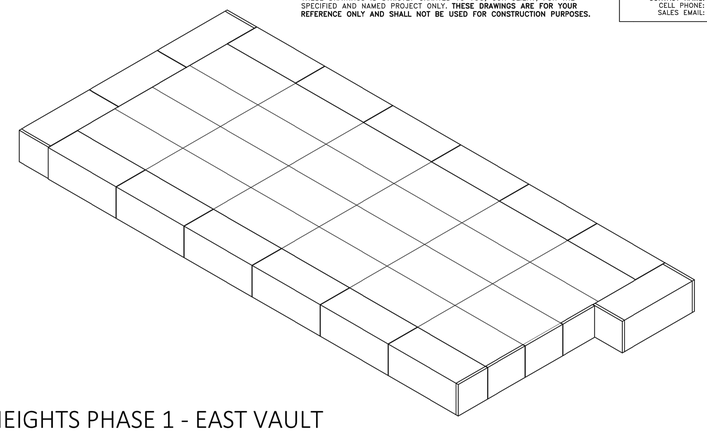
SHEET TITLE
CONSTRUCTION DETAILS

SCALE: AS NOTED
DATE: Project Issue Date
SHEET NUMBER: C6.1

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MODULAR CONCRETE
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

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CONTACT NAME: KATIE OAKES
CELL PHONE: 630-470-5214
SALES EMAIL: KOAKES@STORMTRAP.COM

StormTrap®
PATENTS LISTED AT: [HTTP://STORMTRAP.COM/PATENT]
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Woodridge, IL
630-729-9200

PROJECT INFORMATION:
ARLINGTON HEIGHTS
PHASE 1
EAST VAULT
ARLINGTON HEIGHTS, IL

CURRENT ISSUE DATE:
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3	10/19/2023	PRELIMINARY	JPH
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1	7/7/2023	PRELIMINARY	JH

SCALE:
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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

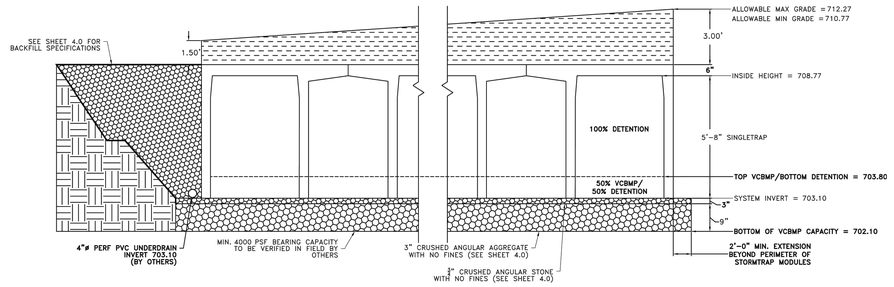
-VCBMP STORAGE PROVIDED = 1,495.52 CUBIC FEET (ELEV 703.80 - ELEV 703.10, 50% WITHIN SYSTEM)
-VCBMP STORAGE PROVIDED = 1,954.09 CUBIC FEET (ELEV 703.10 - ELEV 702.10, 36% STONE VOID)
-TOTAL VCBMP STORAGE PROVIDED = 3,449.61 CUBIC FEET

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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SCALE:
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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:

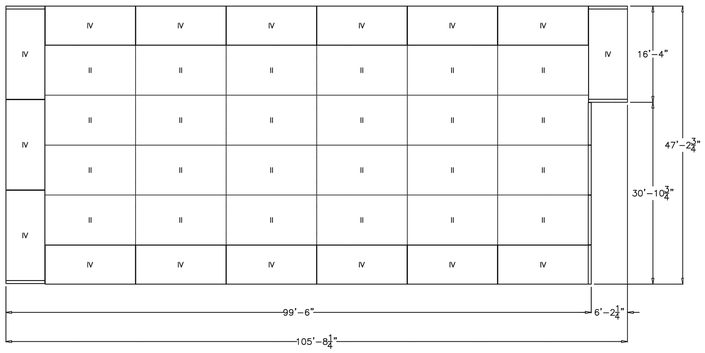
STORMTRAP IS NOT DESIGNED TO ACCEPT ANY ADDITIONAL LOADINGS FROM NEARBY STRUCTURES NEXT TO OR OVER THE TOP OF STORMTRAP. IF ADDITIONAL LOADING CONSIDERATIONS ARE REQUIRED FOR STRUCTURAL DESIGN OF STORMTRAP, PLEASE CONTACT STORMTRAP IMMEDIATELY.

TREE LOADING DISCLAIMER:

THE STORMTRAP SYSTEM HAS NOT BEEN DESIGNED TO SUPPORT THE ADDITIONAL WEIGHT OF ANY TREES. FURTHERMORE, THE ROOTS OF THE TREES MUST BE CONTAINED TO PREVENT FUTURE DAMAGE TO THE STORMTRAP SYSTEM. STORMTRAP ACCEPTS NO LIABILITY FOR DAMAGES CAUSED BY TREES OR OTHER VEGETATION PLACE AROUND OR ON TOP OF THE SYSTEM.

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

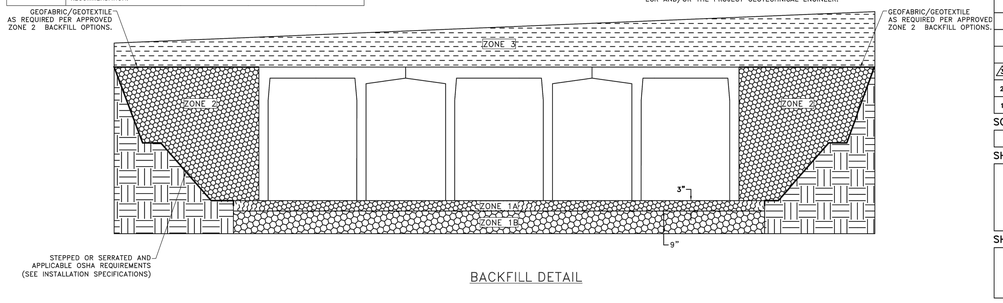
OPTION	REMARKS
¾" STONE AGGREGATE	THE STONE AGGREGATE SHALL CONSIST OF CLEAN AND FREE DRAINING ANGULAR MATERIAL. THE SIZE OF THIS MATERIAL SHALL HAVE 100% PASSING THE 1" SIEVE WITH 0% TO 5% PASSING THE #8 SIEVE. THIS MATERIAL SHALL BE SEPARATED FROM NATIVE MATERIAL USING GEOFABRIC AROUND THE PERIMETER 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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SCALE:
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SHEET TITLE:
SINGLETRAP BACKFILL SPECIFICATIONS

SHEET NUMBER:
4.0

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ILLINOIS
STEVEN KRANENBORG
REGISTERED CIVIL ENGINEER
#062 068598
EXPIRATION DATE:
NOVEMBER 30, 2023

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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: 312-423-7989

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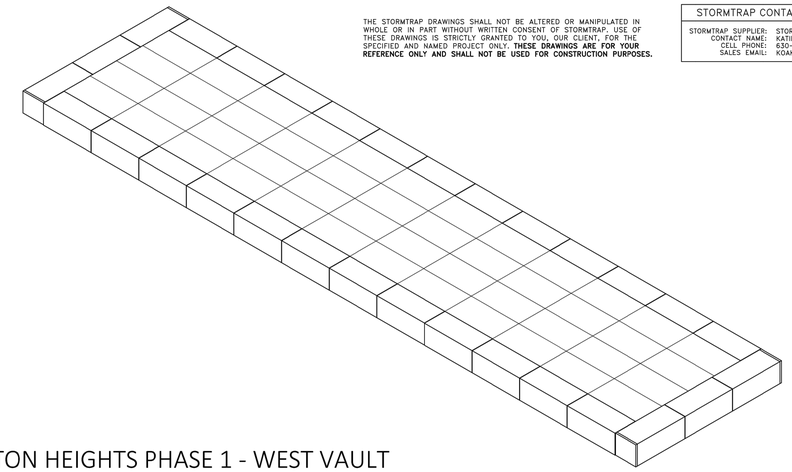
FIRE PROTECTION DESIGN/BUILD CONTRACTOR

SHEET TITLE
CONSTRUCTION DETAILS - EAST VAULT

SCALE: AS NOTED
DATE: Project Issue Date
SHEET NUMBER: C6.2

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StormTrap®
MODULAR CONCRETE
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 - WEST 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

STORMTRAP SUPPLIER: STORMTRAP
CONTACT NAME: KATIE OAKES
CELL PHONE: 630-470-5214
SALES EMAIL: KOAKES@STORMTRAP.COM

BILL OF MATERIALS

QTY.	UNIT TYPE	DESCRIPTION	WEIGHT
0	I	5'-8" SINGLETRAP	0
48	II	5'-8" SINGLETRAP	18762
0	III	5'-8" SINGLETRAP	0
30	IV	5'-8" SINGLETRAP	17685
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:

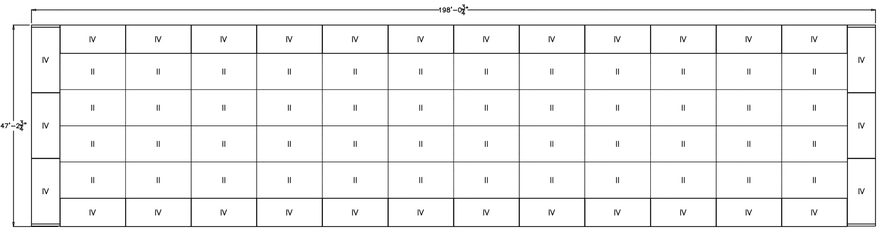
STORMTRAP IS NOT DESIGNED TO ACCEPT ANY ADDITIONAL LOADINGS FROM NEARBY STRUCTURES NEXT TO OR OVER THE TOP OF STORMTRAP. IF ADDITIONAL LOADING CONSIDERATIONS ARE REQUIRED FOR STRUCTURAL DESIGN OF STORMTRAP, PLEASE CONTACT STORMTRAP IMMEDIATELY.

TREE LOADING DISCLAIMER:

THE STORMTRAP SYSTEM HAS NOT BEEN DESIGNED TO SUPPORT THE ADDITIONAL WEIGHT OF ANY TREES. FURTHERMORE, THE ROOTS OF THE TREES MUST BE CONTAINED TO PREVENT FUTURE DAMAGE TO THE STORMTRAP SYSTEM. STORMTRAP ACCEPTS NO LIABILITY FOR DAMAGES CAUSED BY TREES OR OTHER VEGETATION PLACE AROUND OR ON TOP OF THE SYSTEM.

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.



N

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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: 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

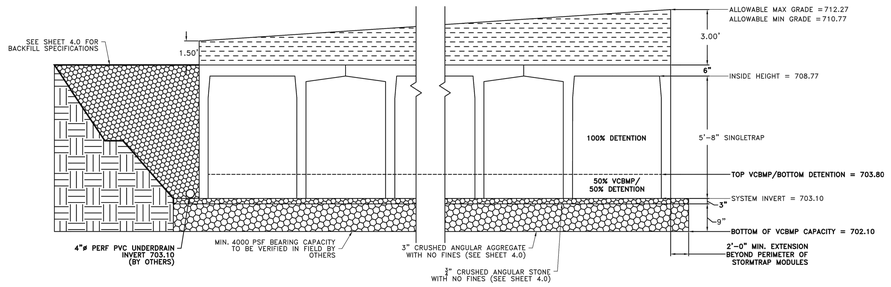
–VCBMP STORAGE PROVIDED = 2,928.29 CUBIC FEET (ELEV 703.80 – ELEV 703.10, 50% WITHIN SYSTEM)
–VCBMP STORAGE PROVIDED = 3,726.54 CUBIC FEET (ELEV 703.10 – ELEV 702.10, 36% STONE VOID)
–TOTAL VCBMP STORAGE PROVIDED = 6,654.82 CUBIC FEET

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

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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

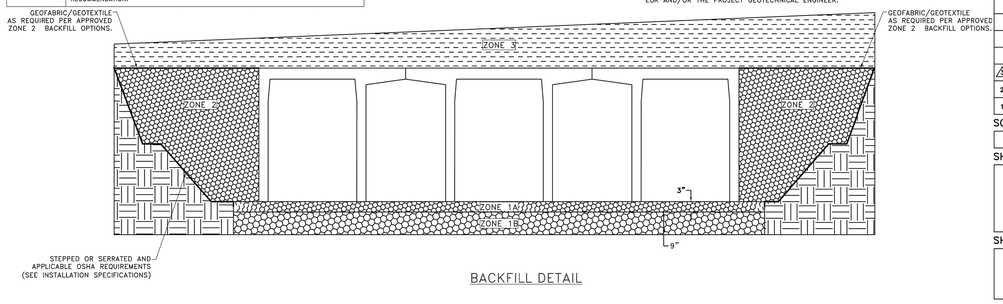
OPTION	REMARKS
3/4" STONE AGGREGATE	THE STONE AGGREGATE SHALL CONSIST OF CLEAN AND FREE DRAINING ANGULAR MATERIAL. THE SIZE OF THIS MATERIAL SHALL HAVE 100% PASSING THE 1" SIEVE WITH 0% TO 5% PASSING THE #8 SIEVE. THIS MATERIAL SHALL BE SEPARATED FROM NATIVE MATERIAL USING GEOFABRIC AROUND THE PERIMETER 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®
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SINGLETRAP LAYOUT DETAILS

SHEET NUMBER:
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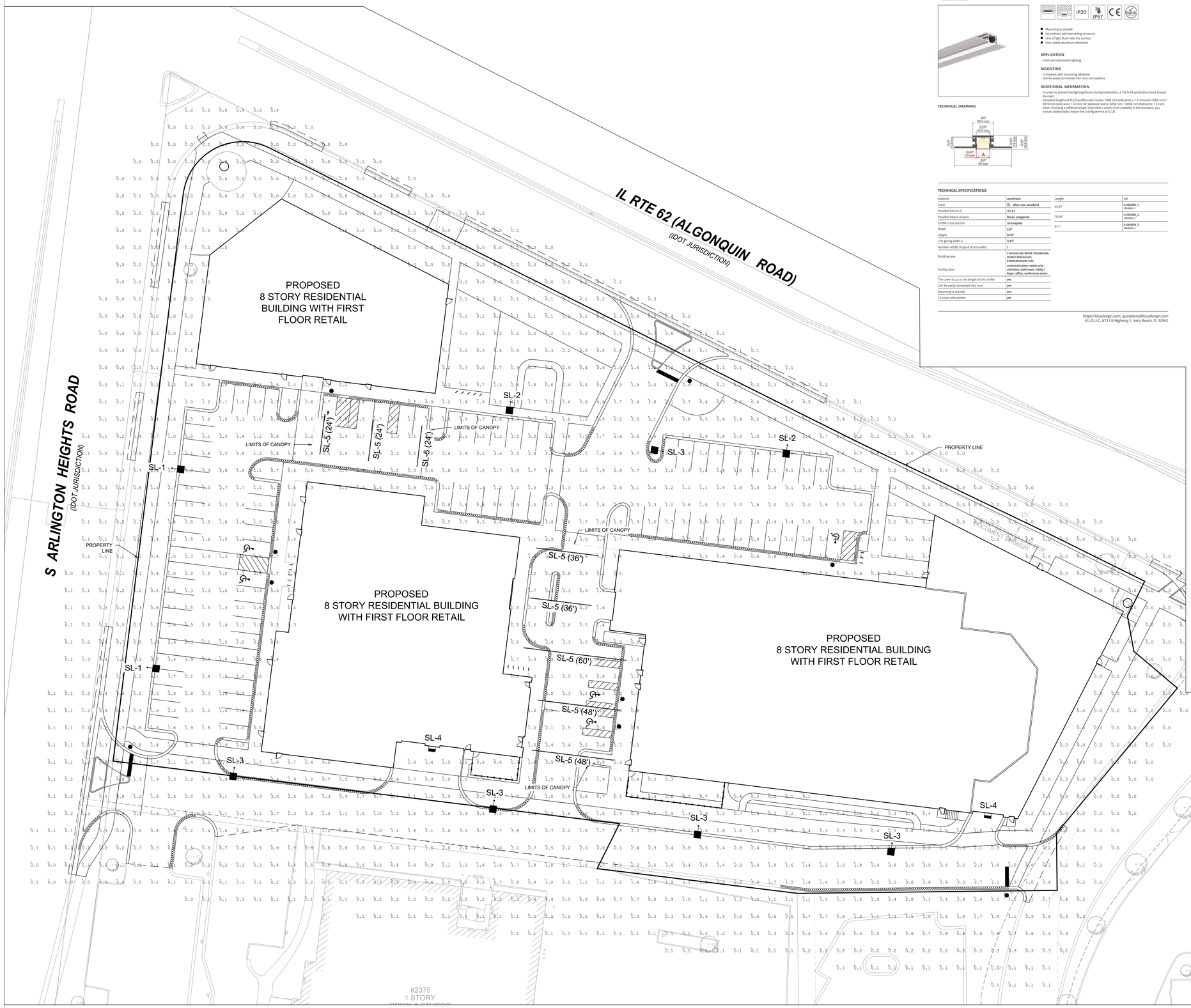
ELECTRICAL DESIGN/BUILD CONTRACTOR

FIRE PROTECTION DESIGN/BUILD CONTRACTOR

SHEET TITLE
CONSTRUCTION DETAILS - WEST VAULT

SCALE: AS NOTED
DATE: Project Issue Date
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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

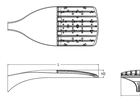
D-Series Size 1

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)	

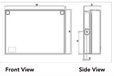
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WPX LED

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.

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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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Chicago, IL 60606
Tel: 312-423-7989

ARCHITECT
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Tel: 312-423-7989

CONSTRUCTION MANAGER
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DEVELOPMENT CONSULTANT
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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	

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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

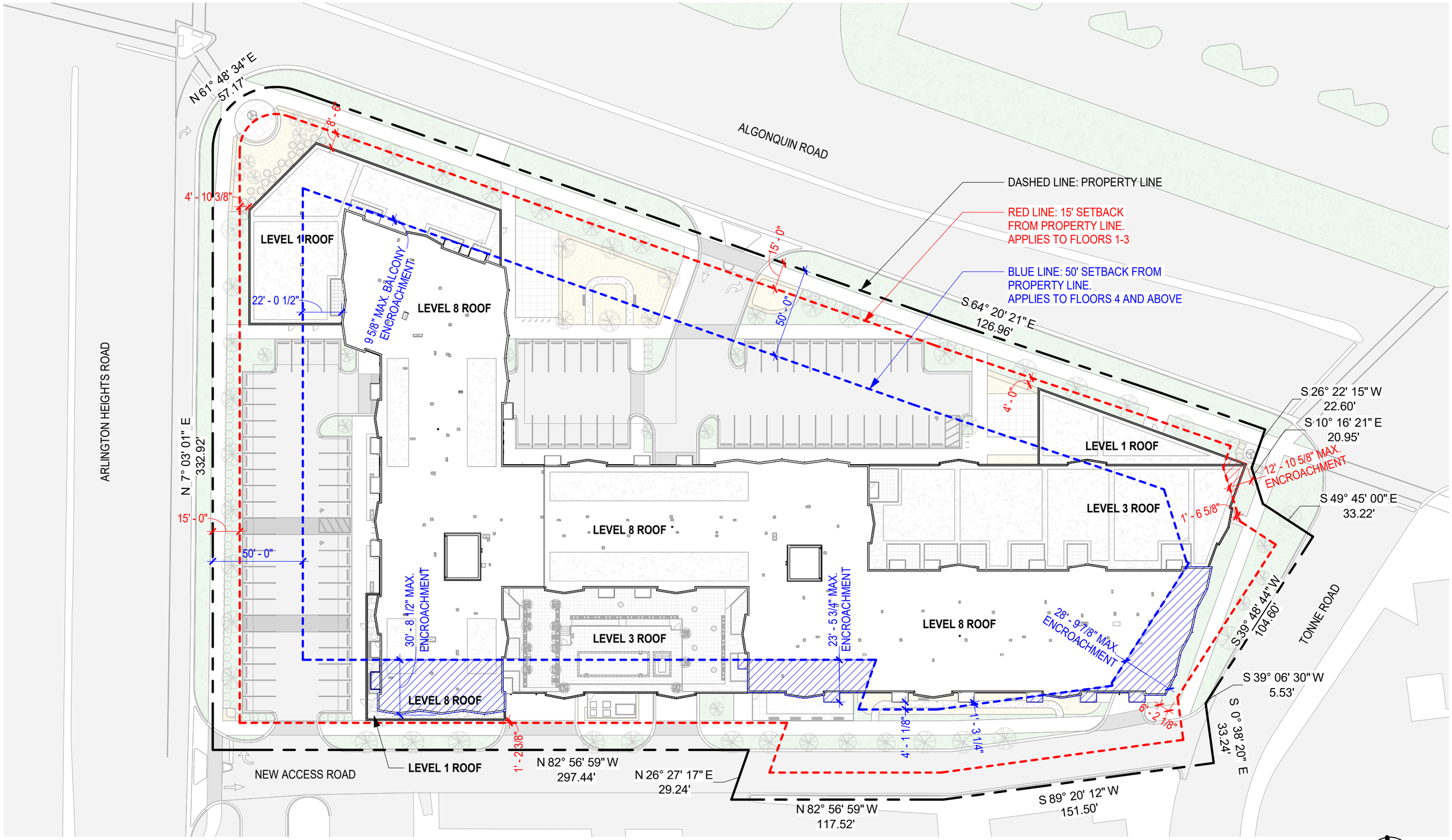
The building has been set back on the main frontages of Arlington Heights Road and Algonquin Roads except for a >10” portion of the northwest residential balconies. Please see attached diagram. The setbacks at New Access Road and Tonne Road were not previously discussed with the Village in any prior 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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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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http://www.roszak.com + thomas@roszak.com



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:

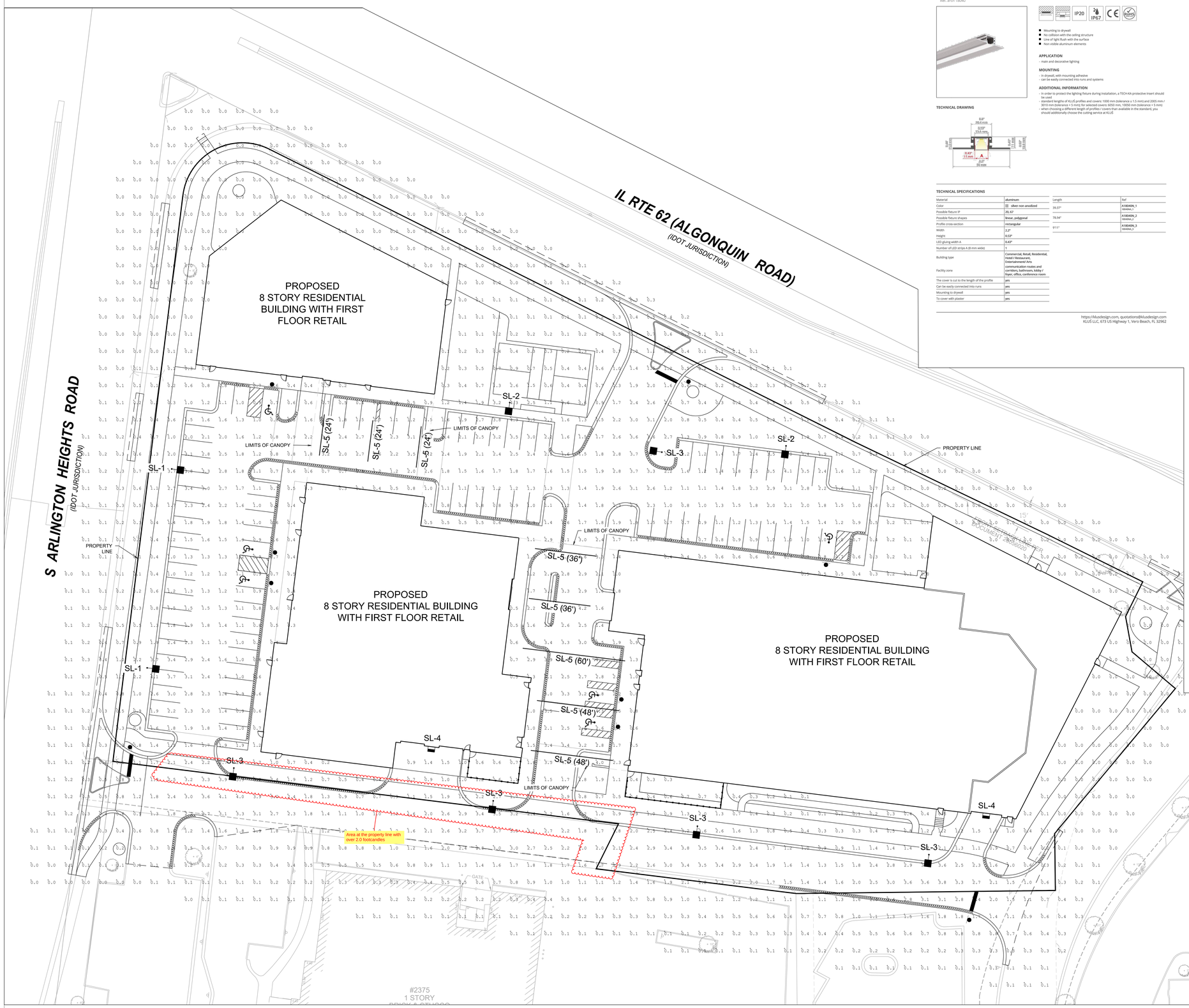
Chapter 28 10.2-12.3: *Maximum Foot Candles in business district = 2.0*

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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http://www.roszak.com + thomas@roszak.com



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

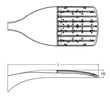
DLC | DLC Premium | IDA Fixture Seal of Approval | ENERGY STAR | BAA

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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.

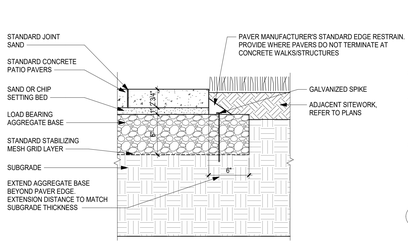
14. PARKWAY TREE REPLACEMENT
All required landscaping within public right-of-way to be replaced, if needed, for a minimum of five (5) years by the original applicant and any subsequent owners.

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.

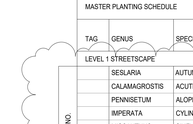
16. PARKWAY TREES TOPSOIL
All parkway trees shall be planted in minimum 2'-6" deep topsoil or as listed in schedule, whichever is greater. All construction spill such as debris, garbage, barricades, limestone, black top, and all other non-topsoil items must be removed from each planter prior to soil installation.

Planting will be completed by: JUNE 15, 2023

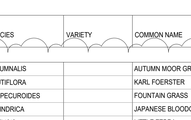
SIGNATURE BLOCK
OWNER
LANDSCAPE ARCHITECT



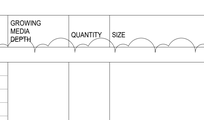
10 NON-PERMEABLE PATIO PAVER SECTION
1 1/2" = 1'-0"



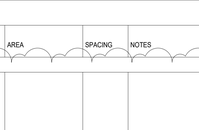
9 SITE SOD SECTION
1 1/2" = 1'-0"



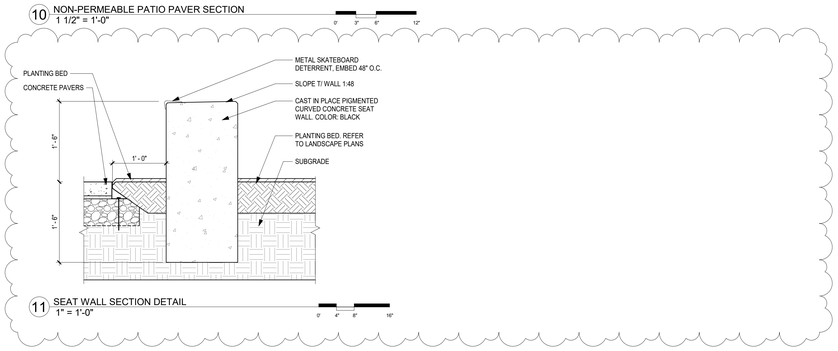
8 SITE PLANTING BED SECTION
1 1/2" = 1'-0"



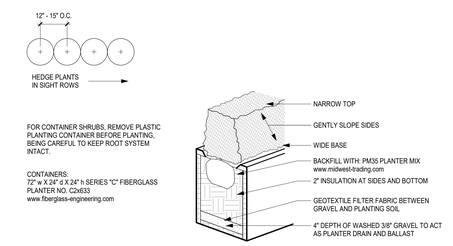
7 SITE GRAVEL PATH SECTION
1 1/2" = 1'-0"



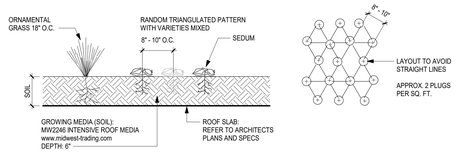
6 SITE DOG RUN GRAVEL SECTION
1 1/2" = 1'-0"



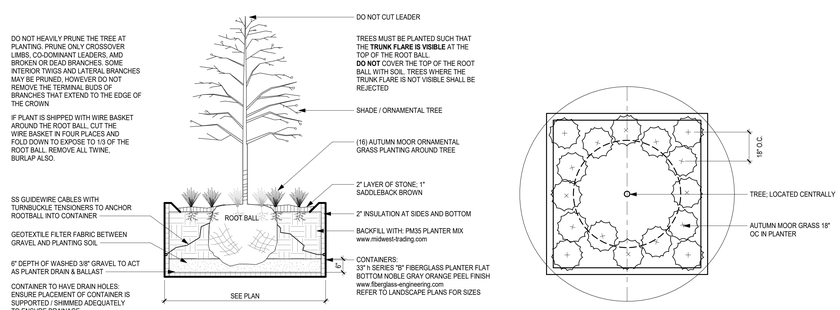
11 SEAT WALL SECTION DETAIL
1" = 1'-0"



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
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Chicago, IL 60606
Tel: 312-423-7989

ARCHITECT
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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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Tel: 312-423-7989

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Tel: 630-724-9200

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Chicago, IL 60611
Tel: 312-696-2000

MEPFP DESIGN CONSULTANT
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1 S. Wacker Drive, Suite 3700
Chicago, IL 60606
Tel: 312-201-7401

GEOTECHNICAL ENGINEER
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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
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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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 DIRECTION AND SUPERVISION AND THAT I HAVE PERSONAL KNOWLEDGE THEY 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	8/15/2023	90% CD's
2	7/25/2023	80% CD's
1	6/30/2023	50% CD's

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Arlington Heights, IL 60005

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ARCHITECT
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MECHANICAL DESIGN/BUILD CONTRACTOR

PLUMBING DESIGN/BUILD CONTRACTOR

ELECTRICAL DESIGN/BUILD CONTRACTOR

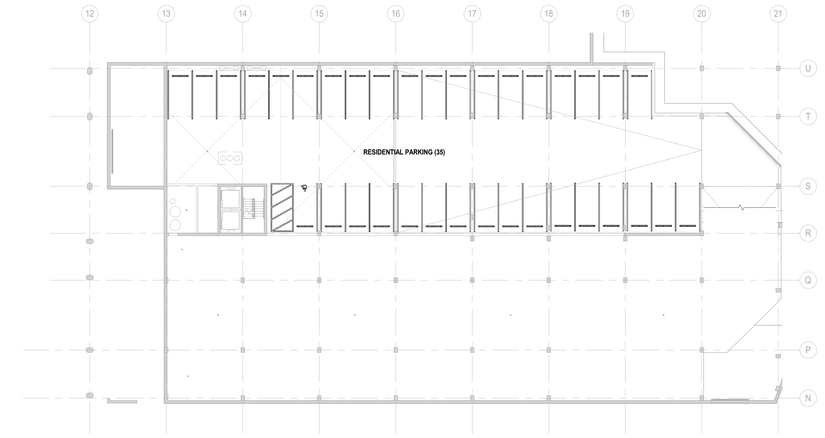
FIRE PROTECTION DESIGN/BUILD CONTRACTOR

SHEET TITLE
LEVEL 1 STREETSCAPE PLAN

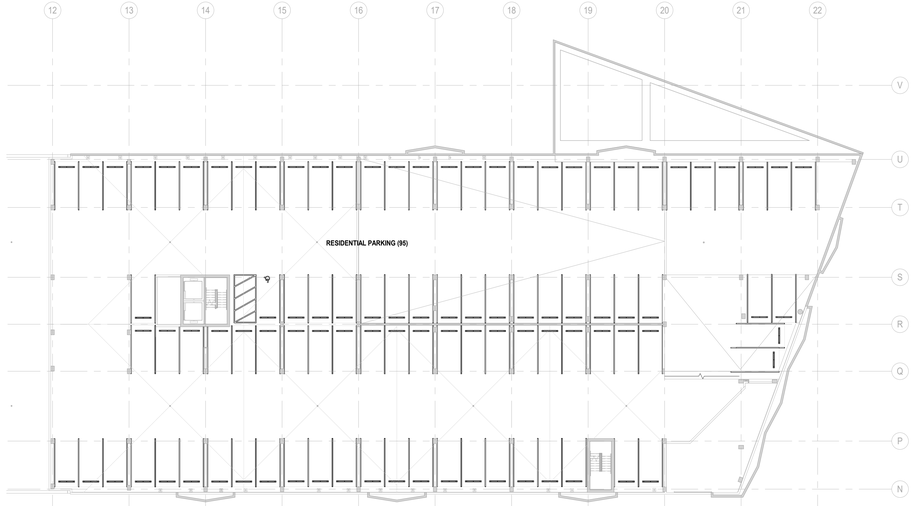
SCALE
As indicated

DATE
10/16/2023

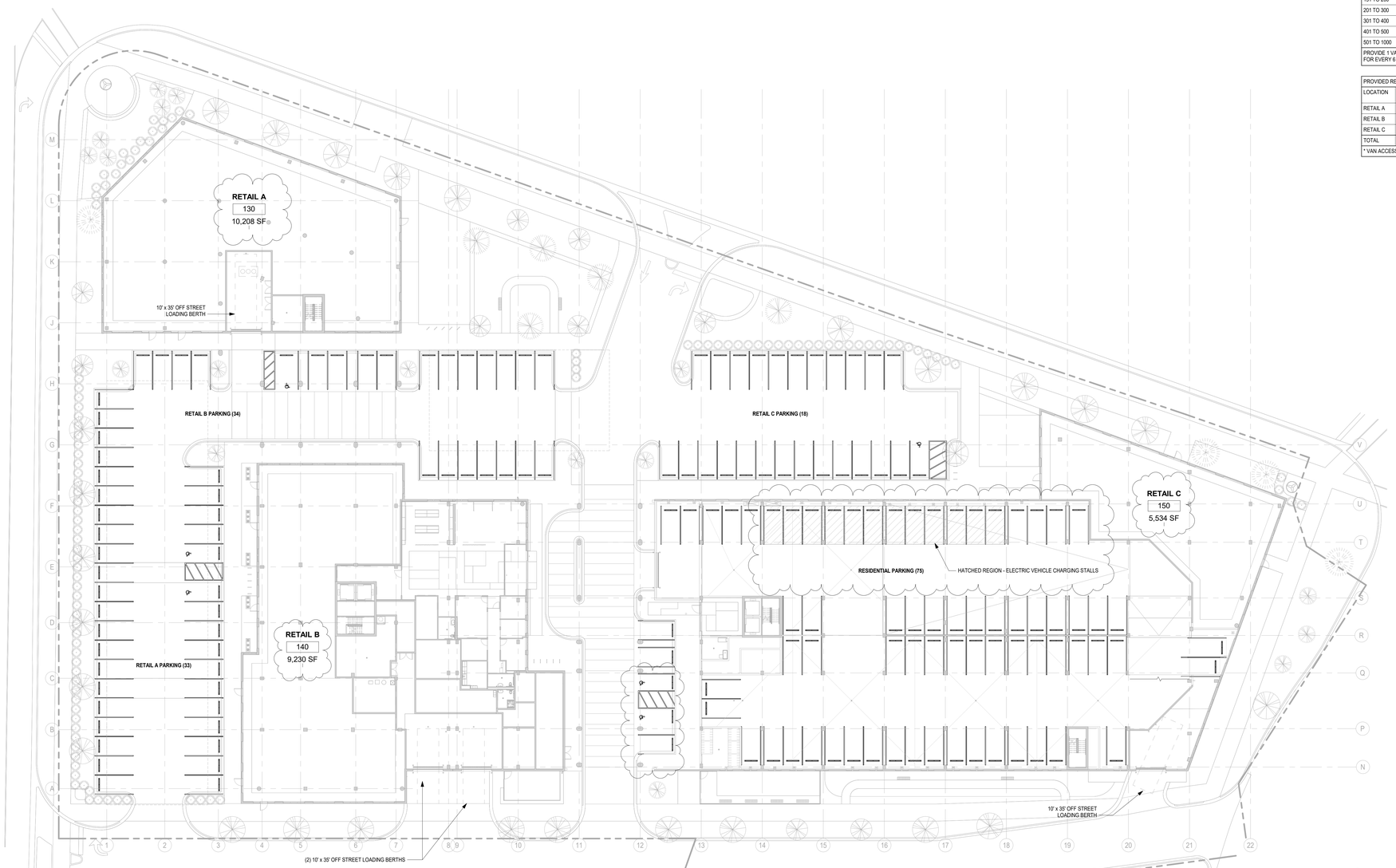
SHEET NUMBER
L-100



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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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 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

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: 312-993-0364

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

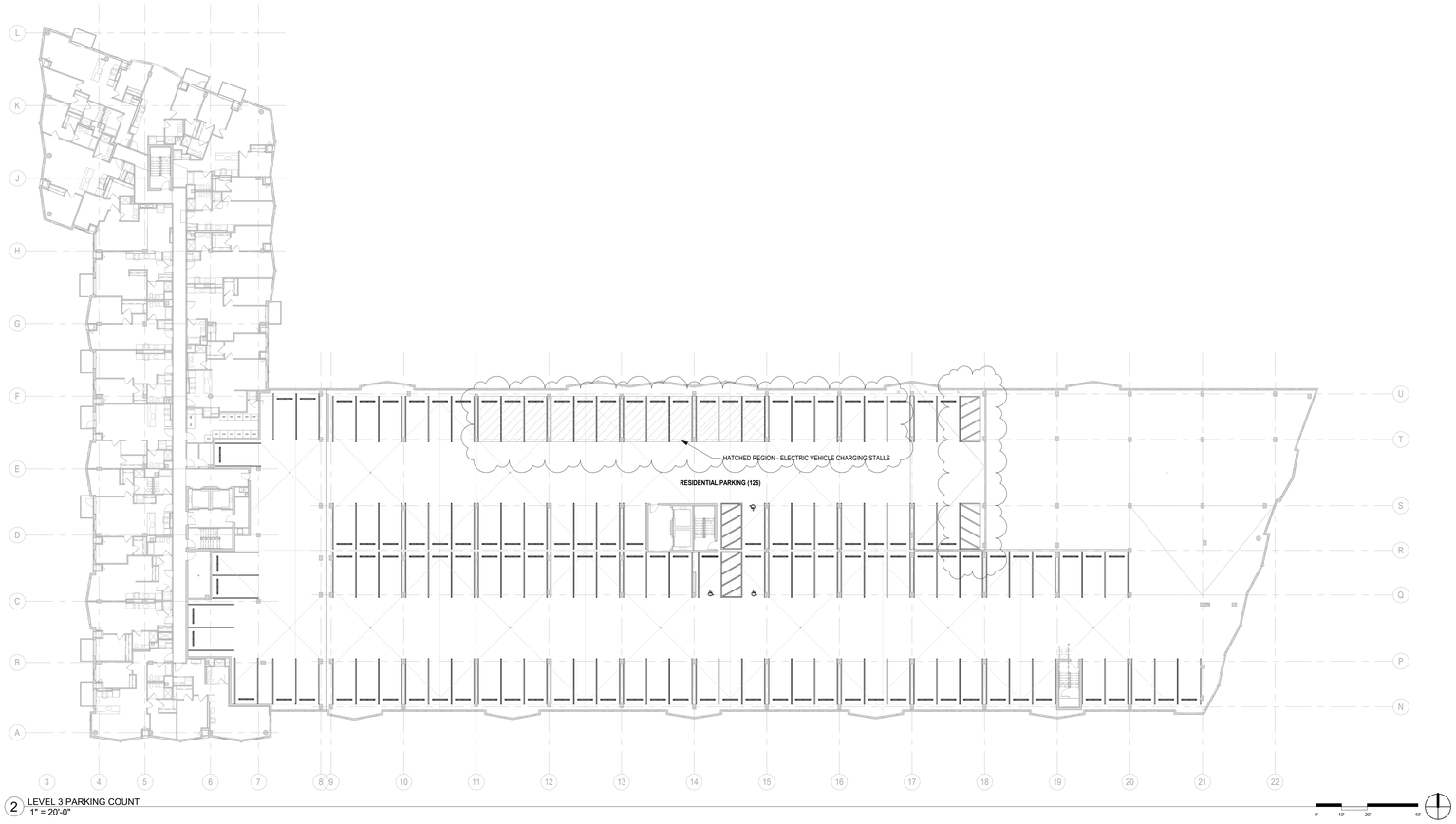
FIRE PROTECTION DESIGN/BUILD CONTRACTOR

SHEET TITLE
PARKING COUNT DIAGRAMS

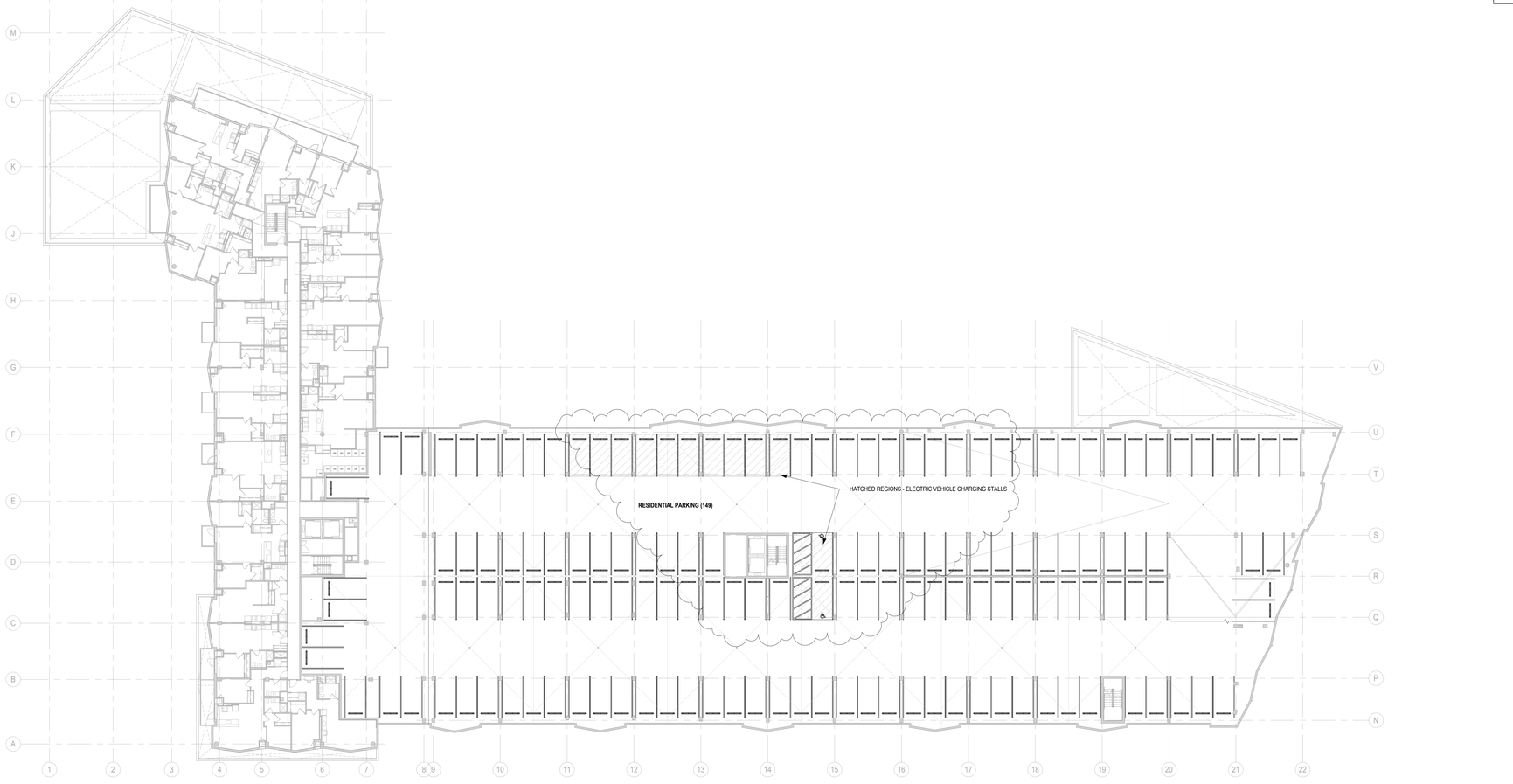
SCALE
As indicated

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.

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 8 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
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* (2) VAN ACCESSIBLE STALLS PROVIDED AT LEVEL 1			

RETAIL PARKING COUNT

REQUIRED RETAIL PARKING STALLS			
LOCATION	AREA	REQUIRED STALLS PER AREA	REQUIRED STALLS
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RETAIL C	17	1*	18
TOTAL	81	4	**85 PROVIDED**
* VAN ACCESSIBLE STALLS PROVIDED			

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
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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**

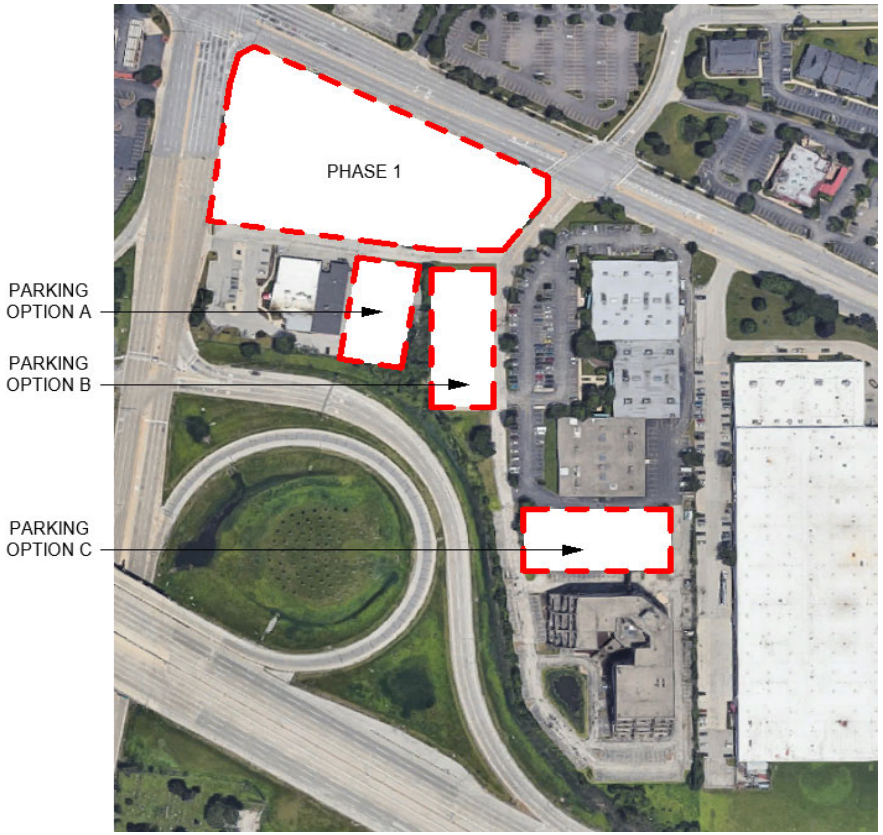
Retail Parking	Area	Parking Ratio	Req. Parking
Retail A	10,208	1/300	34
Retail B	9,230	1/300	31
Retail C	5,534	1/300	18
Parking req.	**24,972**		**83**
Parking provided			**87**

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

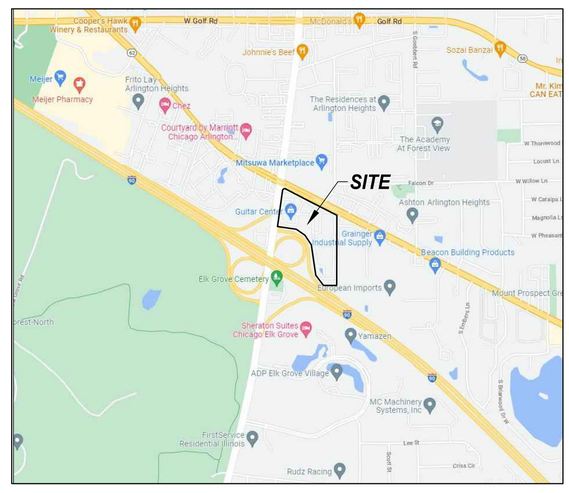
30 0 15 30 60 120

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

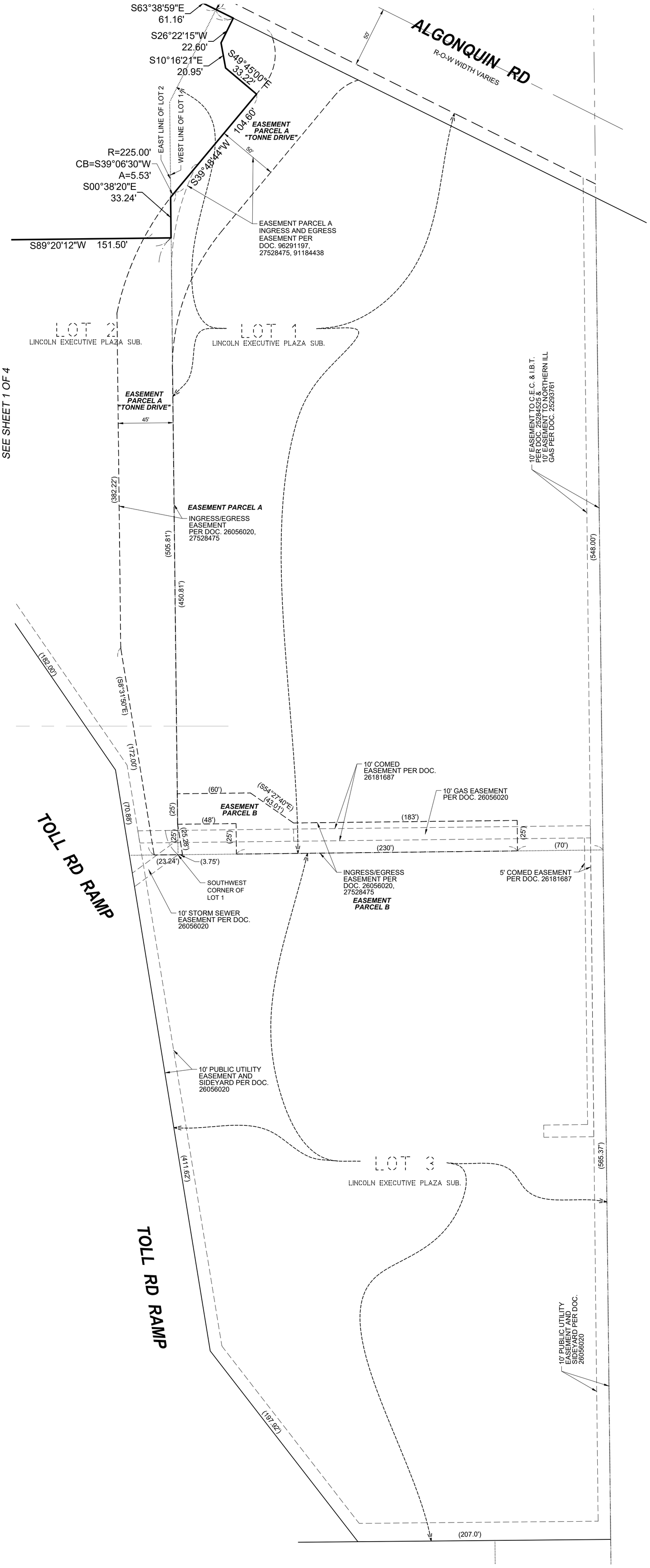
ARLINGTON HEIGHTS RESIDENTIAL

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
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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

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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" = 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
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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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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" = 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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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 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
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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Chicago, IL 60606
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Tel: 312-423-7989

ARCHITECT
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Tel: 312-423-7989

CONSTRUCTION MANAGER
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LANDSCAPE ARCHITECT
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V3 Companies
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STRUCTURAL ENGINEER
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MEPFP DESIGN CONSULTANT
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GEOTECHNICAL ENGINEER
GEI
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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

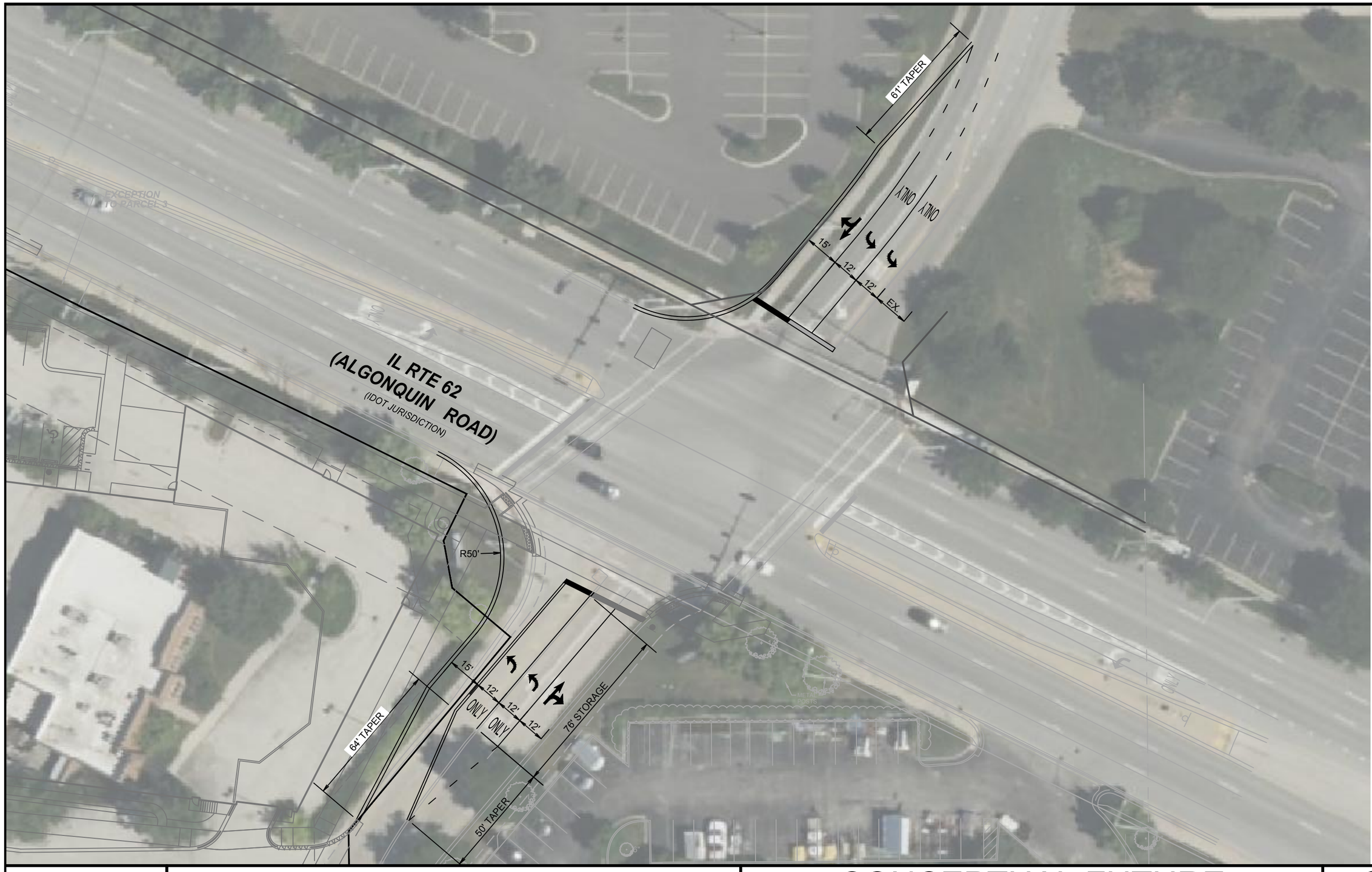
FIRE PROTECTION DESIGN/BUILD CONTRACTOR

SHEET TITLE
CONCEPTUAL RENDERINGS

SCALE

DATE
09/07/2023

SHEET NUMBER
G-013



7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

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:

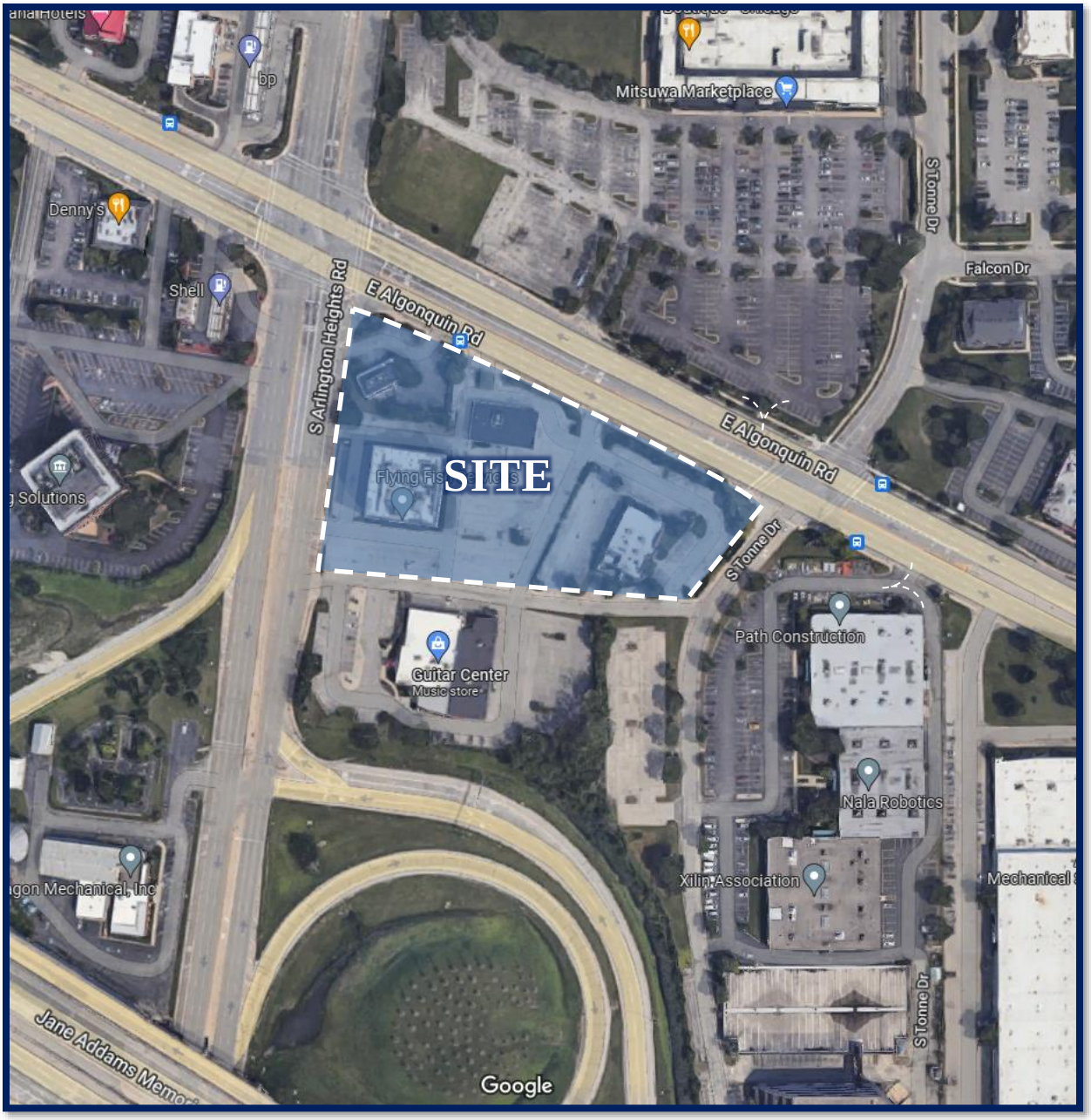
1. Existing Conditions – Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.

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.

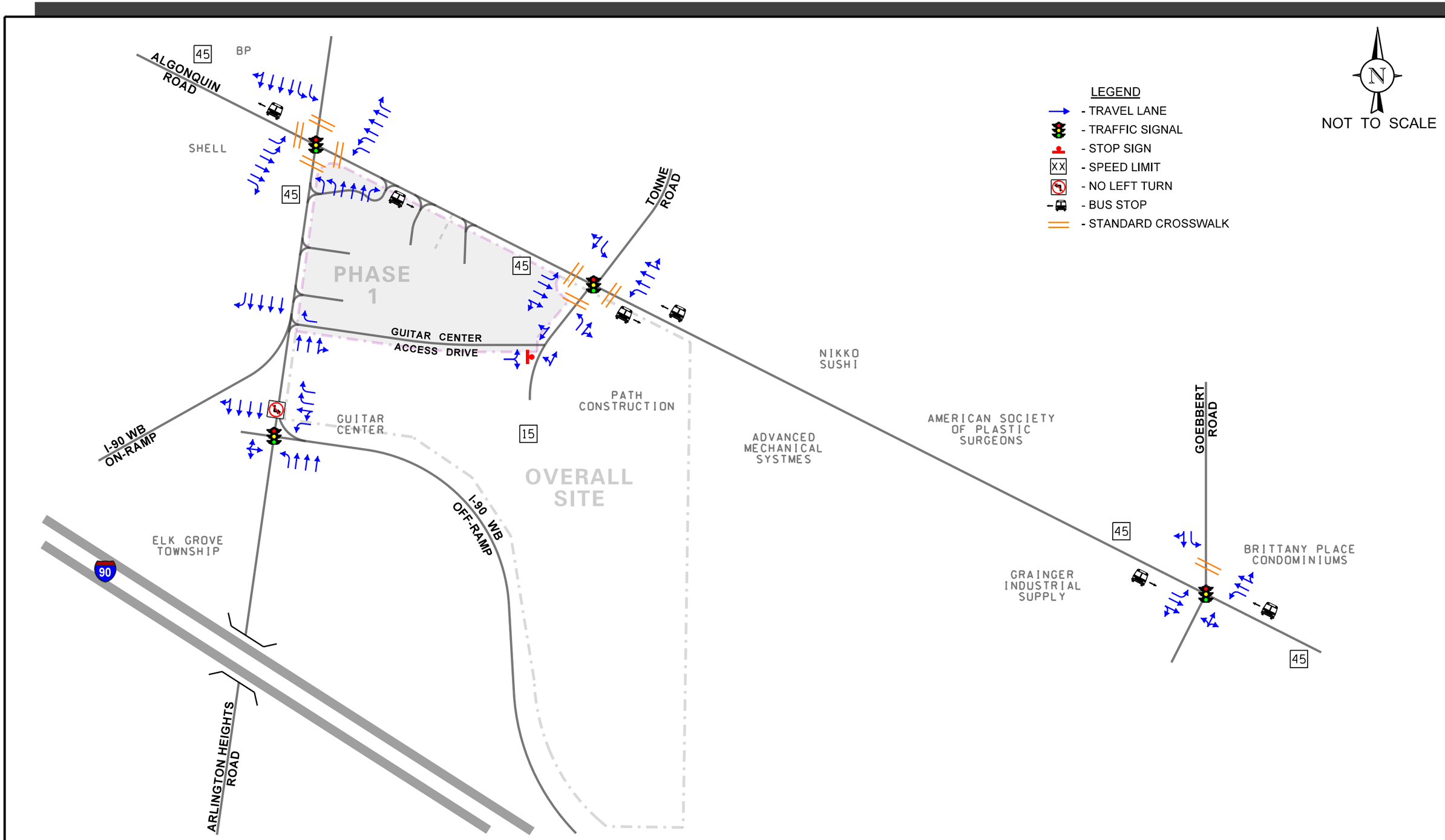
Site Location

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

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

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

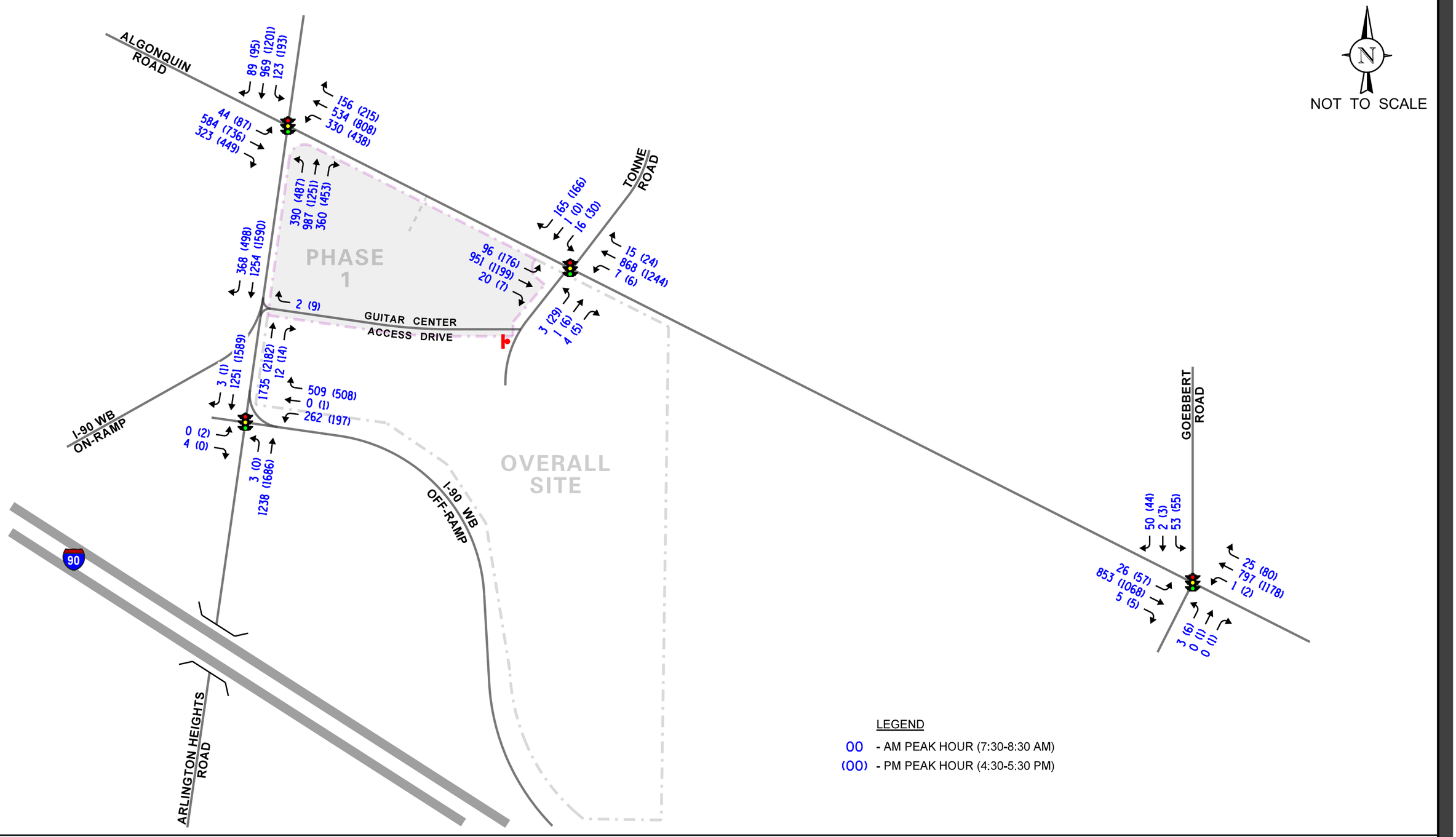
The traffic counts were generally performed on Thursday, June 16, 2022, during the weekday morning (7:00 to 9:00 A.M.) and weekday evening (4:00 to 6:00 P.M.) peak periods. In addition, updated traffic counts were performed on Thursday, May 11, 2023 at the Algonquin Road/Arlington Heights Road and Algonquin 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

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

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):

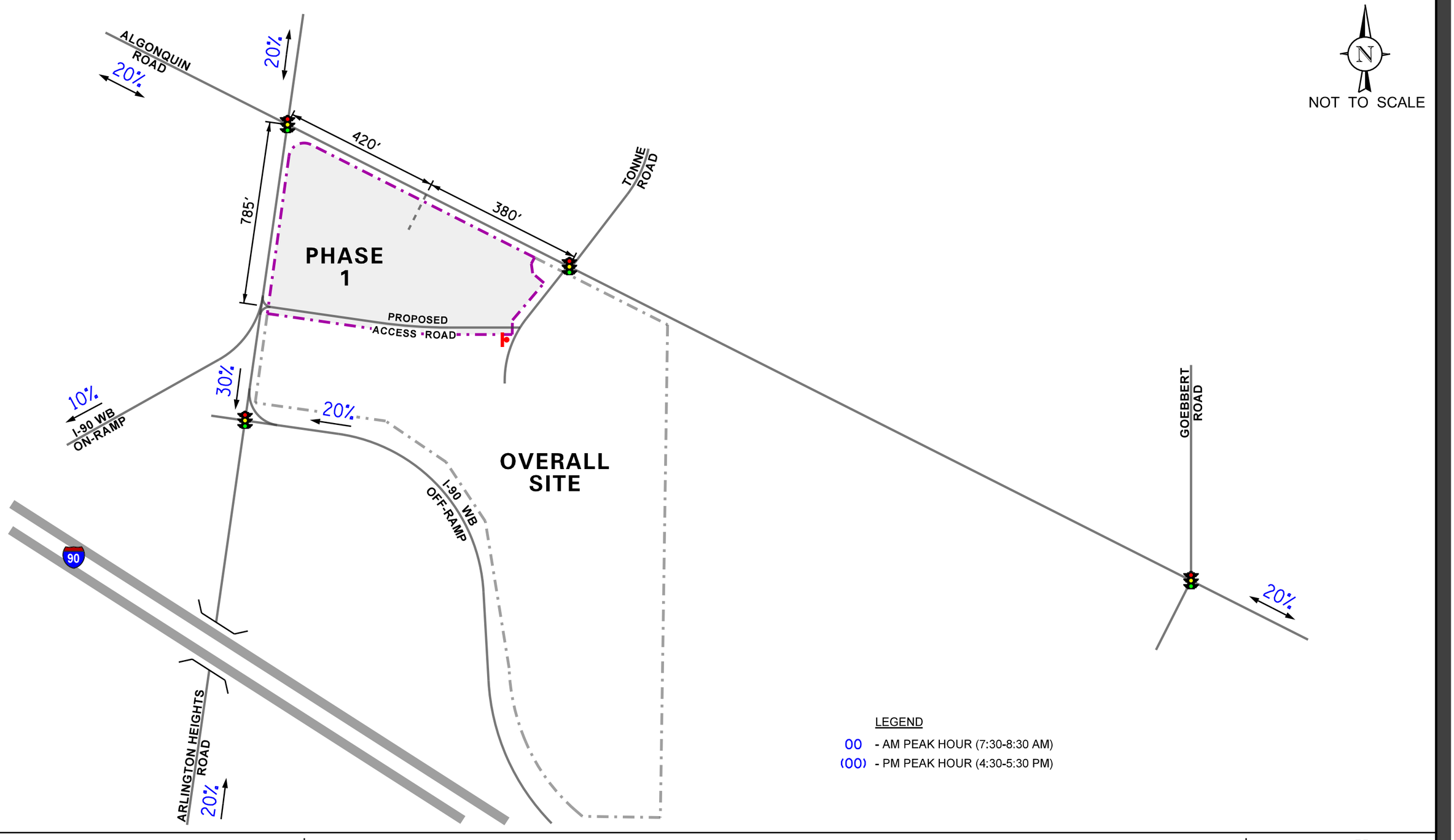
- The Multifamily Housing – Mid Rise (ITE Land-Use Code 221) trip rates were utilized for the proposed residential units.
- The Strip Retail Plaza (<40k) (ITE Land-Use Code 822) trip rates were utilized for the proposed ground floor retail space.
- The General Office Building (ITE Land-Use Code 710) 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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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

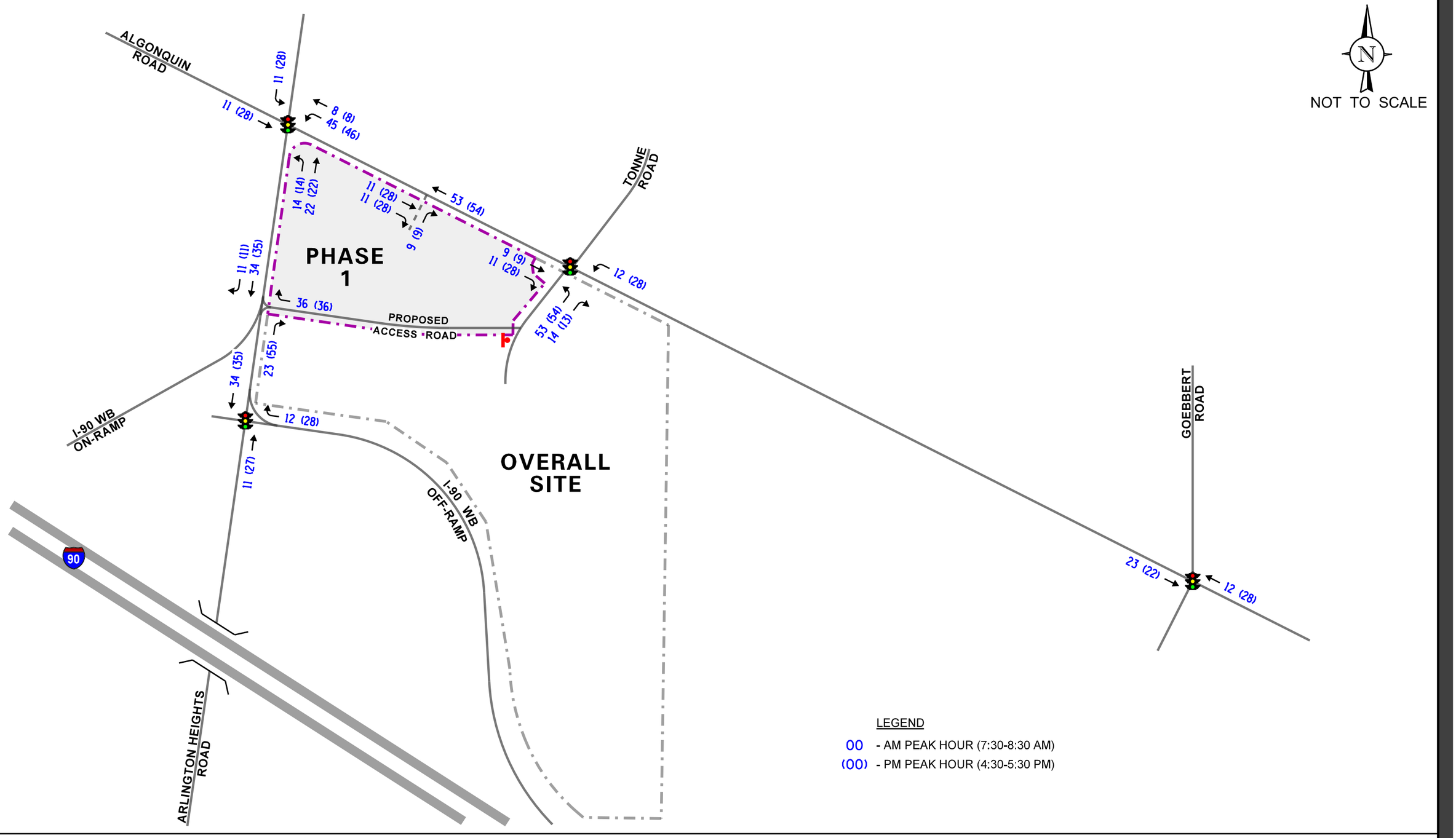
The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on Annual Average Daily Traffic (AADT) projections provided by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

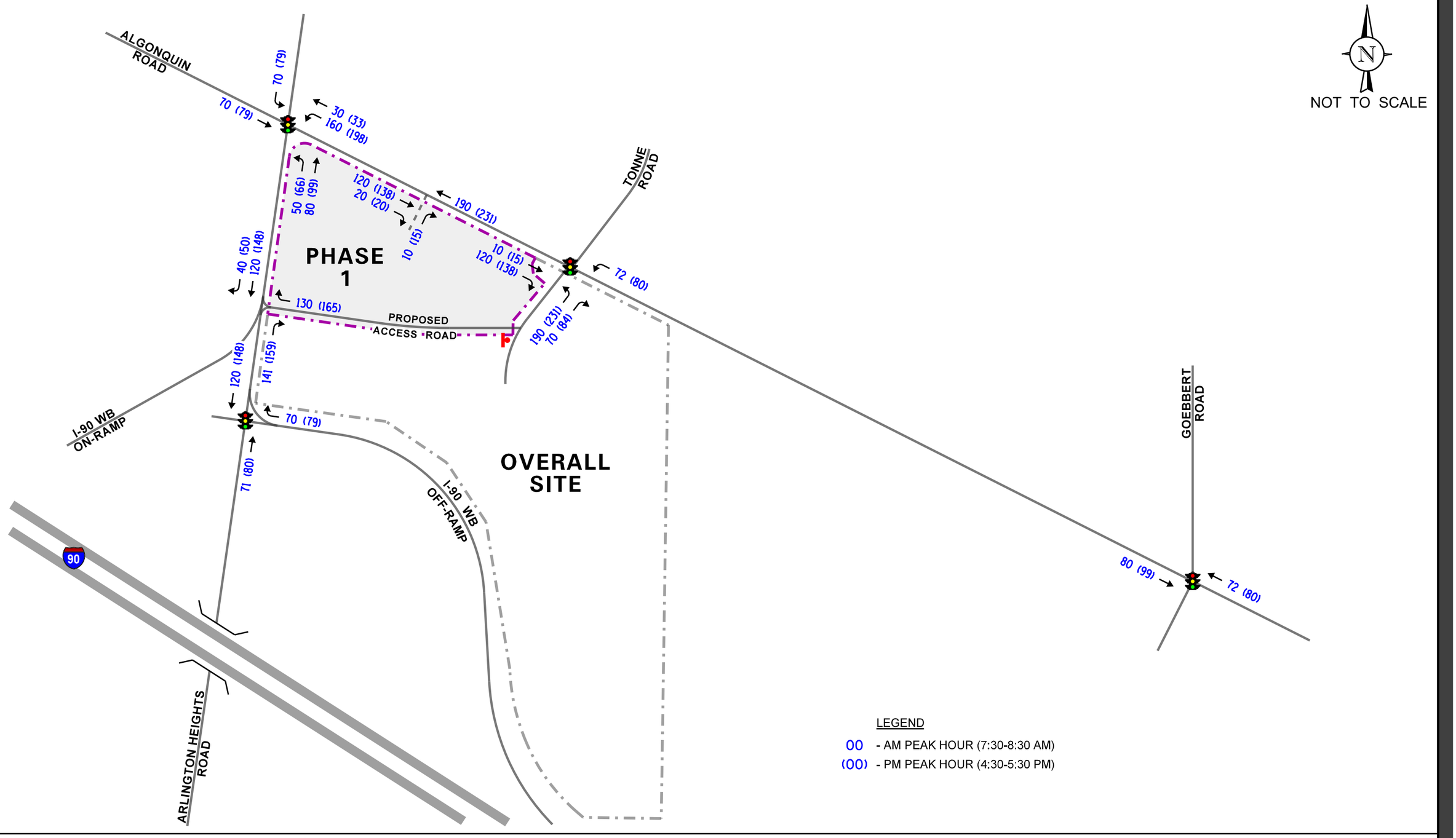


MIXED-USE DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

SITE-GENERATED TRAFFIC VOLUMES - PHASE 1

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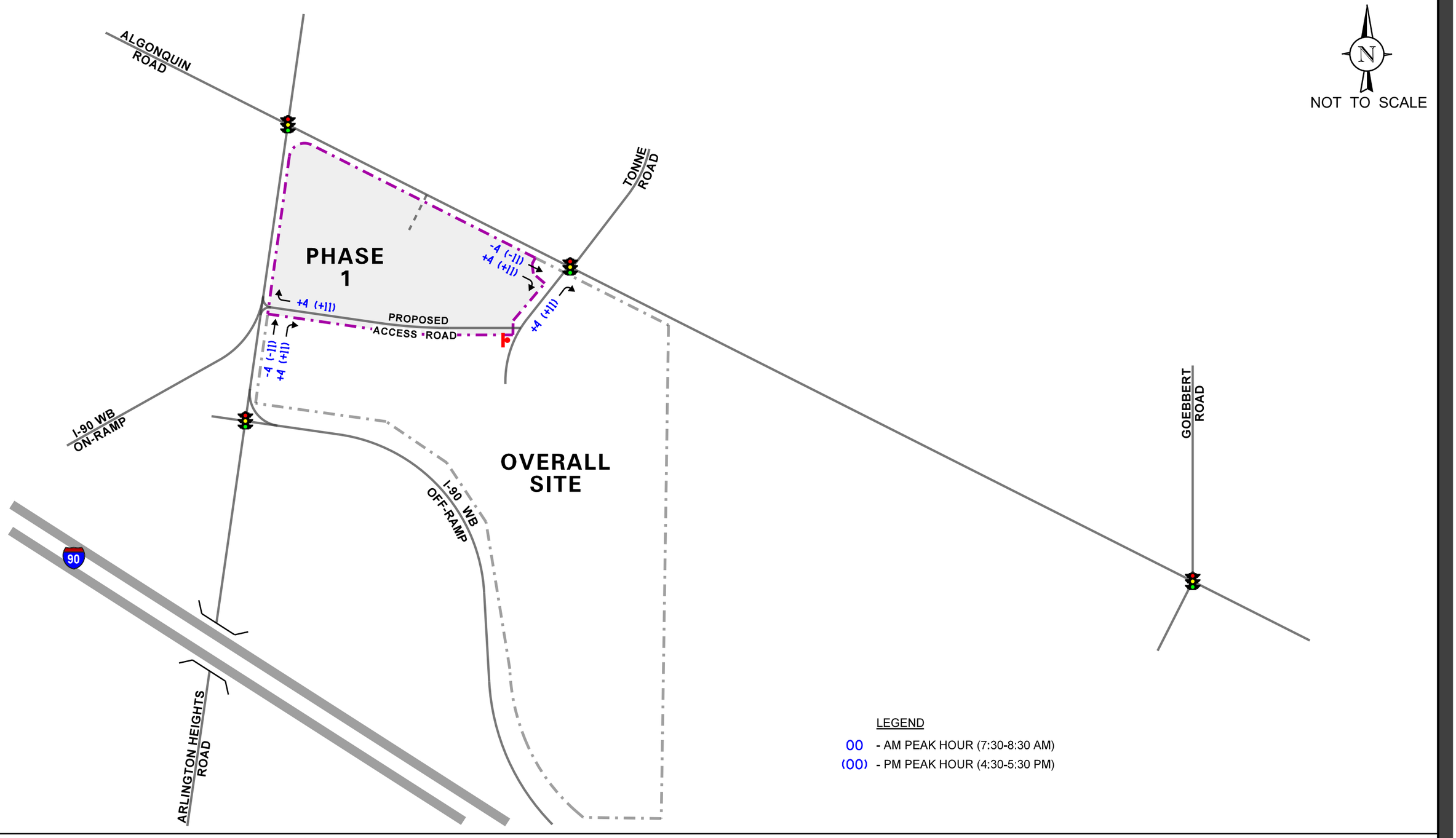


MIXED-USE DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

NEW SITE-GENERATED TRAFFIC VOLUMES - OVERALL DEVELOPMENT

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Job No: 23-086 Figure: 7

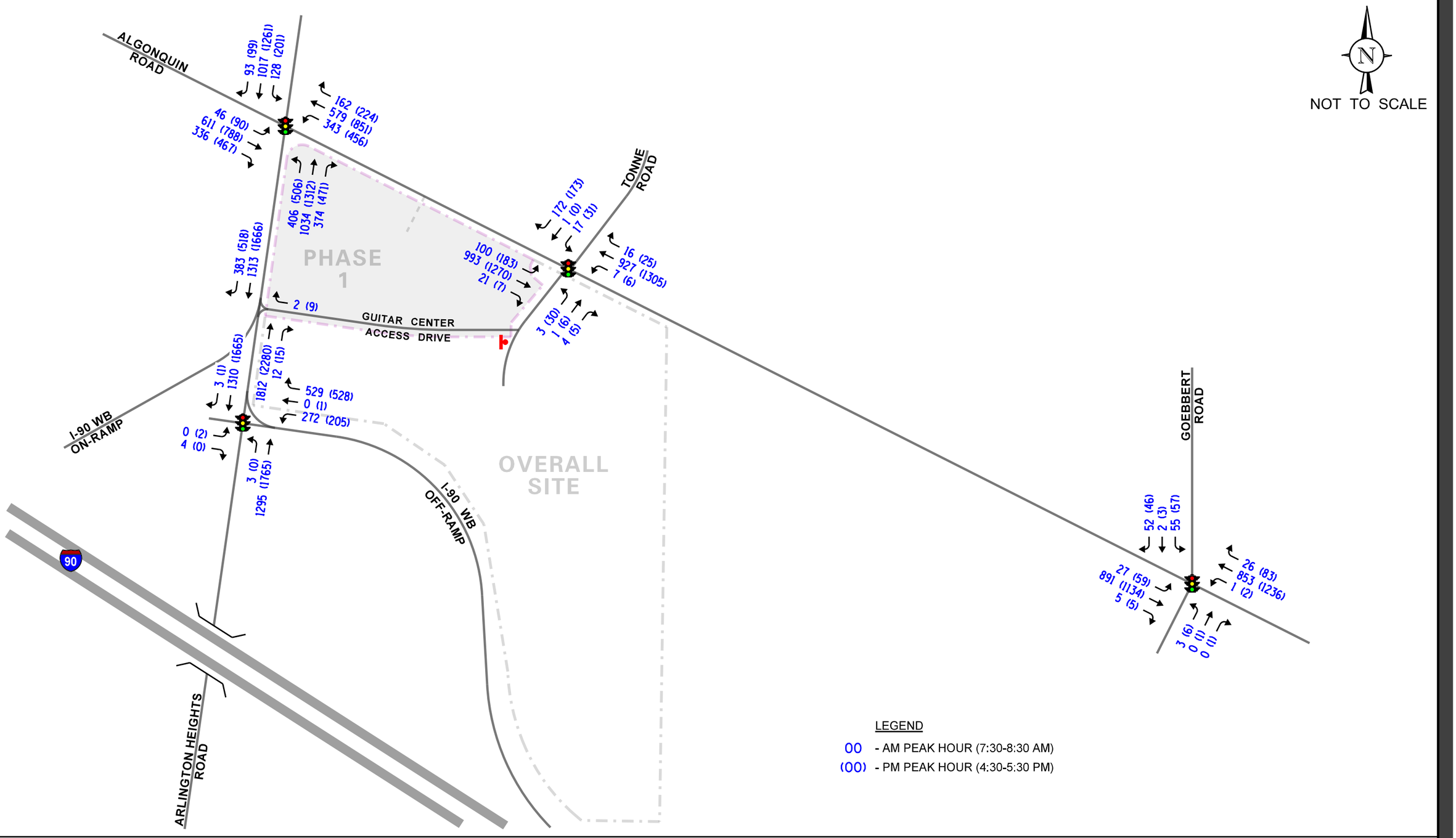


MIXED-USE DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

PASS-BY TRAFFIC VOLUMES - OVERALL DEVELOPMENT

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Job No: 23-086 Figure: 8

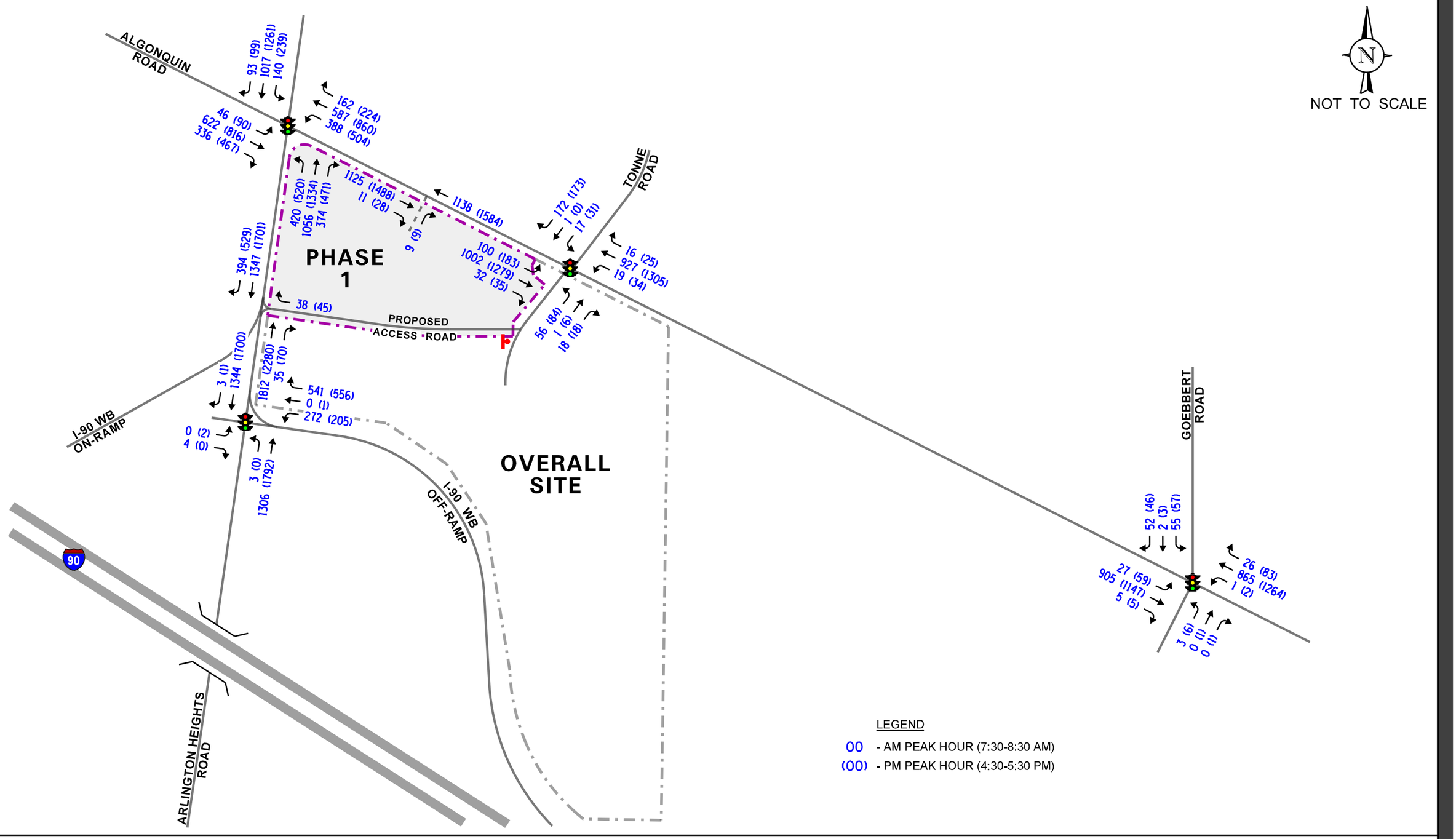


MIXED-USE DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

YEAR 2029 NO-BUILD TRAFFIC VOLUMES

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Job No: 23-086 Figure: 9

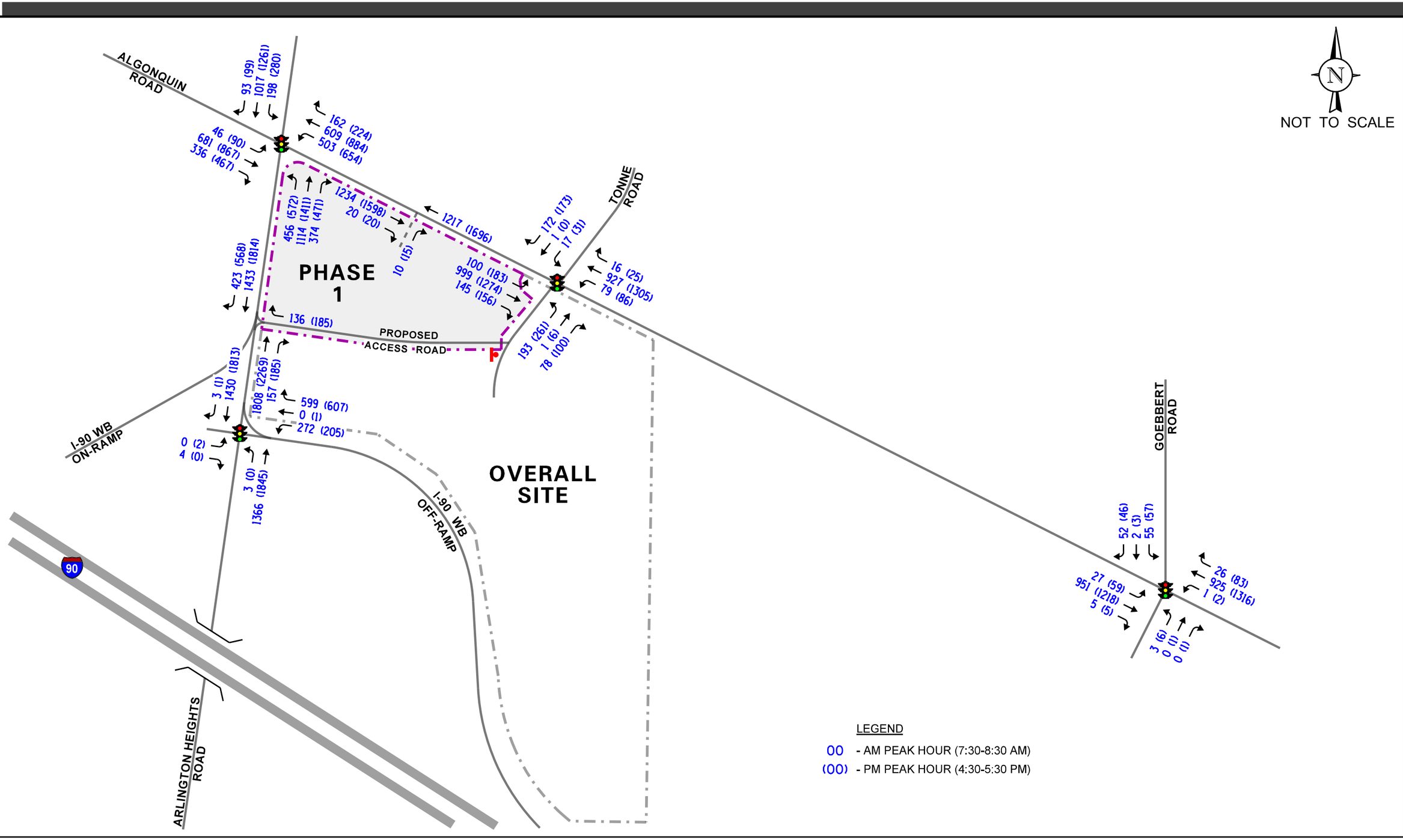


MIXED-USE DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

YEAR 2029 TOTAL TRAFFIC VOLUMES - PHASE 1

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MIXED-USE DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

YEAR 2029 TOTAL TRAFFIC VOLUMES - OVERALL DEVELOPMENT

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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

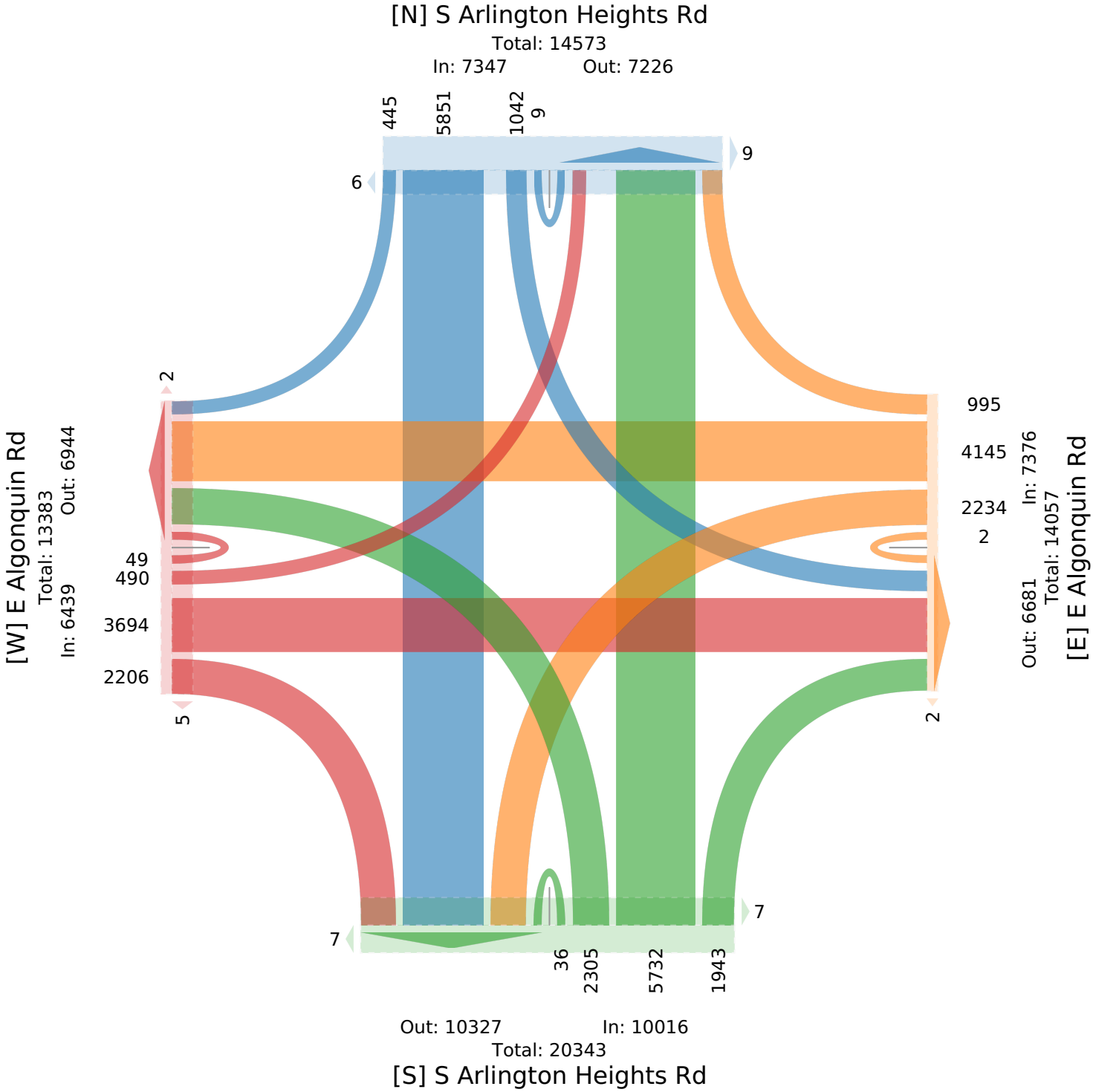
Leg	E Algonquin Rd						E Algonquin Rd						S Arlington Heights Rd						S Arlington Heights Rd						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-06-16 7:00AM	72	121	6	2	**201**	2	25	72	83	0	**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

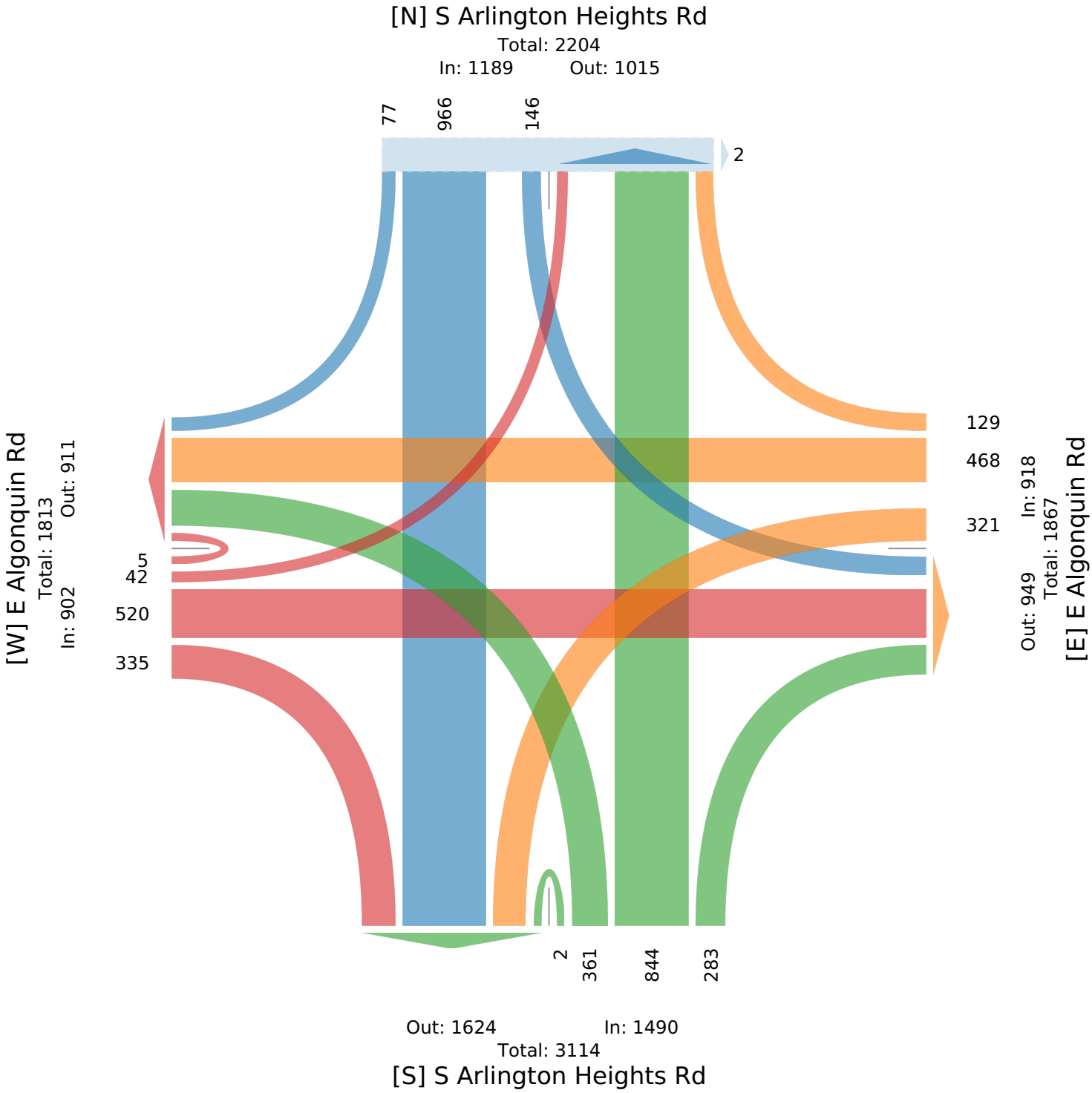
Leg	E Algonquin Rd						E Algonquin Rd						S Arlington Heights Rd						S Arlington Heights Rd						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2022-06-16 7:30AM	98	142	10	1	**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,
Rosemont, IL, 60018, US



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

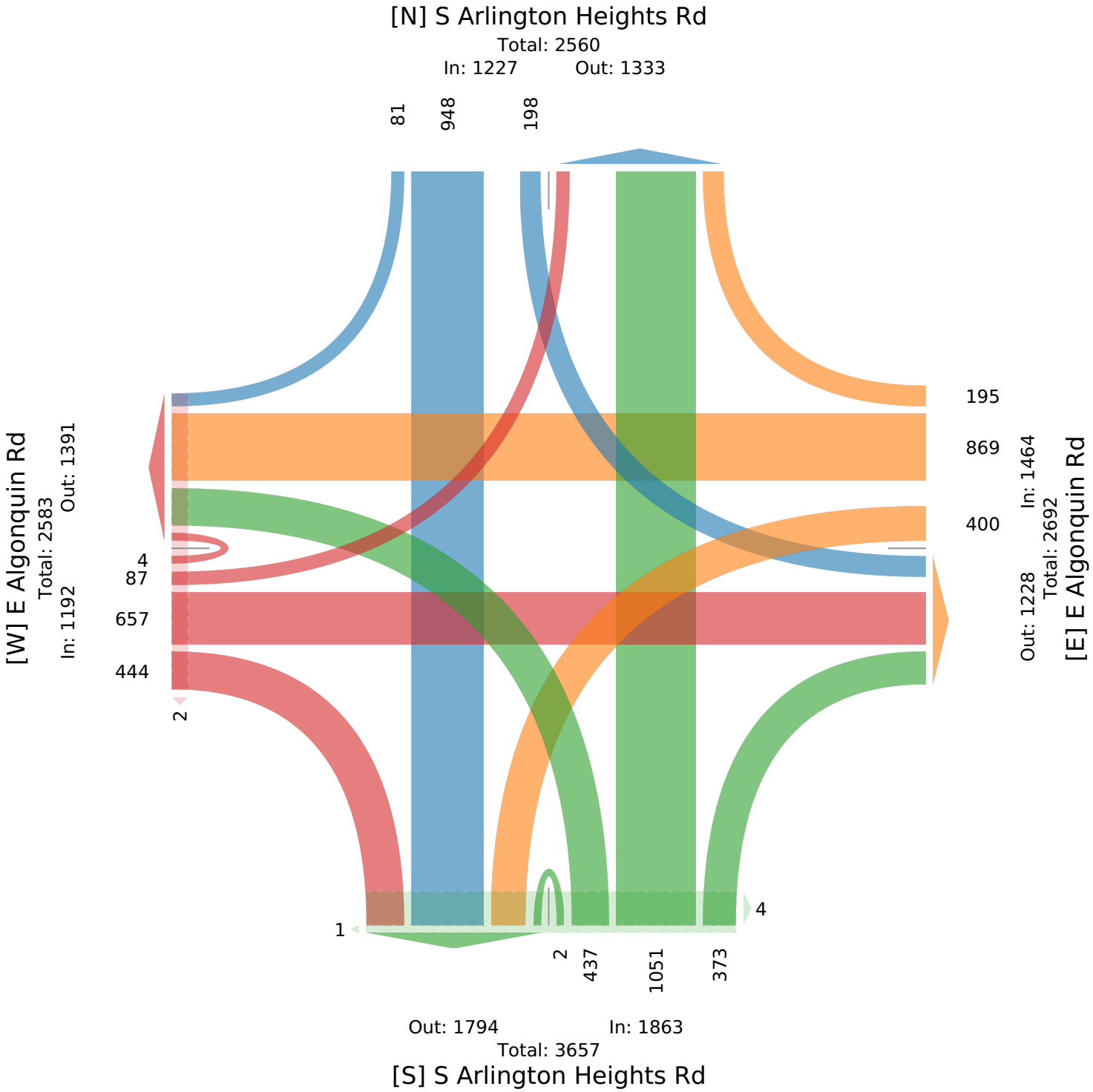
Leg	E Algonquin Rd						E Algonquin Rd						S Arlington Heights Rd						S Arlington Heights Rd						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2022-06-16 4:30PM	142	139	20	0	**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

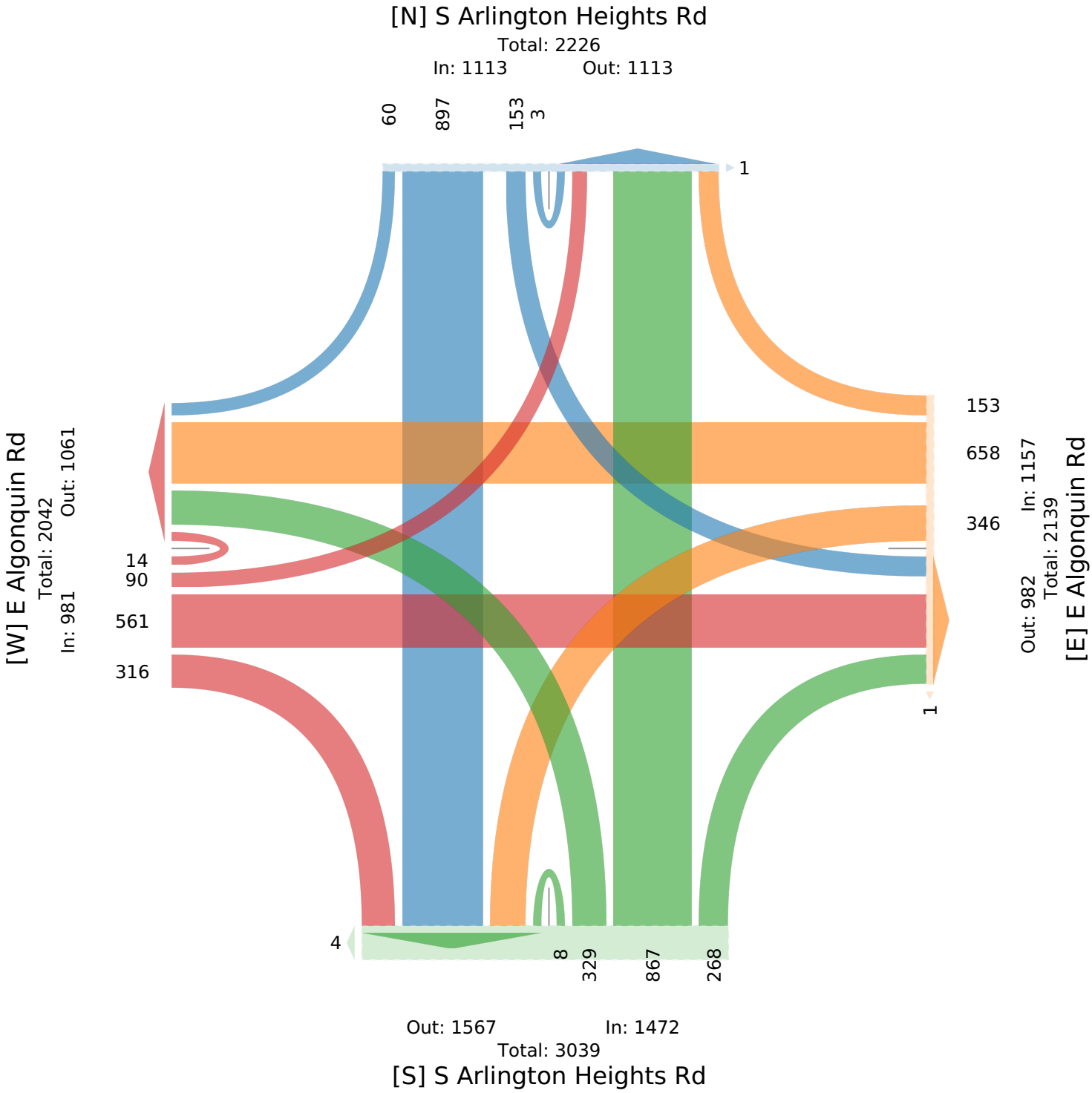
Leg	E Algonquin Rd						E Algonquin Rd						S Arlington Heights Rd						S Arlington Heights Rd						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2022-06-18 1:00PM	79	141	25	2	**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

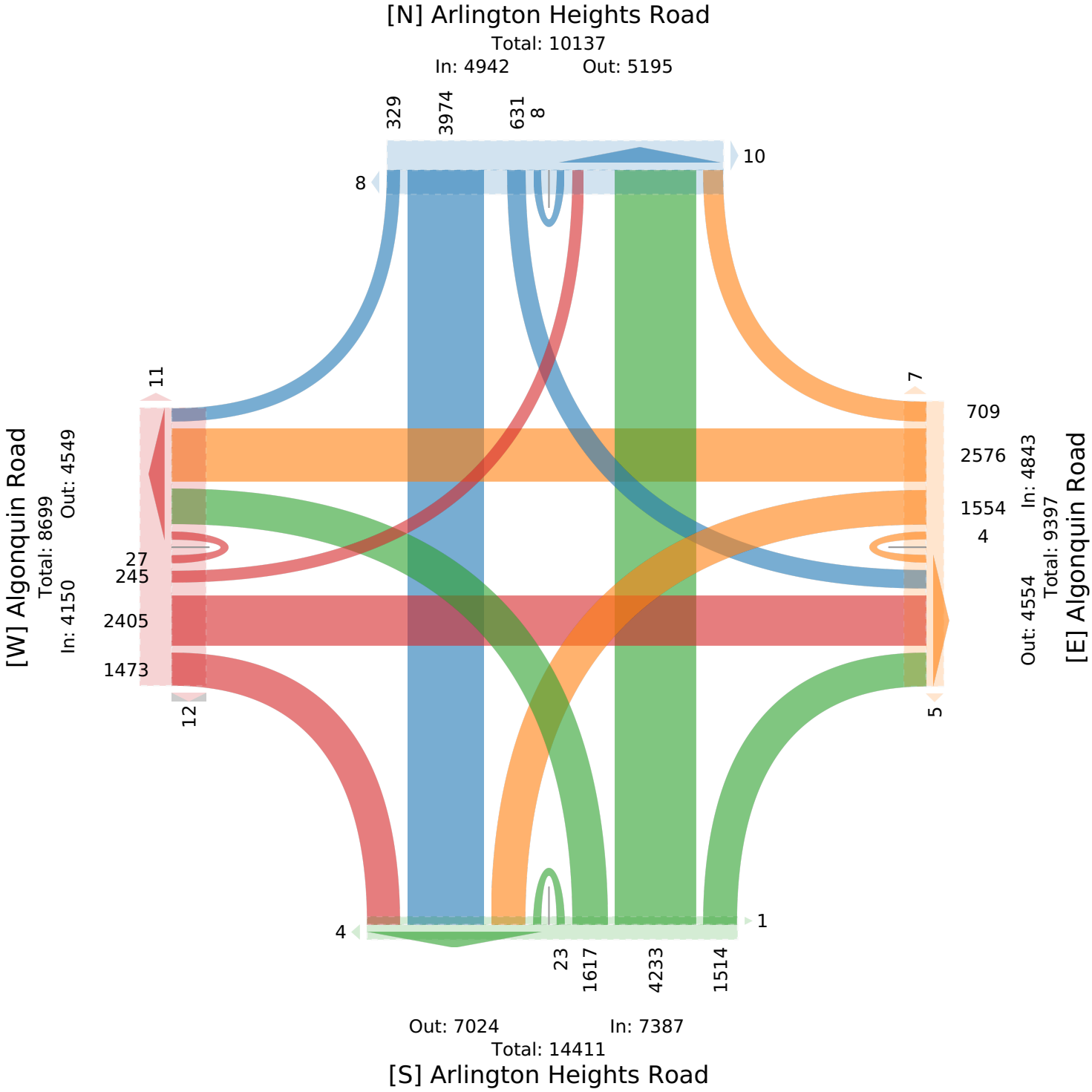
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

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

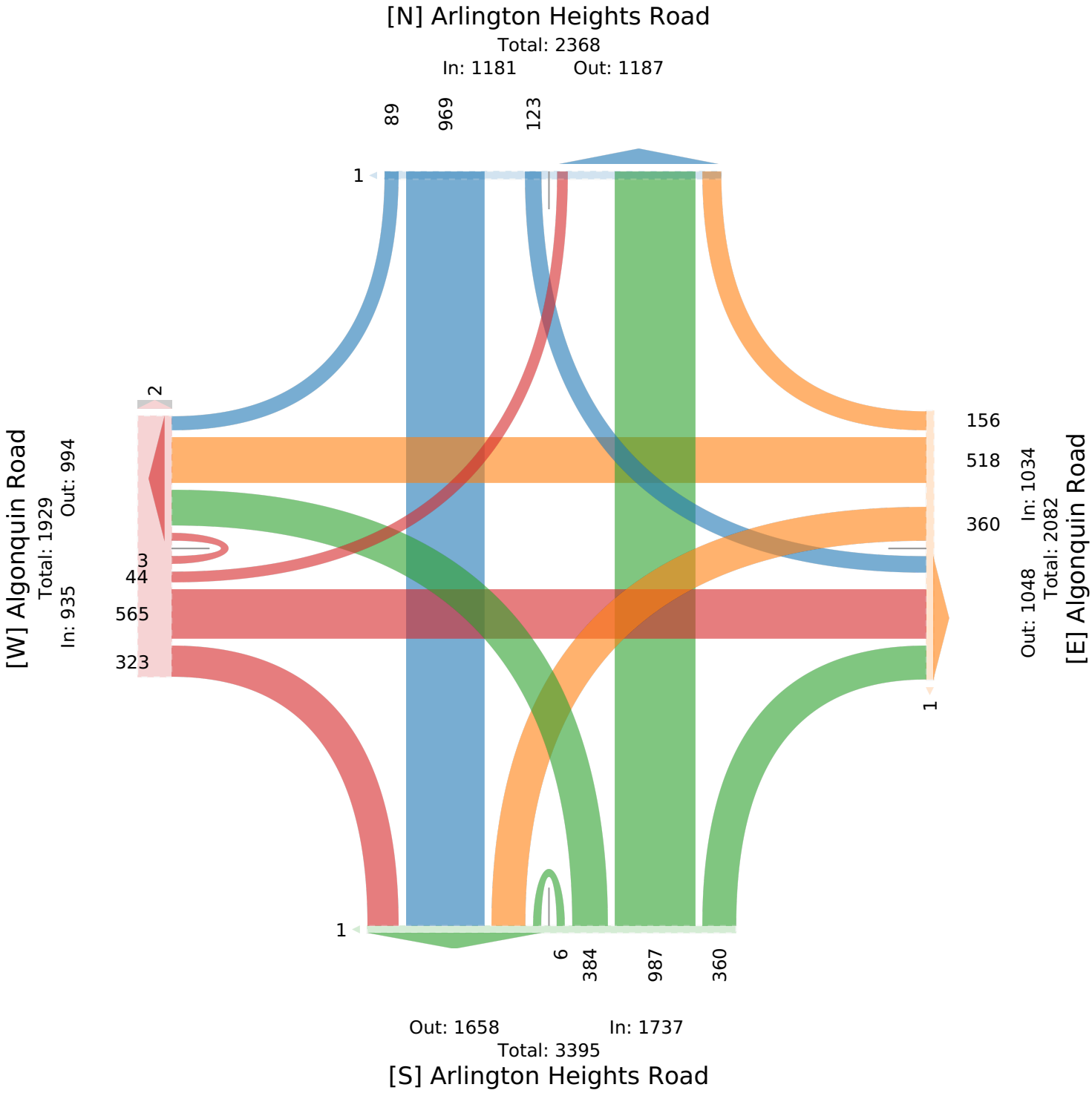
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

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

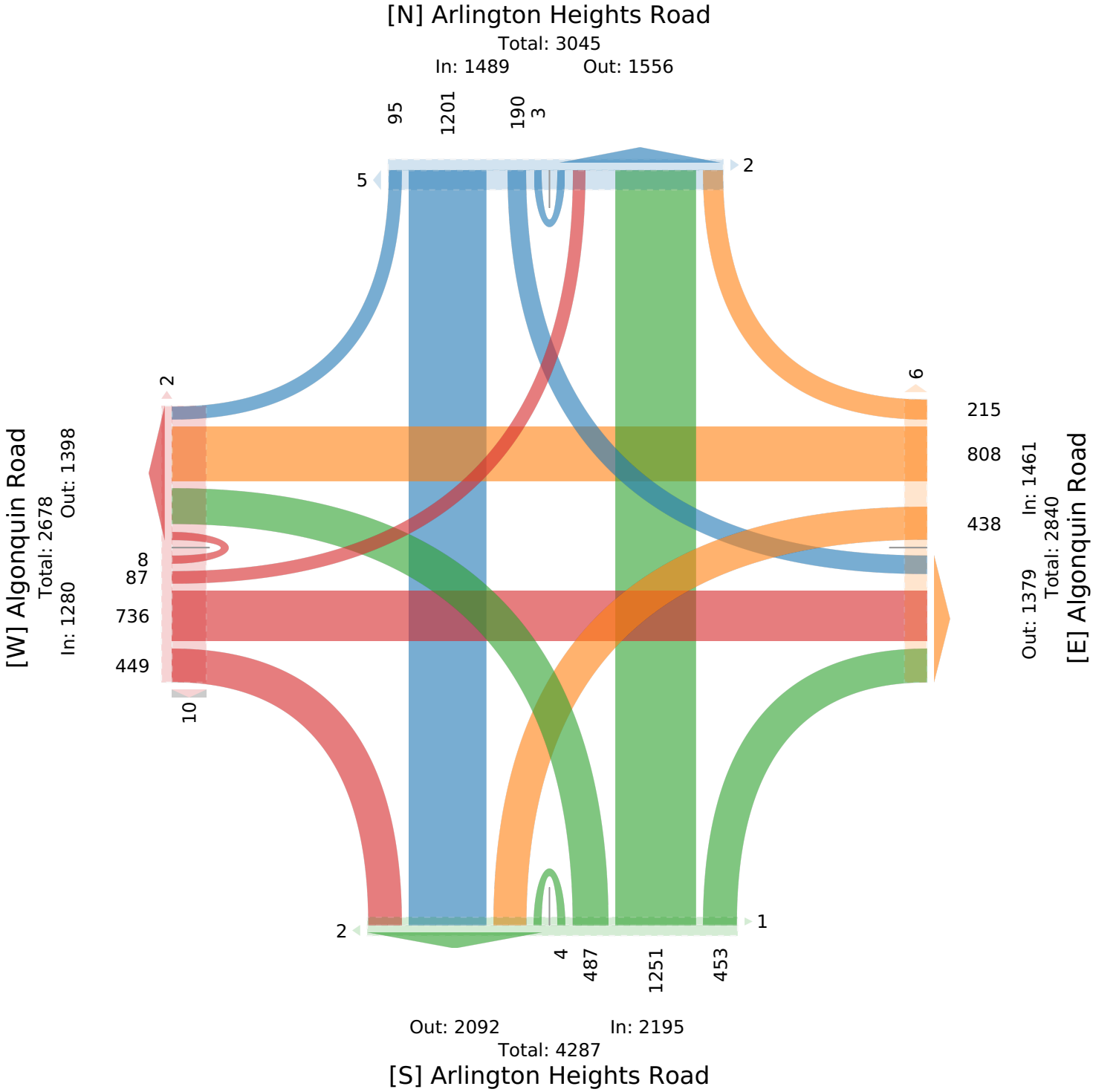
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

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

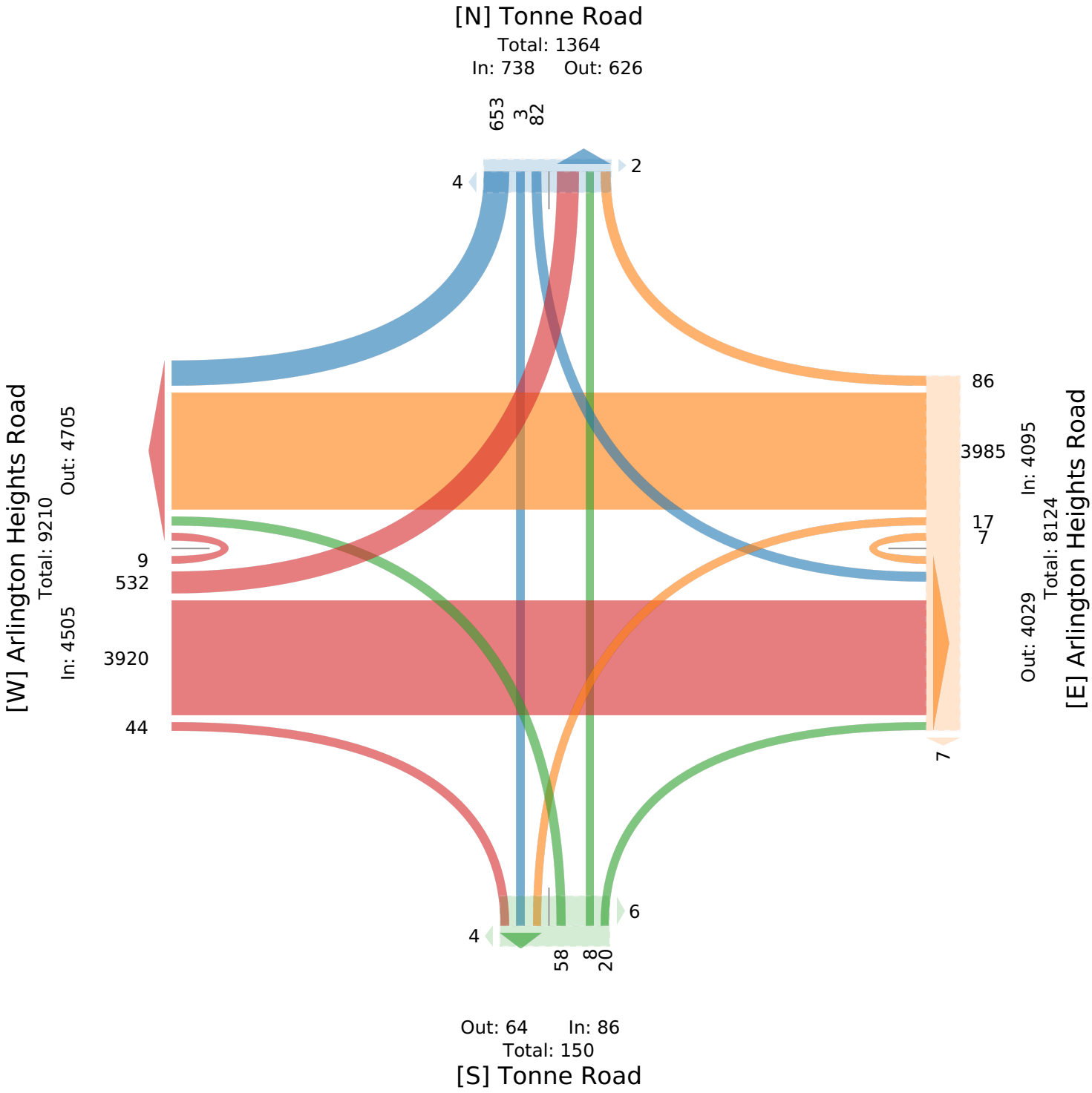
Leg	Arlington Heights Road						Arlington Heights Road						Tonne Road						Tonne Road						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-05-11 7:00AM	3	183	18	0	**204**	0	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

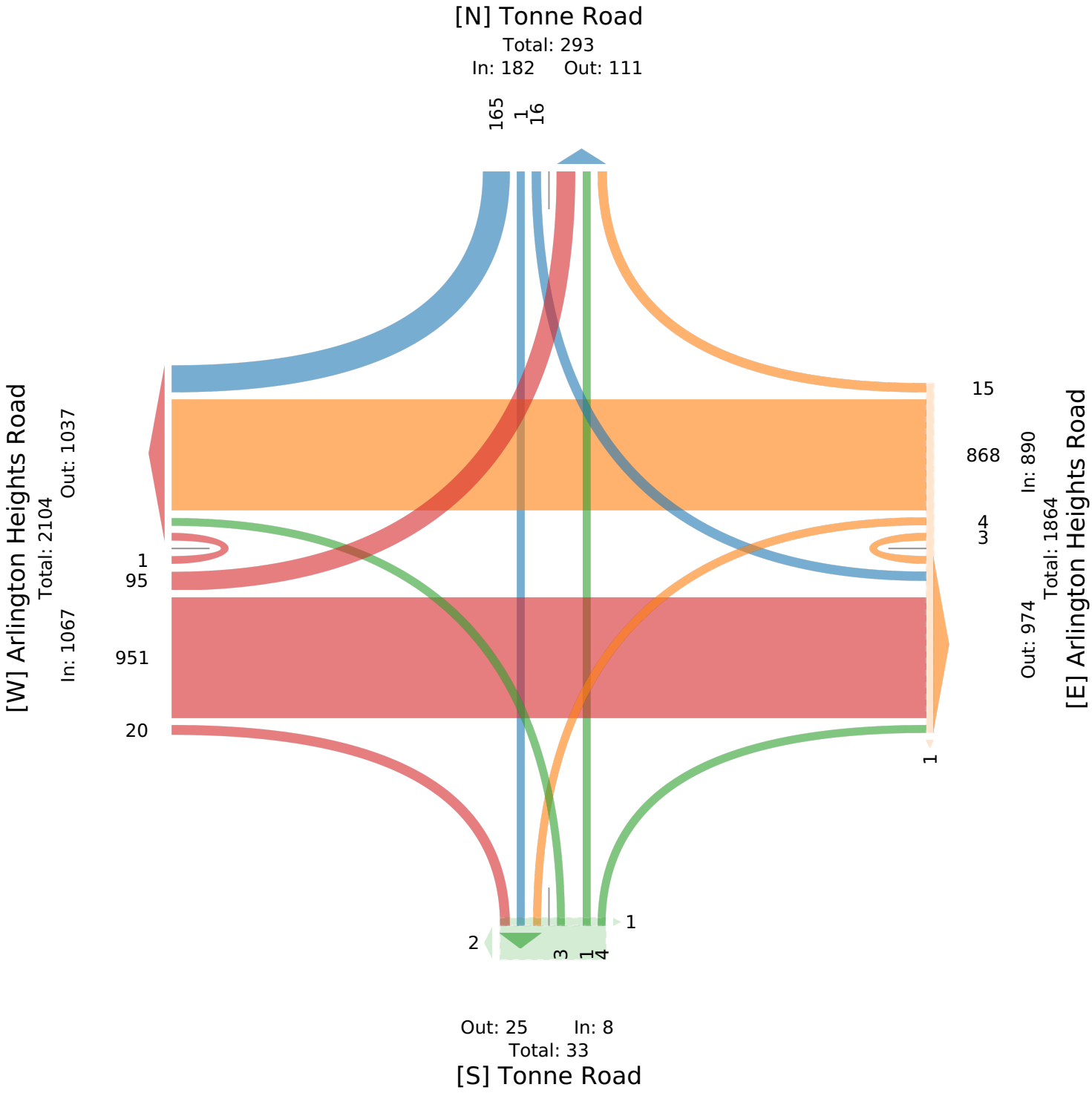
Leg	Arlington Heights Road						Arlington Heights Road						Tonne Road						Tonne Road						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-05-11 7:30AM	8	229	34	0	**271**	0	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

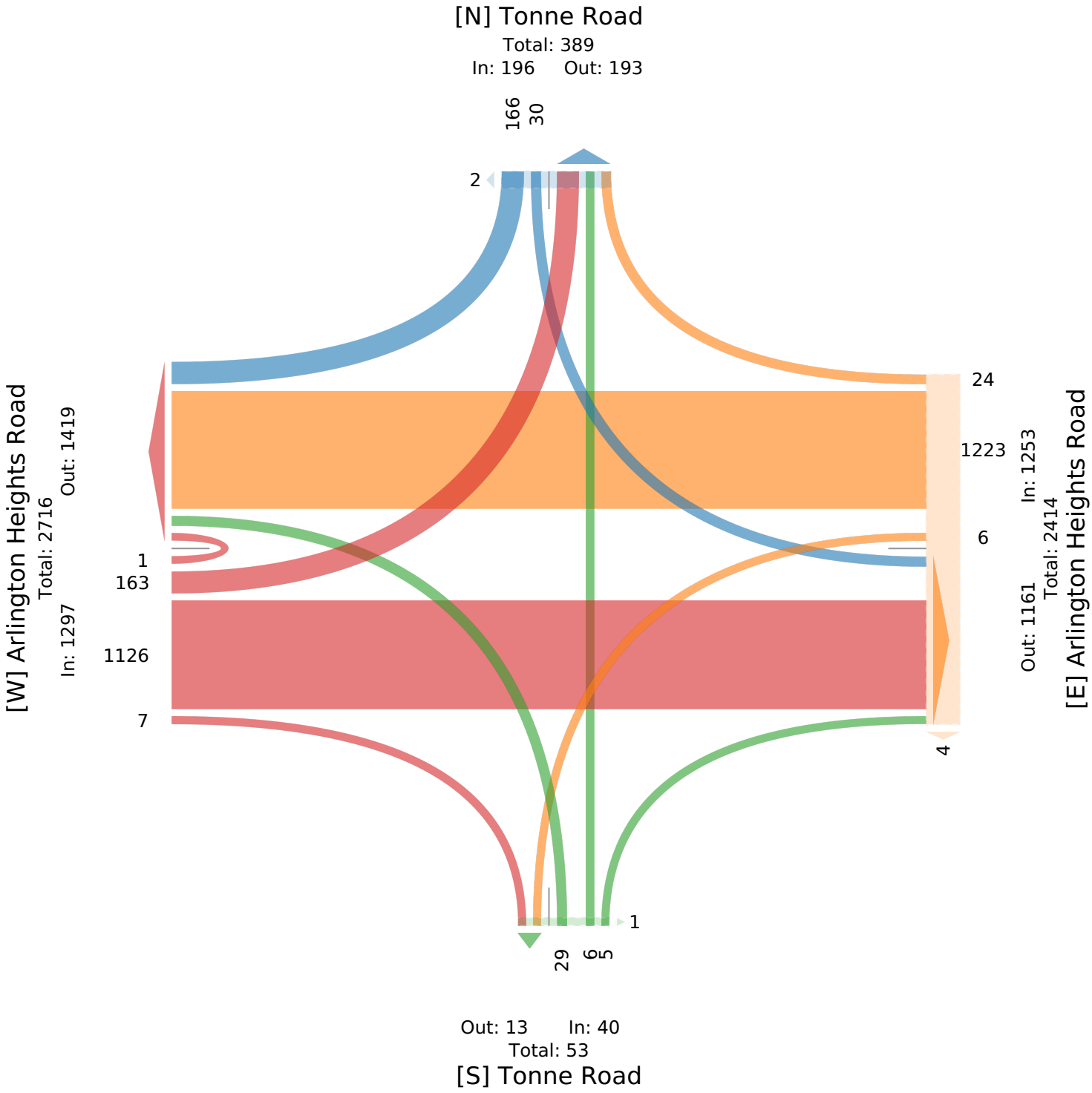
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

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



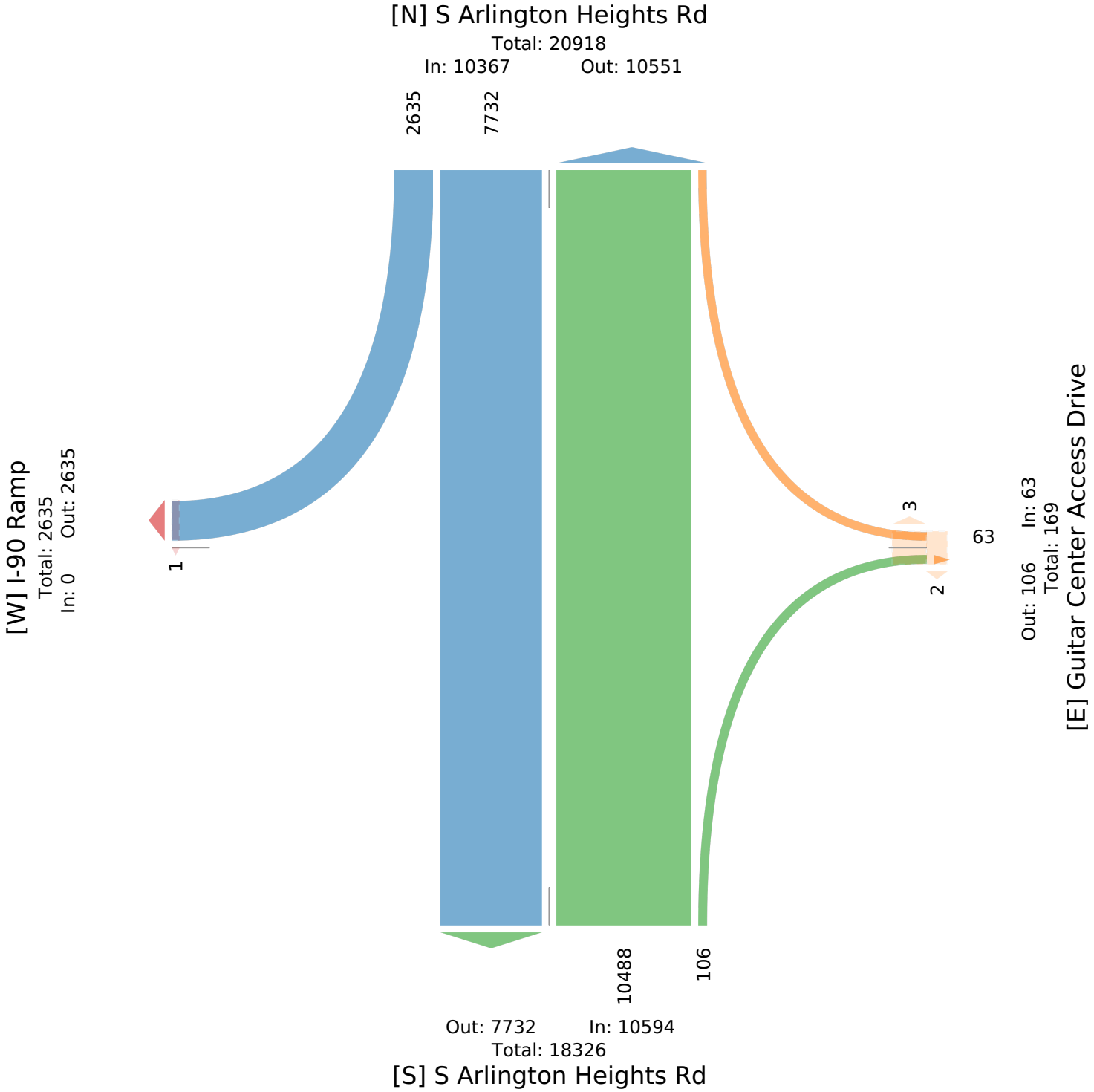
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

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,
Rosemont, IL, 60018, US



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

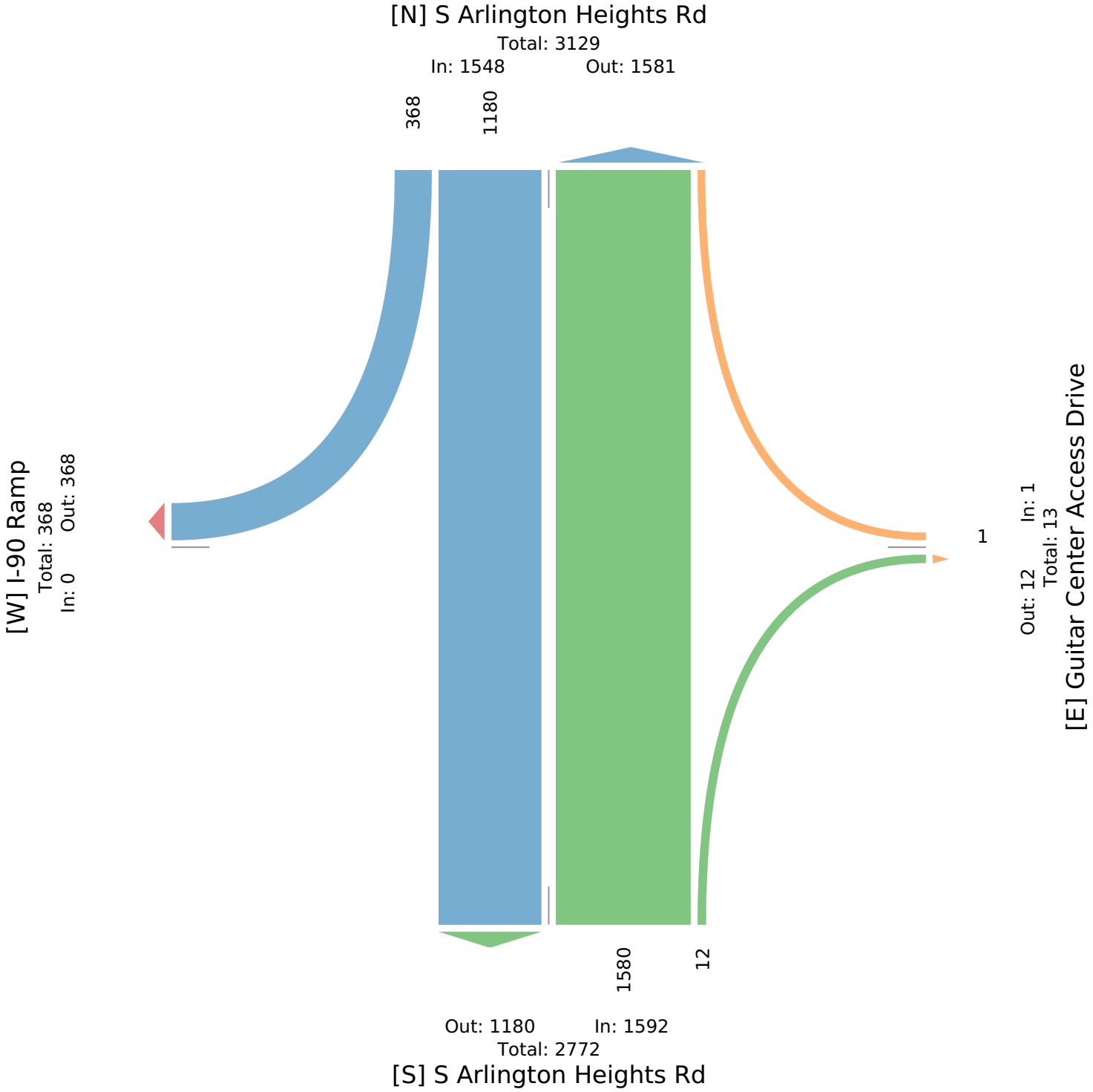
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

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

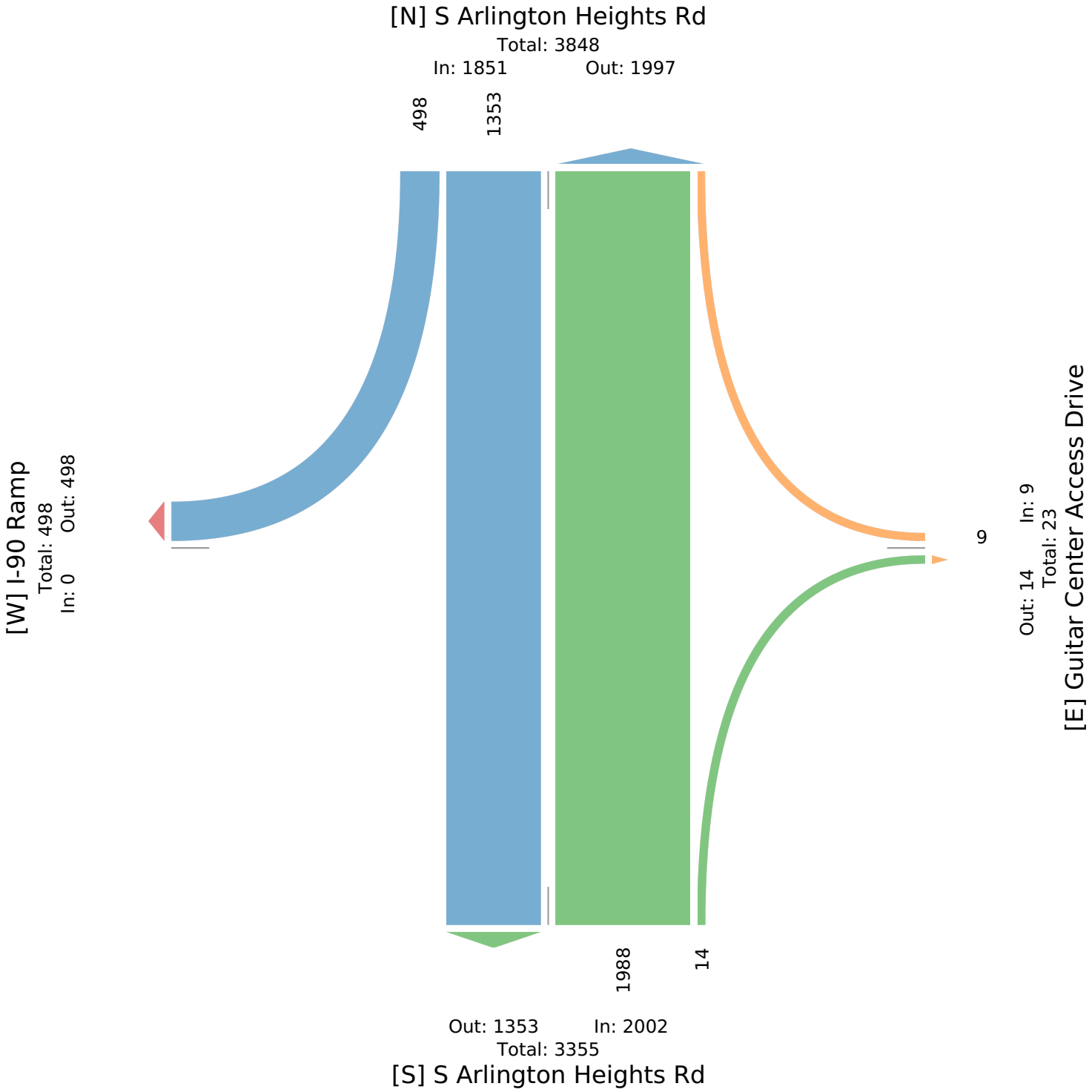
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

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,
Rosemont, IL, 60018, US



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

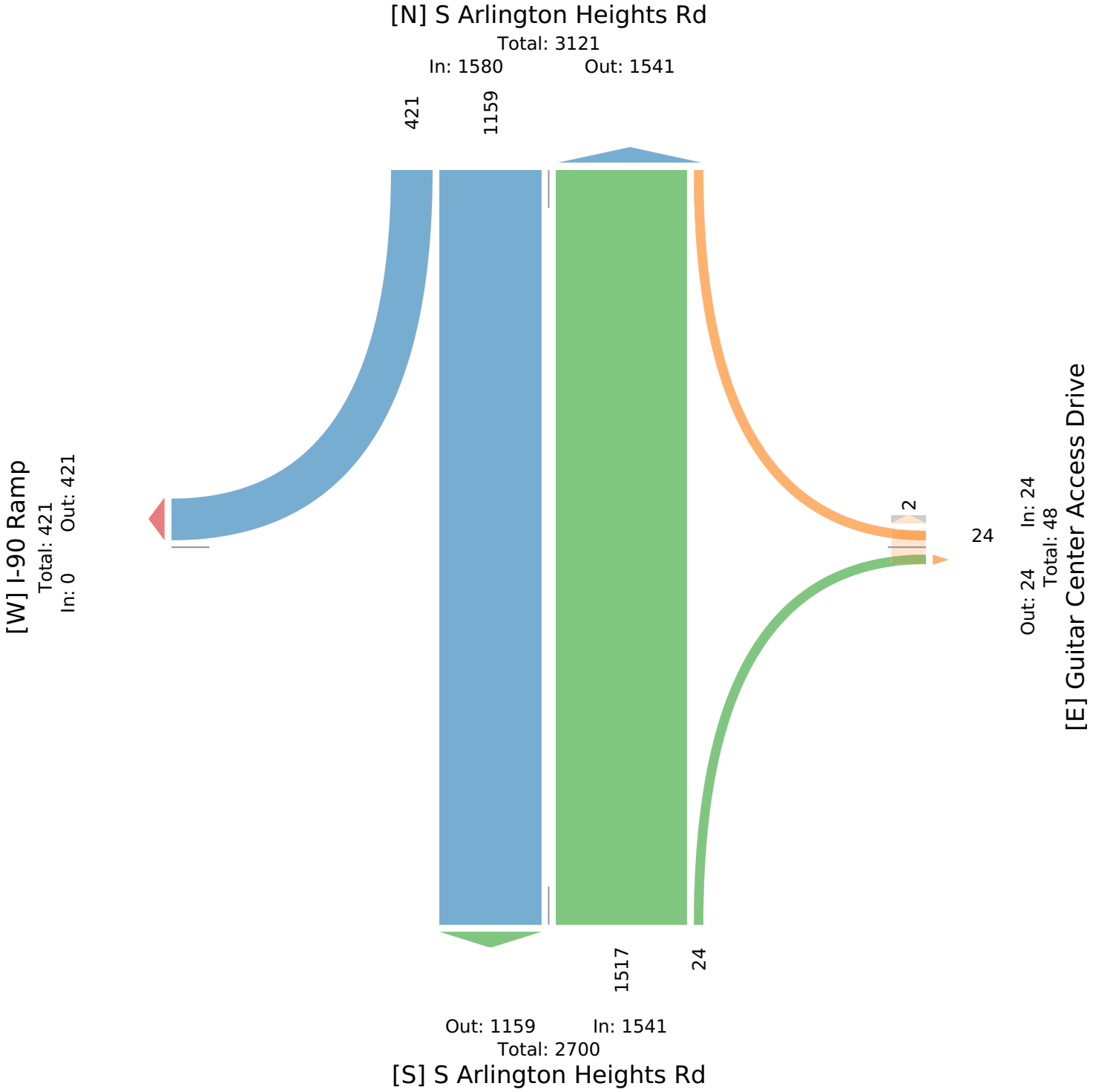
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

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,
Rosemont, IL, 60018, US



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

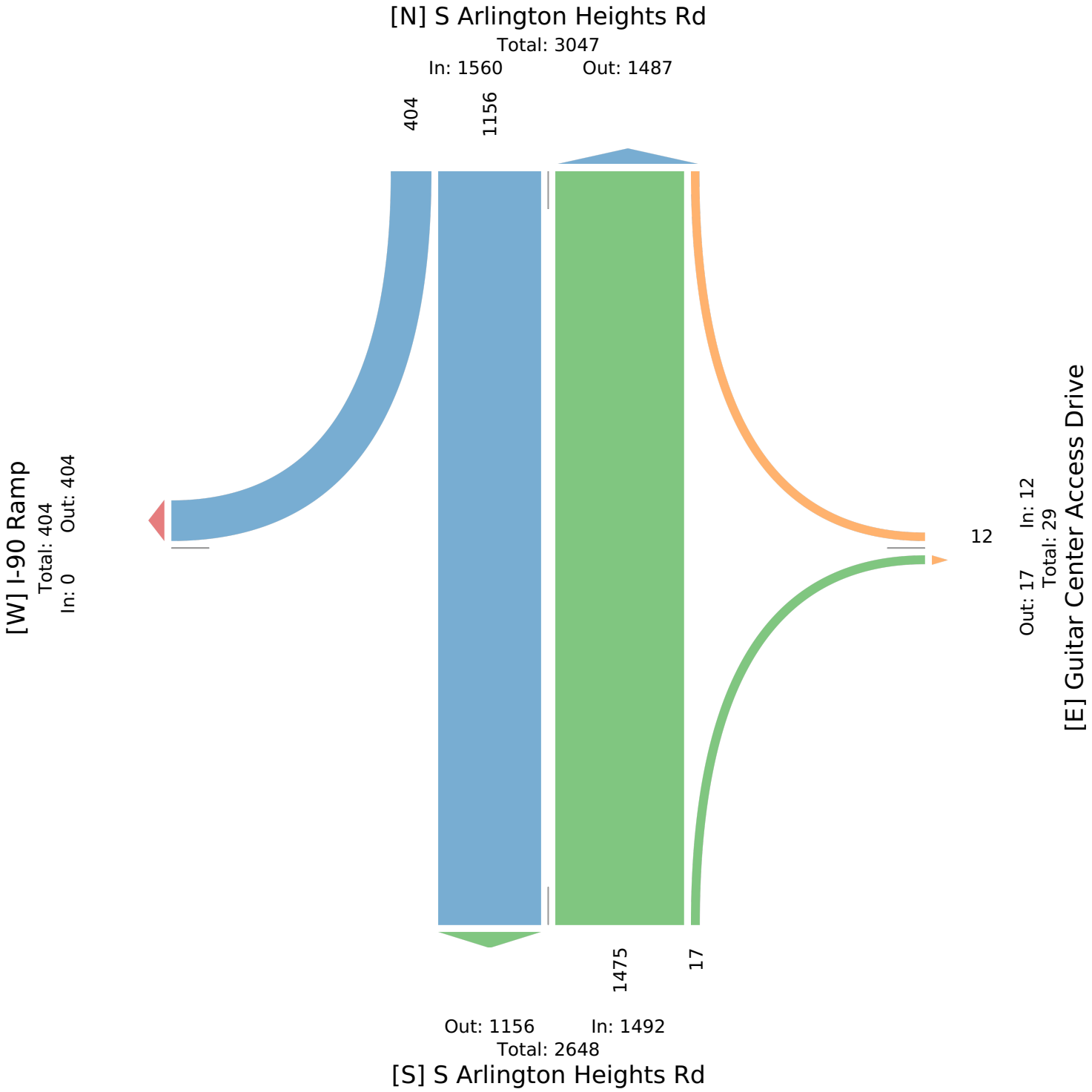
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

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	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

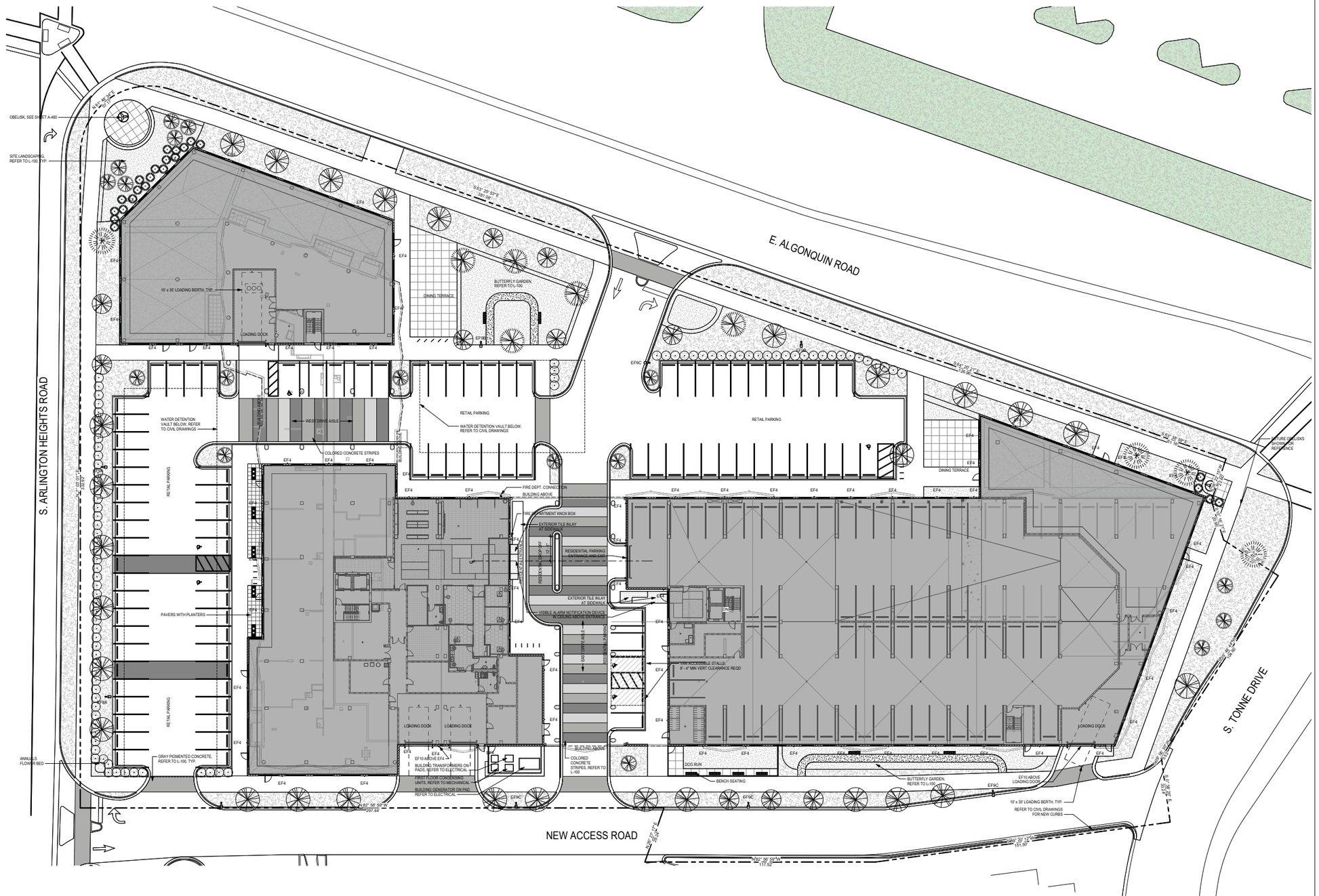
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Arlington Heights Rd with Guitar Center Acce... - TMC
Sat Jun 18, 2022
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



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
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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

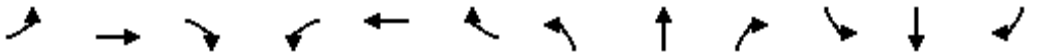
Signalized Intersections		
Level of Service	**Interpretation**	**Average Control Delay (seconds per vehicle)**
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level 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

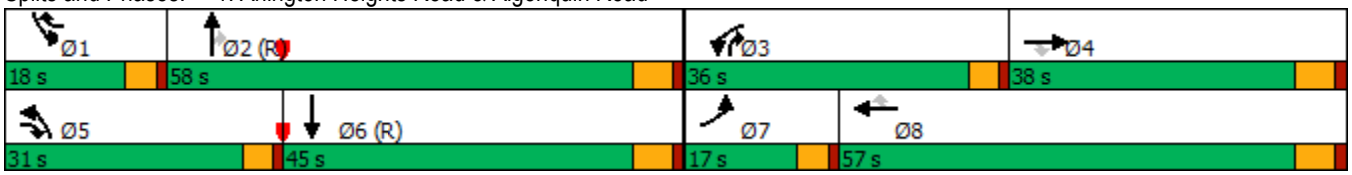


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	584	323	330	534	156	390	987	360	123	969	89
Future Volume (vph)	44	584	323	330	534	156	390	987	360	123	969	89
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	1900	1900
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





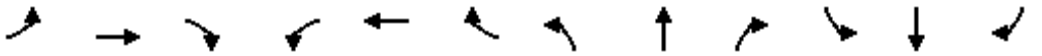
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	96	951	20	7	868	15	3	1	4	16	1	165
Future Volume (vph)	96	951	20	7	868	15	3	1	4	16	1	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		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





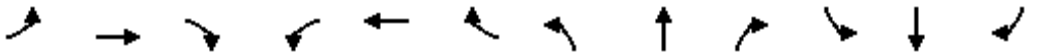
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	853	5	1	797	25	3	0	0	53	2	50
Future Volume (vph)	26	853	5	1	797	25	3	0	0	53	2	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110		0	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



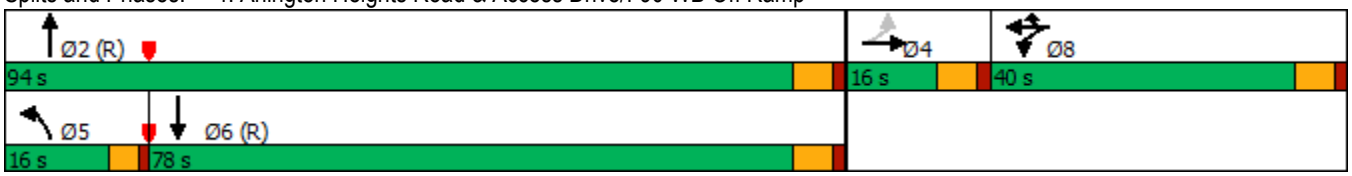


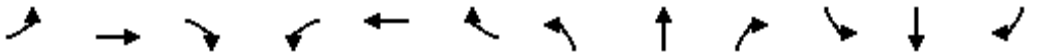
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	4	262	0	509	3	1226	0	0	1251	3
Future Volume (vph)	0	0	4	262	0	509	3	1226	0	0	1251	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Storage Length (ft)	0		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

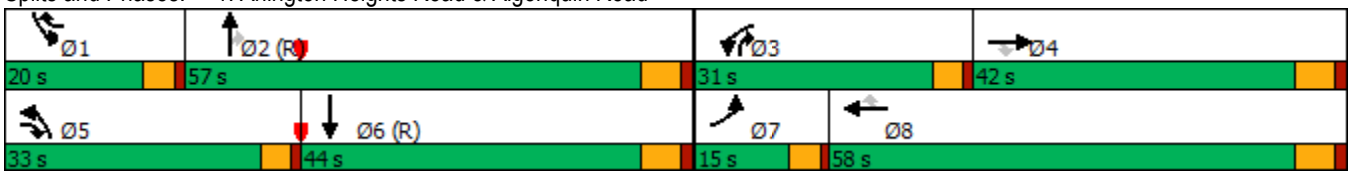
Weekday Evening Peak Hour – Existing Conditions

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



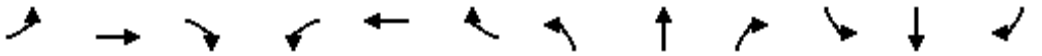
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	176	1199	7	6	1244	24	29	6	5	30	0	66
Future Volume (vph)	176	1199	7	6	1244	24	29	6	5	30	0	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	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





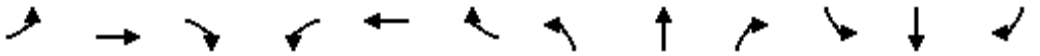
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	1068	5	2	1178	80	6	1	1	55	3	44
Future Volume (vph)	57	1068	5	2	1178	80	6	1	1	55	3	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110		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



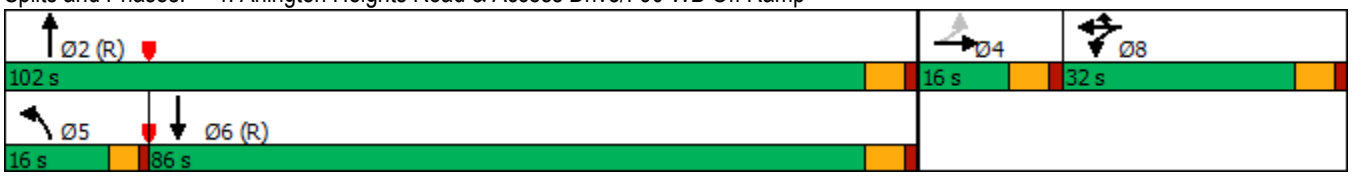


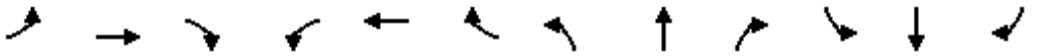
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	0	0	197	1	508	0	1688	0	0	1589	1
Future Volume (vph)	2	0	0	197	1	508	0	1688	0	0	1589	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Storage Length (ft)	0		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

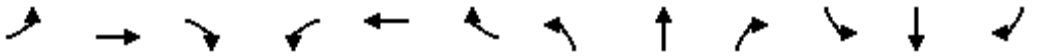
Right Turns	WBR	SBR
Adj Reference Time (s)	8.0	41.0
Cross Thru Ref Time (s)	55.0	0.0
Oncoming Left Ref Time (s)	0.0	0.0
Combined (s)	63.0	41.0

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

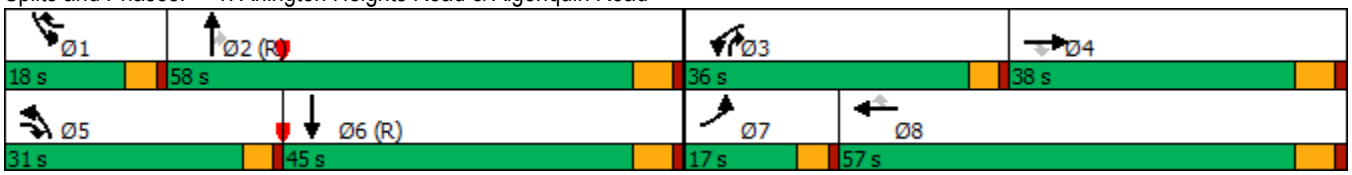


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	611	336	343	579	162	406	1034	374	128	1017	93
Future Volume (vph)	46	611	336	343	579	162	406	1034	374	128	1017	93
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	1900	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





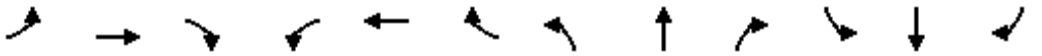
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	100	993	21	7	927	16	3	1	4	17	1	172
Future Volume (vph)	100	993	21	7	927	16	3	1	4	17	1	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	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





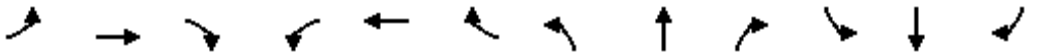
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	891	5	1	853	26	3	0	0	55	2	52
Future Volume (vph)	27	891	5	1	853	26	3	0	0	55	2	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110		0	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



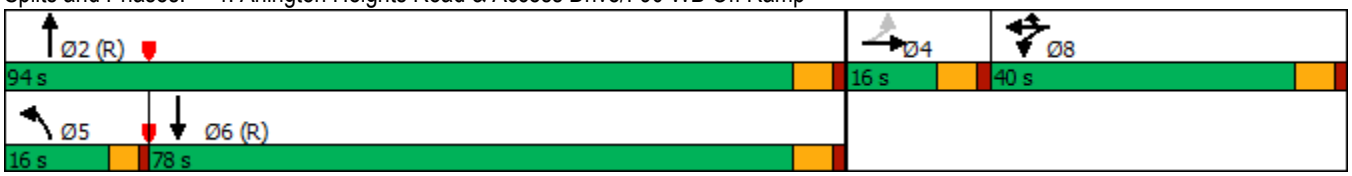


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	4	272	0	529	3	1283	0	0	1310	3
Future Volume (vph)	0	0	4	272	0	529	3	1283	0	0	1310	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Storage Length (ft)	0		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	

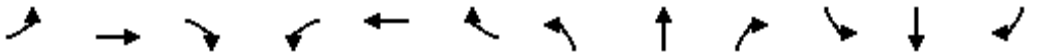
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 61 (41%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 22.2		Intersection LOS: 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

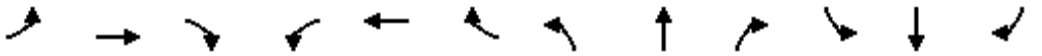
Right Turns	WBR	SBR
Adj Reference Time (s)	8.0	32.5
Cross Thru Ref Time (s)	46.3	0.0
Oncoming Left Ref Time (s)	0.0	0.0
Combined (s)	54.3	32.5

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

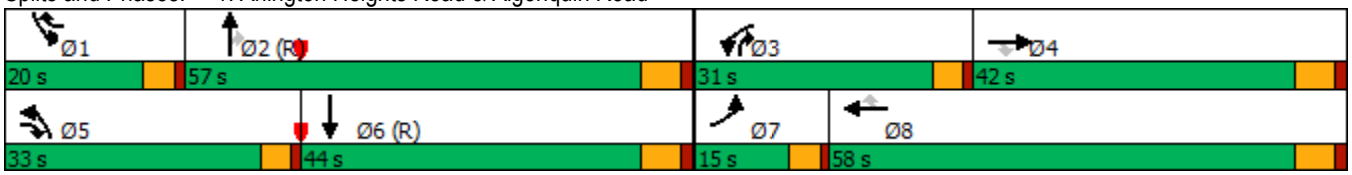


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	788	467	456	851	224	506	1312	471	201	1261	99
Future Volume (vph)	90	788	467	456	851	224	506	1312	471	201	1261	99
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	1900	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





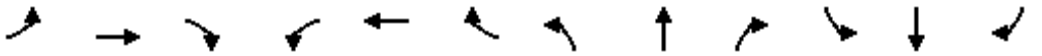
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	183	1270	7	6	1305	25	30	6	5	31	0	173
Future Volume (vph)	183	1270	7	6	1305	25	30	6	5	31	0	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	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





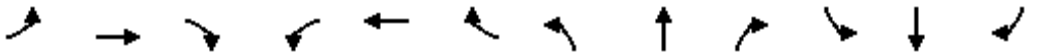
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	1134	5	2	1236	83	6	1	1	57	3	46
Future Volume (vph)	59	1134	5	2	1236	83	6	1	1	57	3	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110		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



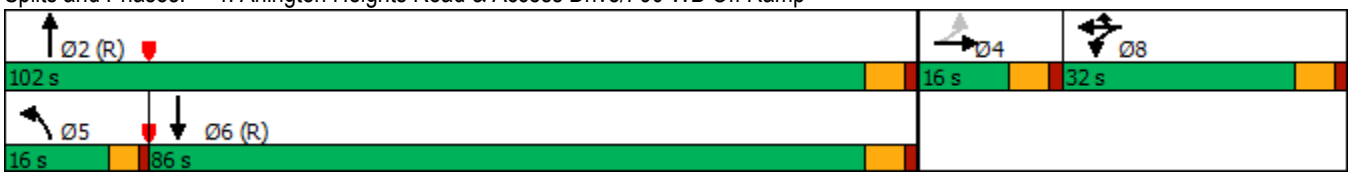


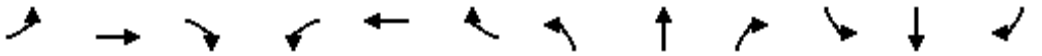
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	0	0	205	1	528	0	1767	0	0	1665	1
Future Volume (vph)	2	0	0	205	1	528	0	1767	0	0	1665	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Storage Length (ft)	0		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

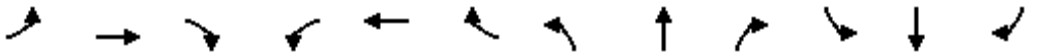
Right Turns	WBR	SBR
Adj Reference Time (s)	8.0	42.5
Cross Thru Ref Time (s)	57.3	0.0
Oncoming Left Ref Time (s)	0.0	0.0
Combined (s)	65.3	42.5

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

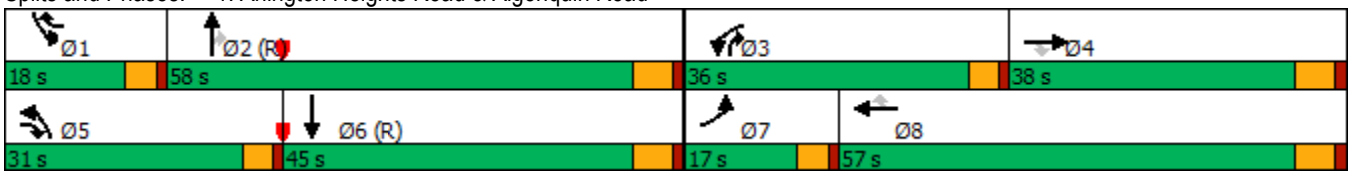


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	622	336	388	587	162	420	1056	374	139	1017	93
Future Volume (vph)	46	622	336	388	587	162	420	1056	374	139	1017	93
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	1900	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





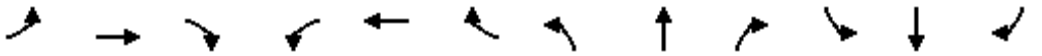
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	100	1002	32	19	927	16	56	1	18	17	1	172
Future Volume (vph)	100	1002	32	19	927	16	56	1	18	17	1	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (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





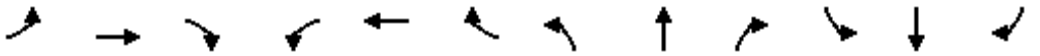
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	905	5	1	865	26	3	0	0	55	2	52
Future Volume (vph)	27	905	5	1	865	26	3	0	0	55	2	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110		0	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



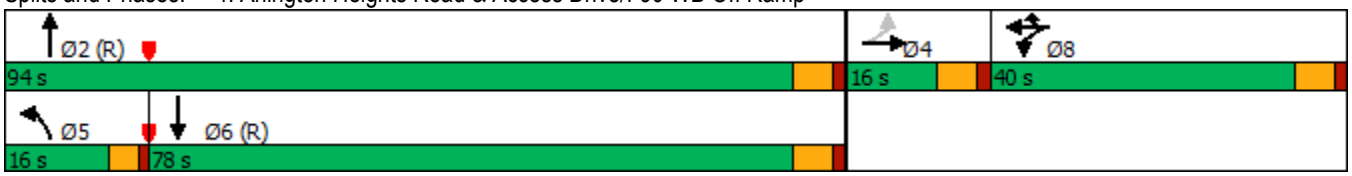


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	4	272	0	541	3	1294	0	0	1344	3
Future Volume (vph)	0	0	4	272	0	541	3	1294	0	0	1344	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Storage Length (ft)	0		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



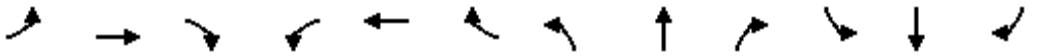
Intersection	
Int Delay, s/veh	0.1

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

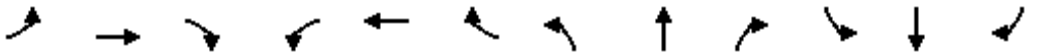
Right Turns	WBR	SBR
Adj Reference Time (s)	8.0	33.3
Cross Thru Ref Time (s)	46.9	0.0
Oncoming Left Ref Time (s)	0.0	0.0
Combined (s)	54.9	33.3

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

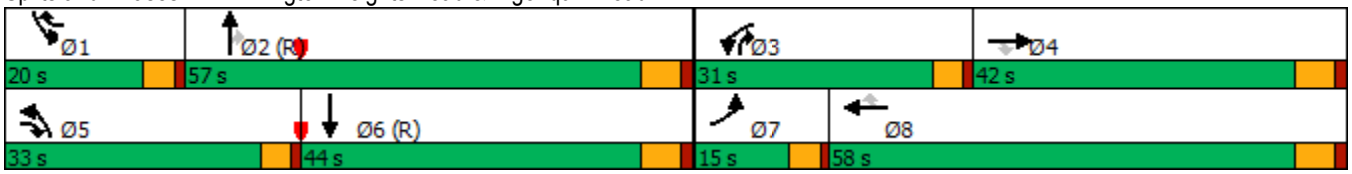


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	816	467	504	860	224	520	1334	471	239	1261	99
Future Volume (vph)	90	816	467	504	860	224	520	1334	471	239	1261	99
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	1900	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



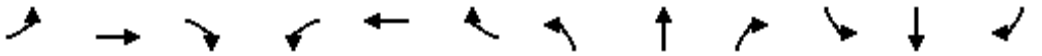
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	183	1279	35	34	1305	25	84	6	18	31	0	173
Future Volume (vph)	183	1279	35	34	1305	25	84	6	18	31	0	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (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





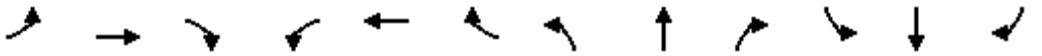
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	1148	5	2	1265	83	6	1	1	57	3	46
Future Volume (vph)	59	1148	5	2	1265	83	6	1	1	57	3	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110		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



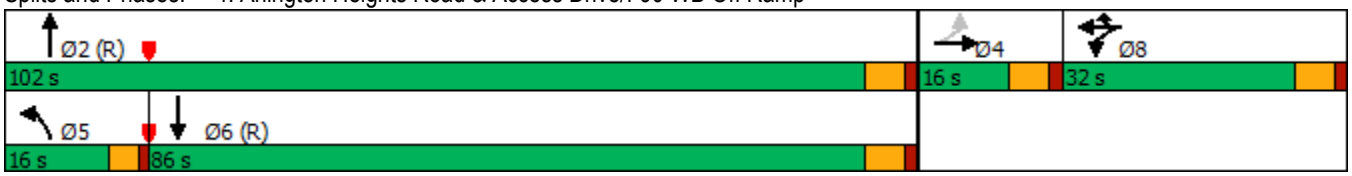


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	0	0	205	1	556	0	1792	0	0	1700	1
Future Volume (vph)	2	0	0	205	1	556	0	1792	0	0	1700	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Storage Length (ft)	0		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



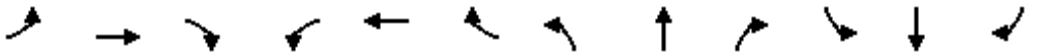
Intersection	
Int Delay, s/veh	0.1

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

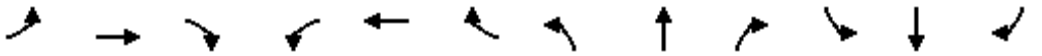
Right Turns	WBR	SBR
Adj Reference Time (s)	8.0	43.3
Cross Thru Ref Time (s)	58.7	0.0
Oncoming Left Ref Time (s)	0.0	0.0
Combined (s)	66.7	43.3

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

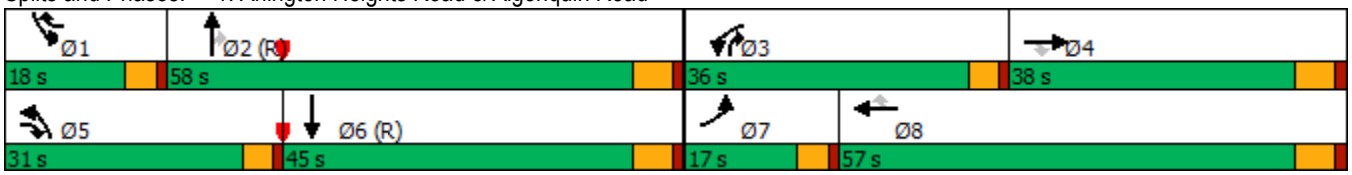


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	681	336	503	609	162	456	1114	374	198	1017	93
Future Volume (vph)	46	681	336	503	609	162	456	1114	374	198	1017	93
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	1900	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



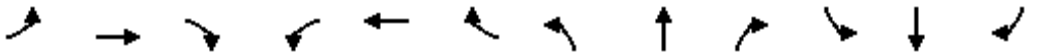
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	100	999	145	79	927	16	193	1	78	17	1	172
Future Volume (vph)	100	999	145	79	927	16	193	1	78	17	1	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (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





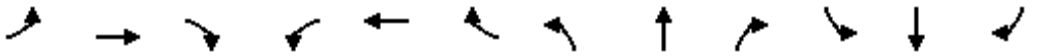
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	1348	5	1	1079	26	3	0	0	55	2	50
Future Volume (vph)	27	1348	5	1	1079	26	3	0	0	55	2	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110		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



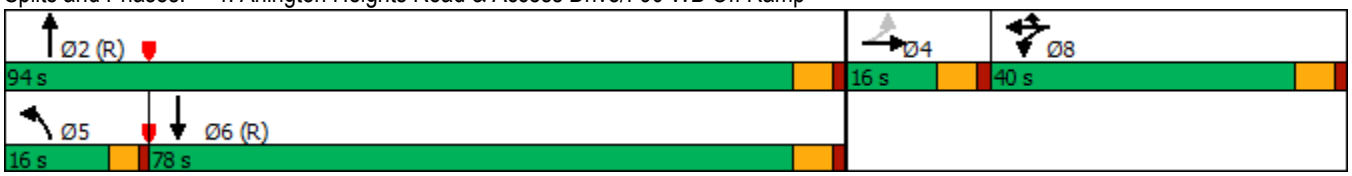


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	4	272	0	599	3	1366	0	0	1430	3
Future Volume (vph)	0	0	4	272	0	599	3	1366	0	0	1430	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Storage Length (ft)	0		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

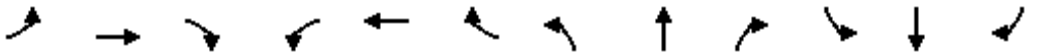
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	660
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	-	-	0	-	0	352
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	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

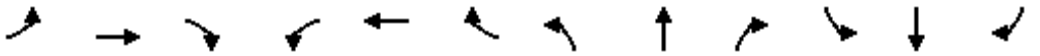
Right Turns	WBR	SBR
Adj Reference Time (s)	14.1	35.4
Cross Thru Ref Time (s)	50.1	0.0
Oncoming Left Ref Time (s)	0.0	0.0
Combined (s)	64.2	35.4

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



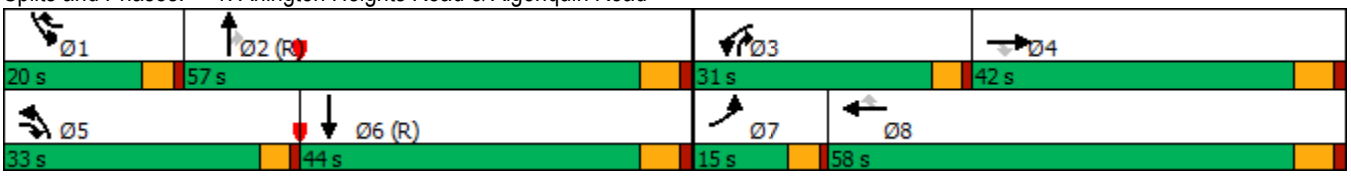
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	867	467	654	884	224	572	1411	471	280	1261	99
Future Volume (vph)	90	867	467	654	884	224	572	1411	471	280	1261	99
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	1900	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



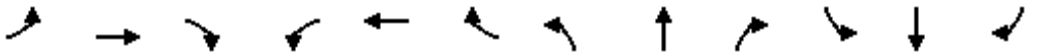
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	183	1274	156	86	1305	25	261	6	100	31	0	173
Future Volume (vph)	183	1274	156	86	1305	25	261	6	100	31	0	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage 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





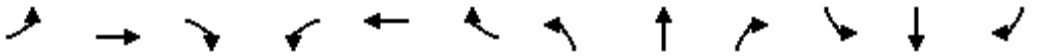
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	1190	5	2	1290	83	6	1	1	57	3	46
Future Volume (vph)	59	1190	5	2	1290	83	6	1	1	57	3	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110		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



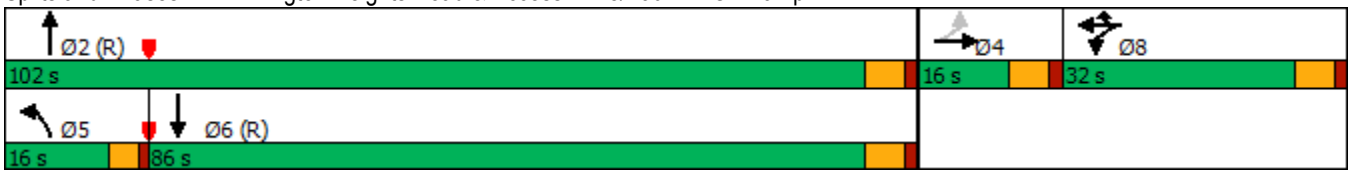


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	0	0	205	1	607	0	1845	0	0	1813	1
Future Volume (vph)	2	0	0	205	1	607	0	1845	0	0	1813	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Storage Length (ft)	0		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



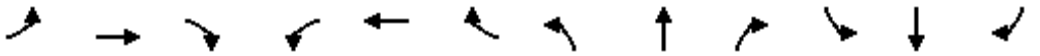
Intersection	
Int Delay, s/veh	0.1

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	

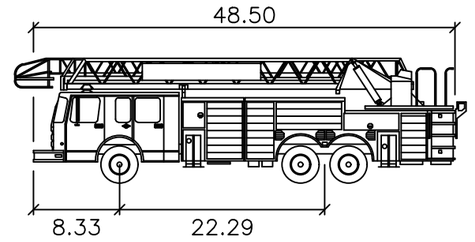
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio	0.67	0.49		0.37	0.45		0.68	0.40		0.34	0.78	
Control Delay	33.9	9.6		9.7	11.2		72.8	16.2		77.0	40.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	33.9	9.6		9.7	11.2		72.8	16.2		77.0	40.5	
LOS	C	A		A	B		E	B		E	D	
Approach 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')

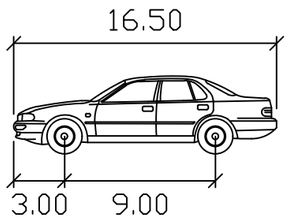
Ford Taurus
V3 Custom

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

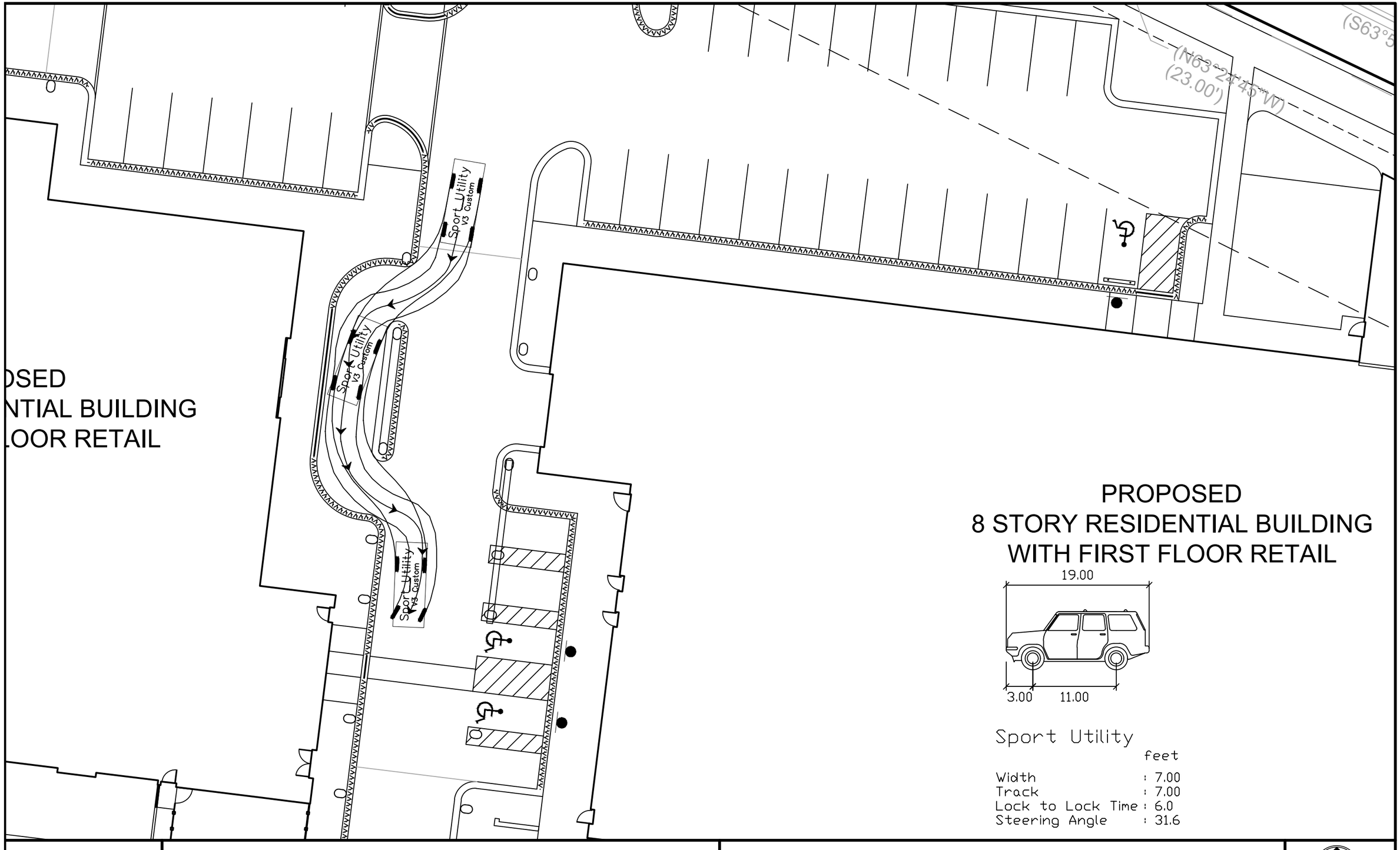
ARLINGTON HEIGHTS PHASE 1 ILLINOIS

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'

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ARLINGTON HEIGHTS GATEWAY

Demolition

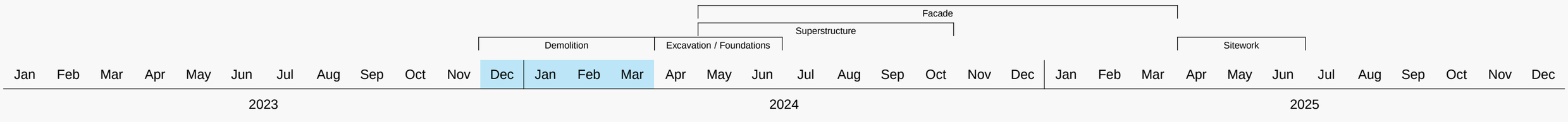
Keynotes

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

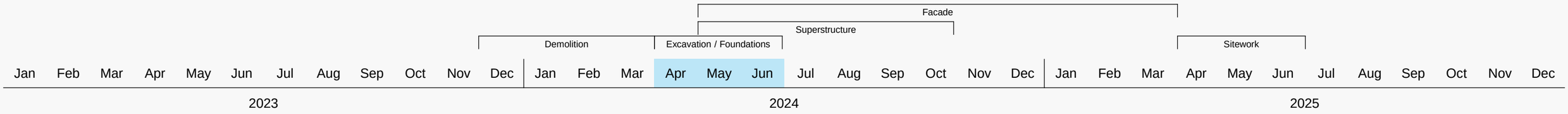
Keynotes

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

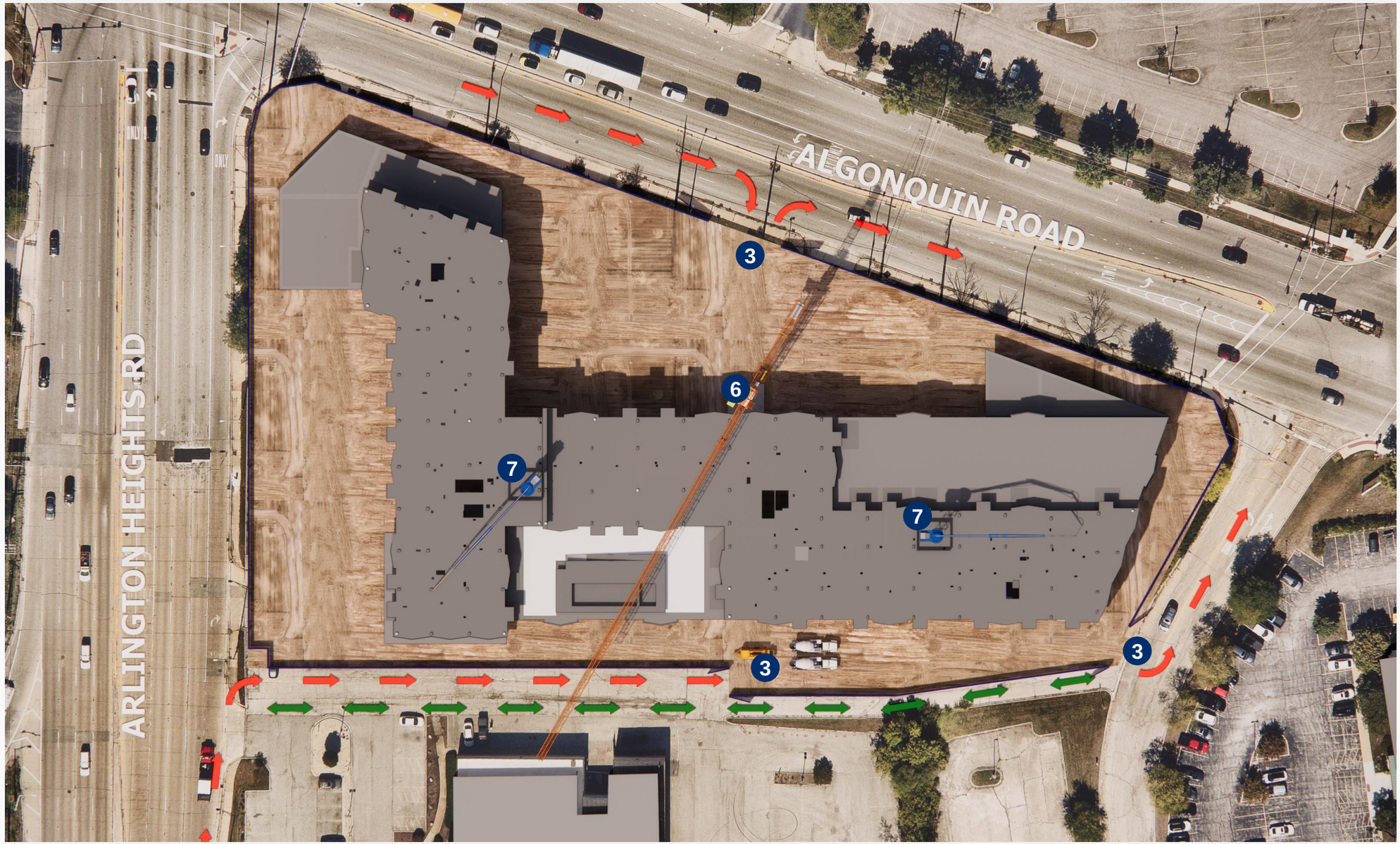
Concrete Superstructure

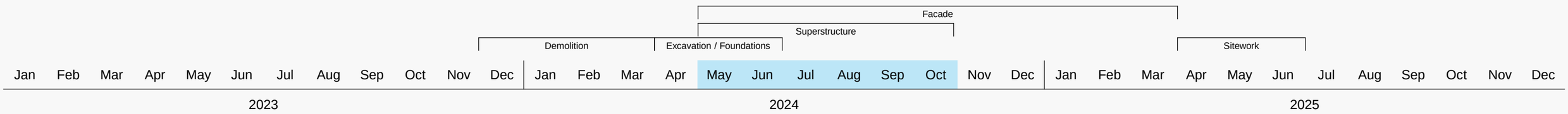
Keynotes

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

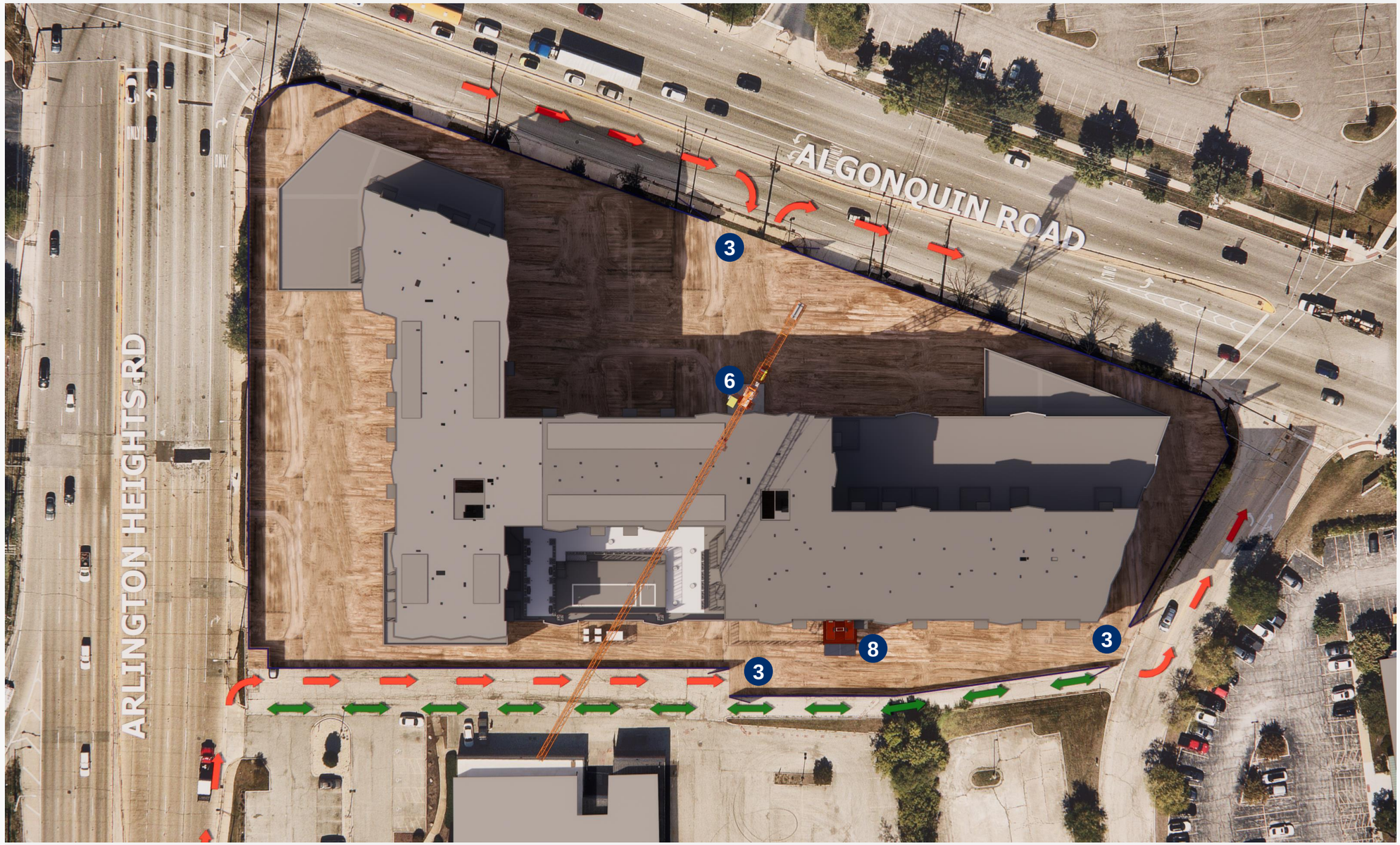
Facade

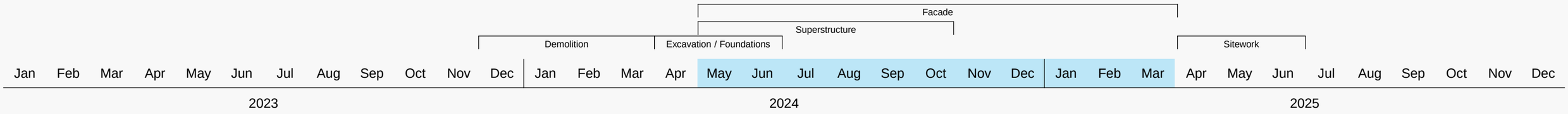
Keynotes

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

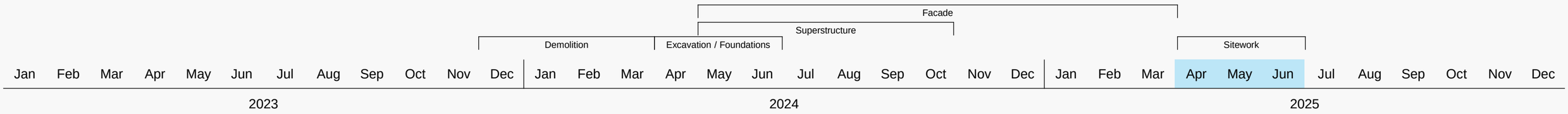
Keynotes

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

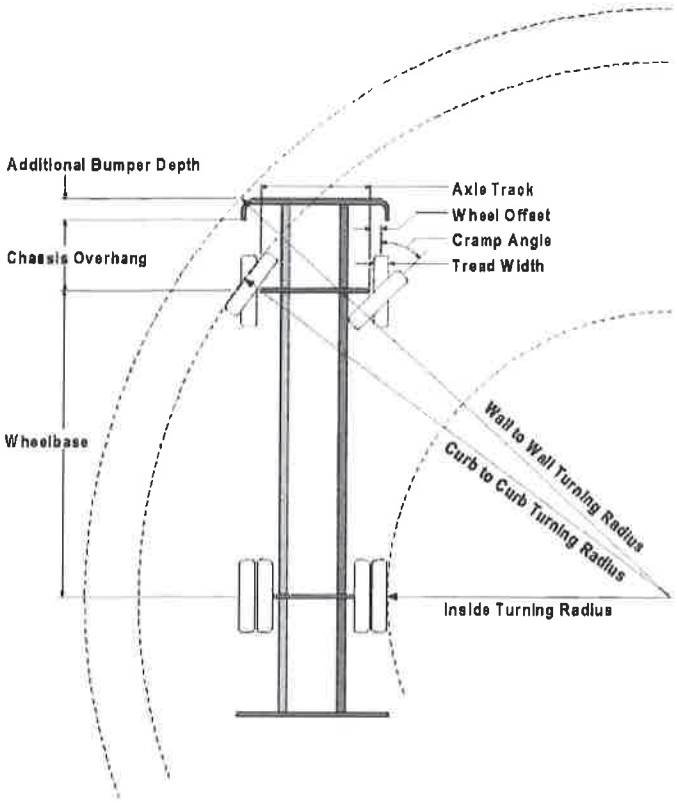
Attachments:
AHFD 133 Turning Performance Analysis (1 page)
Preliminary Plat of Subdivision Checklist (1 page)
Final Plat of Subdivision Checklist (3 pages)
Contacts for Plat Signatures (1 page)

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
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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#

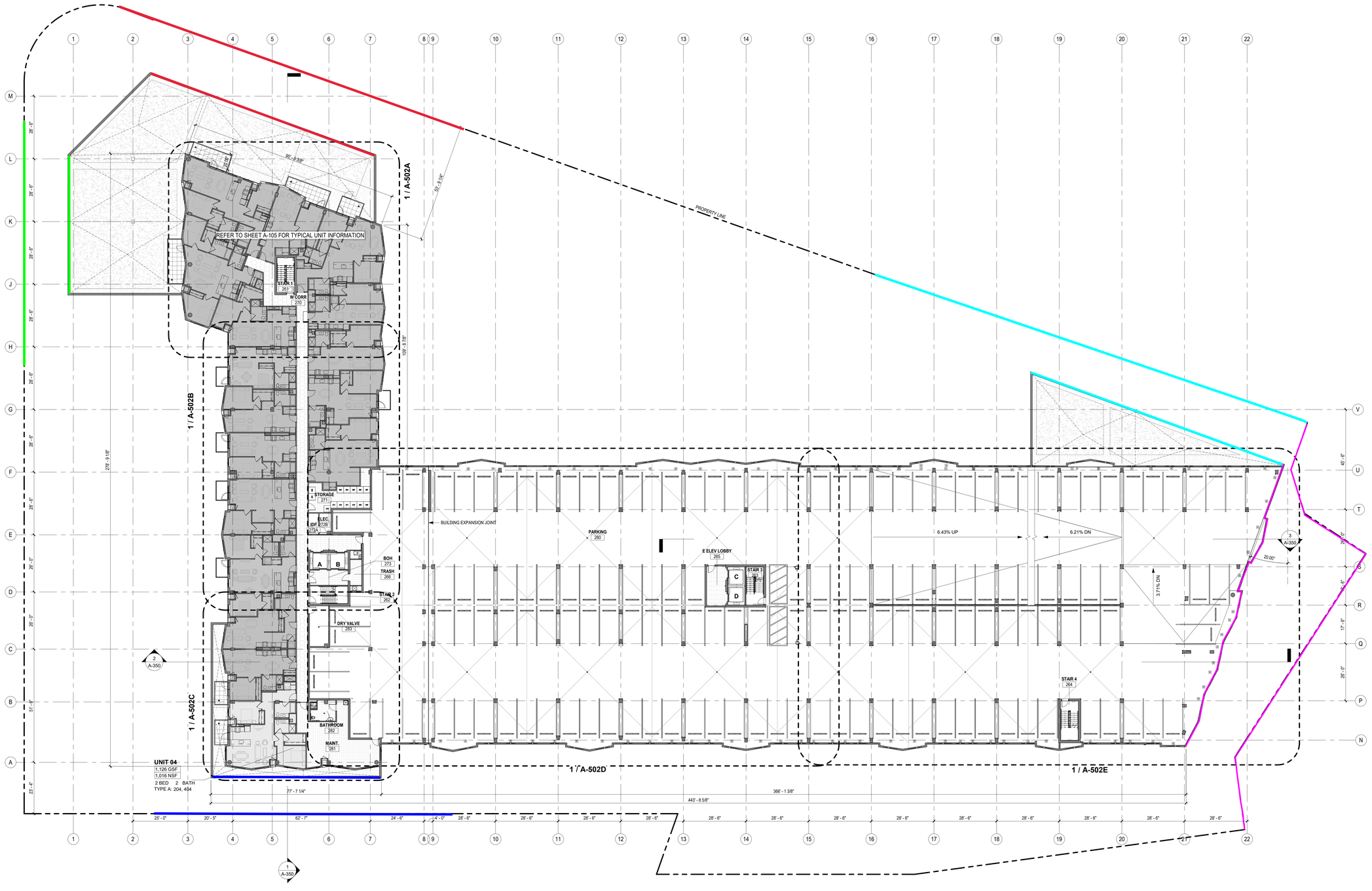
FINISH LEGEND

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
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
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LANDSCAPE ARCHITECT
Thomas Roszak Architecture, LLC
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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
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

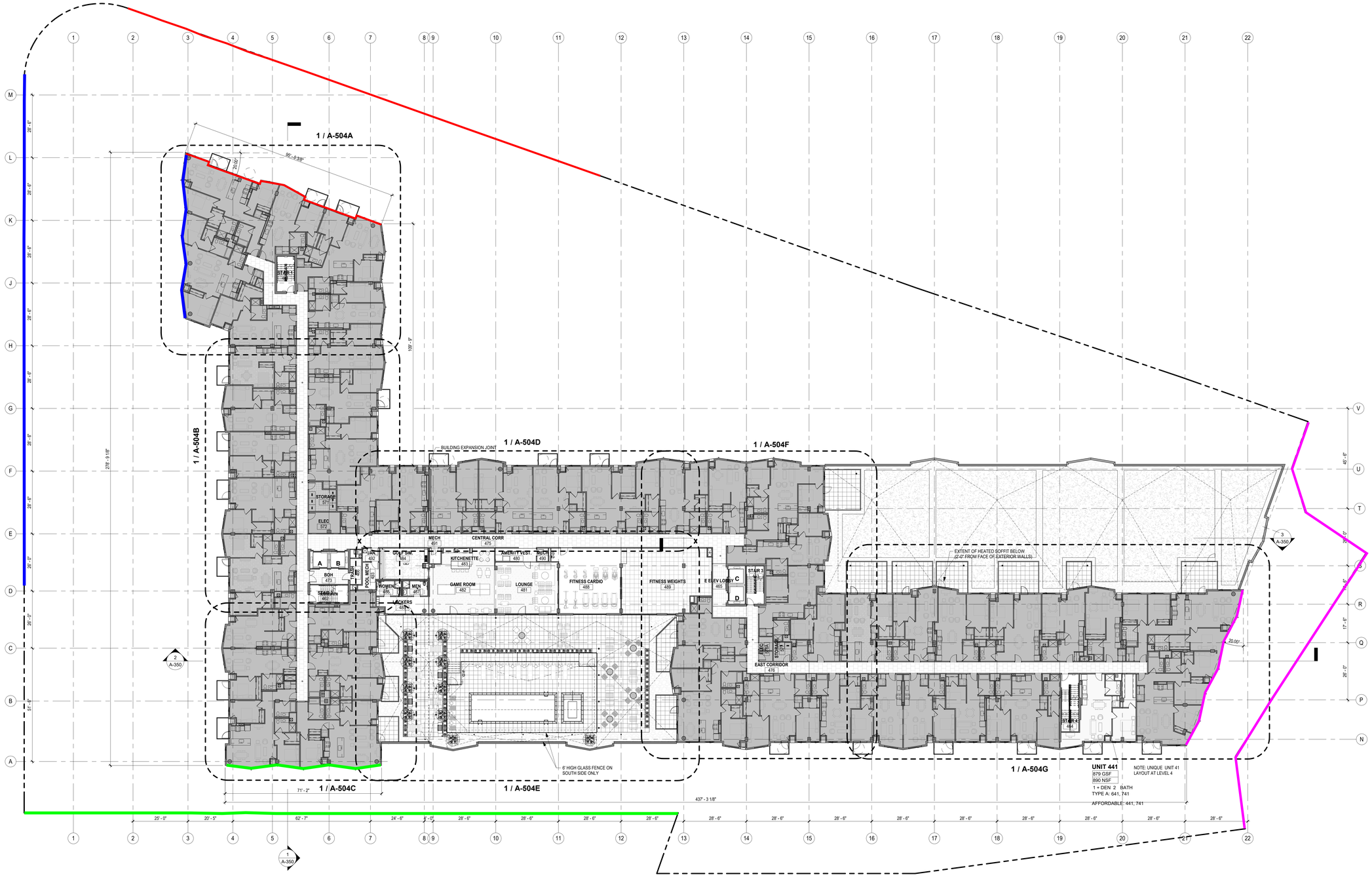
1. REFER TO LANDSCAPE DRAWINGS FOR TERRACE DESIGN, DETAILS, AND SPECIFICATIONS.
2. REFER TO LANNDSCAPE DRAWINGS FOR PLANTS, TREES AND PLANTER SPECIFICATIONS.
3. REFER TO SHEET A-440 FOR ROOF TYPES
4. PROVIDE MINIMUM ONE EXTERIOR HOSE BIBB AND ONE WP/GFI RECEPTACLE PER ROOF FOR BUILDING MAINTENANCE. REFER TO ARCH DRAWINGS FOR LOCATIONS

FINISH LEGEND

ROOM FINISH TAG	CEILING	WALL
	FLOOR	WALL BASE
COMMON SPACE SHADES		

FLOOR PLAN NOTES

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
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1 LEVEL 4 OVERALL FLOOR PLAN
1/16" = 1'-0"

CITY STAMP

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ILLINOIS
THOMAS A. ROSZAK
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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.

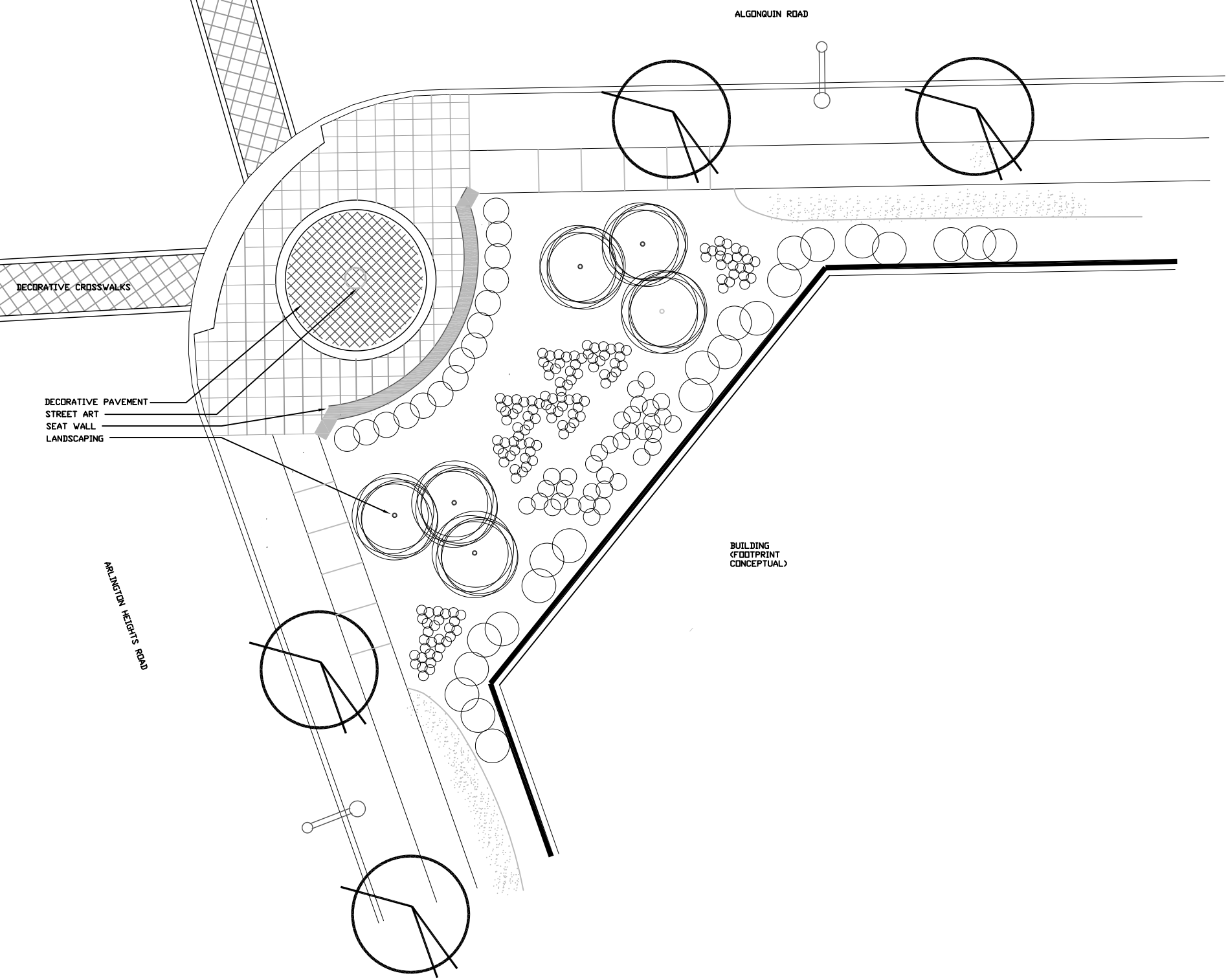
8) Whatever element is proposed in the area identified for pickle ball, it must be screened with landscaping. The landscaping should be layered with a mix of evergreens and perennials.

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.*

Thomas Roszak Architecture, LLC
145 S. Wells Street, Suite 700, Chicago, IL 60606 + Tel: 312-423-7989
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.